



South East Queensland Regional Plan 2009–2031



South East Queensland Regional Plan 2009–2031

(SEQ Regional Plan)

Prepared by the Honourable Stirling Hinchliffe, regional planning Minister, in accordance with the Queensland *Integrated Planning Act 1997*, Section 2.5A 14 and 2.5C 10.

In partnership with the Council of Mayors (South East Queensland).

In consultation with the South East Queensland Regional Coordination Committee.



July 2009

ISBN 978-0-9805449-1-6

© The State of Queensland (Queensland Department of Infrastructure and Planning) 2009.

Copyright protects this publication. Except for purposes permitted by the *Copyright Act 1968*, no part may be reproduced by any means without the prior written permission of the Department of Infrastructure and Planning.

Release notes:

The *South East Queensland Regional Plan 2009–2031* is released by the Minister for Infrastructure and Planning in accordance with the *Integrated Planning Act 1997*, section 2.5A 15 and 2.5C 11.

Find out more

For more information and copies of the SEQ Regional Plan (including the state planning regulatory provisions) contact:

Department of **Infrastructure and Planning**
Southern Region Division
PO Box 15009 City East
Brisbane Qld 4002

Online www.dip.qld.gov.au

Tel +61 7 3237 1809

Email planning@dip.qld.gov.au

Regulatory maps

A set of regulatory maps (32 cadastre-based (1:50 000) maps in total) form part of the State planning regulatory provisions associated with the SEQ Regional Plan. The regulatory maps are available separately to the SEQ Regional Plan. Contact the Department of Infrastructure and Planning to request a copy of the regulatory maps on CD.

Map disclaimer

The information on maps in this document is not intended for reference to specific parcels of land, and should be treated as indicative only. In some parts of the mapping, one layer obscures another; this is not meant to imply any order of importance or priority. The Department of Infrastructure and Planning does not guarantee or make any representations as to the accuracy or completeness of the information shown on these maps, nor does it accept any responsibility or liability for any loss or damage arising from their use.

Data sources include:

- Department of Infrastructure and Planning
- Department of Environment and Resource Management
- Department of Transport and Main Roads
- Department of Employment, Economic Development and Innovation
- Department of Education and Training
- Queensland Health
- Geoscience Australia
- South East Queensland Catchments
- Mapinfo Roads

Map version: June 2009

Translation statement

The Queensland Government is committed to providing accessible services to Queenslanders from all culturally and linguistically diverse backgrounds. If you have difficulty understanding this document and need an interpreter, please call the Translating and Interpreting Service (TIS National) on 131 450 and ask them to telephone the Queensland Department of Infrastructure and Planning on 07 3227 8548.



ISBN 978-0-9805449-1-6



Contents

| | | | |
|---|-----------|---|------------|
| Foreword | 1 | 6 Strong communities | 77 |
| Part A—Introduction | 4 | 6.1 Social planning..... | 78 |
| Purpose | 4 | 6.2 Addressing disadvantage | 79 |
| South East Queensland Regional Plan review | 4 | 6.3 Healthy and safe communities..... | 80 |
| South East Queensland region | 5 | 6.4 Community engagement, capacity building and identity | 82 |
| Effect | 5 | 6.5 Cultural heritage, arts and cultural development..... | 83 |
| Planning period..... | 7 | 7 Engaging Aboriginal and Torres Strait Islander peoples | 84 |
| Amending or replacing the regional plan..... | 7 | 7.1 Traditional owner engagement..... | 85 |
| The role of the SEQ Regional Plan..... | 7 | 7.2 Community engagement..... | 87 |
| Other SEQ regional planning documents | 7 | 7.3 Social and economic equity..... | 88 |
| Inter-regional coordination..... | 7 | 7.4 Cultural values..... | 89 |
| Definitions | 8 | 8 Compact settlement | 90 |
| Growth management | 8 | 8.1 Compact development..... | 91 |
| Structure | 9 | 8.2 Containing growth | 92 |
| Part B—Regional vision and strategic directions | 10 | 8.3 Urban character and design..... | 93 |
| Regional vision..... | 10 | 8.4 Urban greenspace..... | 94 |
| Strategic directions | 11 | 8.5 Housing choice and affordability | 95 |
| Part C—Regional land use pattern | 13 | 8.6 Activity centres and transit corridors..... | 96 |
| Purpose | 13 | 8.7 Centres that support business..... | 100 |
| Regional land use categories..... | 13 | 8.8 Mixed-use activity centres..... | 100 |
| Sub-regional narratives | 17 | 8.9 Integrated land use and transport planning | 101 |
| Part D—Regional policies | 38 | 8.10 Development Area delivery | 104 |
| 1 Sustainability and climate change | 39 | 8.11 Rural residential development | 110 |
| 1.1 Sustainability principles | 40 | 9 Employment location | 111 |
| 1.2 Sustainability monitoring | 41 | 9.1 Balanced and diverse employment..... | 112 |
| 1.3 Reducing greenhouse gas emissions | 42 | 9.2 Innovation and technology | 115 |
| 1.4 Natural hazards and climate change adaptation | 44 | 9.3 Enterprise opportunities..... | 122 |
| 1.5 Responding to oil supply vulnerability..... | 46 | 10 Infrastructure | 124 |
| 2 Natural environment | 47 | 10.1 Supporting regional growth | 125 |
| 2.1 Biodiversity..... | 48 | 10.2 Infrastructure planning, coordination and funding | 125 |
| 2.2 Koala conservation..... | 51 | 10.3 Managing demand..... | 126 |
| 2.3 Air and noise..... | 53 | 10.4 Protecting key sites and corridors..... | 126 |
| 2.4 Managing the coast..... | 54 | 10.5 Energy | 127 |
| 3 Regional landscape | 55 | 10.6 Information and communication | 128 |
| 3.1 Regional landscape values..... | 56 | 10.7 Waste | 129 |
| 3.2 Regional landscape areas | 57 | 10.8 Social infrastructure..... | 130 |
| 3.3 Regional landscape management | 60 | 11 Water management | 131 |
| 3.4 Community greenspace network..... | 62 | 11.1 Total water cycle management..... | 132 |
| 3.5 Scenic amenity | 64 | 11.2 Water supply planning | 133 |
| 3.6 Landscape heritage | 64 | 11.3 Efficient water use..... | 135 |
| 3.7 Outdoor recreation | 66 | 11.4 Waterway health..... | 136 |
| 4 Natural resources | 67 | 11.5 Drinking water catchment protection..... | 137 |
| 4.1 Natural resource management | 68 | 11.6 Overland flow and flood management | 138 |
| 4.2 Land, extractive resources, minerals, forestry and fisheries | 68 | 11.7 Rural water | 138 |
| 4.3 Ecosystem services..... | 71 | 12 Integrated transport | 139 |
| 5 Rural futures | 72 | 12.1 Integrated transport planning | 140 |
| 5.1 Rural futures strategy..... | 74 | 12.2 Sustainable travel and improved accessibility..... | 145 |
| 5.2 Rural planning | 74 | 12.3 Effective transport investment | 146 |
| 5.3 Rural communities..... | 75 | 12.4 Transport system efficiency | 147 |
| 5.4 Rural industries | 76 | 12.5 Efficient freight services | 148 |
| | | 12.6 Coordinated air and sea transport..... | 148 |

Part E—Implementation and monitoring.....151

| | |
|---|-----|
| Statutory processes..... | 152 |
| Linking with planning schemes | 152 |
| Desired regional outcomes | 152 |
| Development Areas | 152 |
| Identified Growth Areas..... | 153 |
| Infrastructure and services coordination | 153 |
| Monitoring, evaluation, review and improvement..... | 153 |
| Roles and responsibilities..... | 153 |

Glossary155**Abbreviations**.....155**Acknowledgements**.....156**Bibliography**157**Part F—South East Queensland Regional Plan 2009–2031****State planning regulatory provisions**.....159

| | |
|---|-----|
| Division 1 Preliminary..... | 160 |
| Division 2 Material change of use..... | 161 |
| Division 3 Subdivision | 164 |
| Division 4 Assessment criteria for development applications..... | 166 |
| Division 5 Regional Planning Minister Notices..... | 166 |
| Division 6 Contrary and inconsistent development | 166 |
| Schedules | 167 |

List of tables

| | |
|---|-----|
| Table 1: Description of targets relevant to the SEQ Regional Plan | 41 |
| Table 2: Regional landscape areas | 58 |
| Table 3: Dwellings by local government area (2006–2031) | 91 |
| Table 4: Transit oriented development principles for South East Queensland | 102 |
| Table 5: Transit oriented development precinct typology..... | 103 |
| Table 6: Development Areas within the Urban Footprint | 107 |
| Table 7: Identified Growth Areas outside the Urban Footprint..... | 109 |
| Table 8: Employment Opportunity Areas | 114 |

List of figures

| | |
|---|-----|
| Figure 1: Land use planning framework for Queensland..... | 7 |
| Figure 2: Existing and planned dwelling distribution by local government area to 2031..... | 9 |
| Figure 3: IPA Approvals framework for Development Areas..... | 105 |
| Figure 4: State agency interests | 106 |

List of maps

| | |
|---|-----|
| Map 1: South East Queensland | 6 |
| Map 2: South East Queensland regional land use categories | 14 |
| Map 3: Areas of ecological significance | 50 |
| Map 4: Major koala population and habitats | 52 |
| Map 5: Existing subdivision outside the Urban Footprint..... | 61 |
| Map 6: Existing regional community greenspace network | 63 |
| Map 7: Scenic amenity | 65 |
| Map 8: Rural production and natural resources | 70 |
| Map 9: South East Queensland Traditional Owner Alliance sub-regions and groups | 86 |
| Map 10: Activity centres network..... | 98 |
| Map 11: Activity centres network—Greater Brisbane and the Western Corridor..... | 99 |
| Map 12: Development Areas and Identified Growth Areas..... | 108 |
| Map 13: Science and technology opportunity areas | 116 |
| Map 14: Science and technology opportunity areas—Greater Brisbane and the Western Corridor..... | 117 |
| Map 15: Health, education and training opportunity areas | 118 |
| Map 16: Health, education and training opportunity areas—Greater Brisbane and the Western Corridor..... | 119 |
| Map 17: Employment opportunity areas | 120 |
| Map 18: Employment opportunity areas—Greater Brisbane and the Western Corridor..... | 121 |
| Map 19: Enterprise opportunity areas | 123 |
| Map 20: Water resources and water grid..... | 134 |
| Map 21: Strategic transport network 2031..... | 141 |
| Map 22: Strategic transport network 2031—Greater Brisbane and the Western Corridor..... | 142 |
| Map 23: Strategic transport network 2031— South West | 143 |
| Map 24: Strategic transport network 2031— Sunshine Coast and Gold Coast | 144 |
| Map 25: Priority freight routes | 149 |
| Map 26: Priority freight routes—Greater Brisbane and the Western Corridor..... | 150 |



Purpose

The purpose of the *South East Queensland Regional Plan 2009–2031* (SEQ Regional Plan) is to manage regional growth and change in the most sustainable way to protect and enhance quality of life in the region.

South East Queensland Regional Plan review

The state government reviewed the *South East Queensland Regional Plan 2005–2026* (SEQ Regional Plan 2005) to determine the appropriate action to address emerging regional growth management issues—continued high population growth, housing affordability, transport congestion, climate change and employment generation.

This SEQ Regional Plan refines and modifies the strategic directions, principles and policies of the SEQ Regional Plan 2005 to respond to emerging issues. Population and housing projections have been extended to 2031

and the implications for accommodating growth in SEQ have been examined.

The SEQ Regional Plan and associated state planning regulatory provisions (Part F) have been prepared in accordance with sections 2.5A and 2.5C of the *Integrated Planning Act 1997* (IPA).

New state planning regulatory provisions (*South East Queensland Regional Plan 2009–2031 State planning regulatory provisions*) and associated regulatory maps have also been prepared. These support the SEQ Regional Plan and should be read in conjunction with it. The regulatory provisions have effect from the date of their gazettal.

The IPA sets out the required procedure that the regional planning Minister must follow in preparing and making the SEQ Regional Plan. The key steps include:

- preparing a draft plan and state planning regulatory provisions
- making the draft plan available for public consultation for a minimum of 60 business days and the regulations for 30 business days
- considering all properly made submissions

- consulting with the Regional Coordination Committee (RCC).

To comply with these requirements, the preparing and making of the SEQ Regional Plan included:

- preparing the *Draft South East Queensland Regional Plan 2009–2031* (draft SEQ Regional Plan) and state planning regulatory provisions, which were released on 7 December 2008
- undertaking a comprehensive public consultation program on the draft SEQ Regional Plan and regulations, which were on public display until 1 May 2009
- reviewing 3500 formal submissions. Each submission was assessed and summarised, and a consultation report was prepared with recommendations for the regional planning Minister
- the regional planning Minister consulting with the RCC during preparation of the draft and final SEQ Regional Plan.



South East Queensland region

The SEQ region comprises 11 regional and city councils. The area covered by the SEQ Regional Plan includes the following local governments and adjacent Queensland waters (as shown on Map 1):

- Brisbane City Council
- Gold Coast City Council
- Ipswich City Council
- Lockyer Valley Regional Council
- Logan City Council
- Moreton Bay Regional Council
- Toowoomba Regional Council (part of)
- Redland City Council
- Scenic Rim Regional Council
- Somerset Regional Council
- Sunshine Coast Regional Council.

Effect

The SEQ Regional Plan is the pre-eminent plan for the SEQ region and takes precedence over all other planning instruments. The particular effect of the regional plan is established under section 2.5A of the IPA as follows:

- For the purpose of the IPA, the regional plan is taken to be a state interest.
- Under the IPA, the regional plan prevails where there is any inconsistency with any other plan, policy or code, including any other planning instrument made under state legislation that has effect within the SEQ region.
- Any plans, policies and codes being prepared or amended by state agencies that relate to the SEQ region must reflect and align with the regional plan.

The state planning regulatory provisions of the regional plan are required to be taken into account in planning and development decision-making processes, including:

- state government plans and policies
- local government planning schemes and other plans and policies
- planning and development processes under the IPA

- development applications made under the Integrated Development Assessment System (IDAS) of the IPA.

Where local government planning schemes materially contradict the regional plan, the planning scheme must be amended to ensure alignment with the regional plan.

The following parts of the SEQ Regional Plan are relevant when assessing a development application or an application for approval of a master plan against or having regard to the SEQ Regional Plan:

- the sub-regional narratives in Part C
- the regional policies in Part D.

An application conflicts with the SEQ Regional Plan if it does not comply with the sub-regional narratives in Part C or the regional policies in Part D. If there is an inconsistency between the sub-regional narratives in Part C and the regional policies in Part D, the sub-regional narratives prevail.

The regional plan also directs state agencies, through Queensland Government-agreed principles, policies and programs, for the future of SEQ.

The *South East Queensland Regional Plan 2009–2031* (the SEQ Regional Plan) replaces the *South East Queensland Regional Plan 2005–2026*. The *Draft South East Queensland Regional Plan 2009–2031* was released by the regional planning Minister on 7 December 2008. The draft plan was subject to community consultation and comment to 1 May 2009.

The SEQ Regional Plan has been prepared in good faith, taking into account all public submissions, to provide a framework for the management and development of the SEQ region to 2031.

The SEQ Regional Plan has effect on and from the day the notice about the making of the plan is published in the *Government Gazette*.

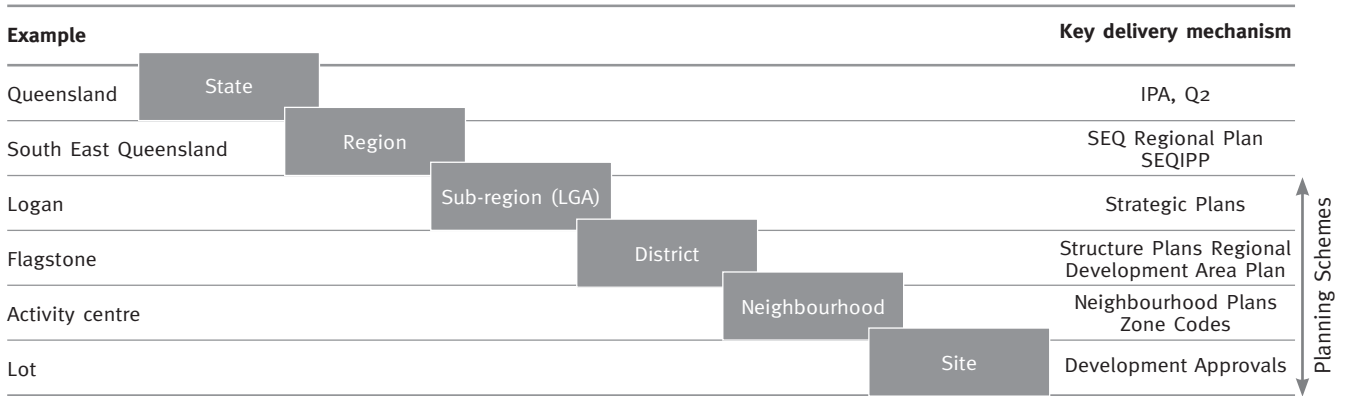
The *South East Queensland Regional Plan 2009–2031 State planning regulatory provisions* (SEQ Regional Plan regulatory provisions) have effect from the day they are published in the *Government Gazette*.

Map 1: South East Queensland





Figure 1: Land use planning framework for Queensland



Planning period

The SEQ Regional Plan provides the framework on which to manage growth, change, land use and development in SEQ to 2031.

It also considers the region’s potential management needs beyond 2031 to ensure planning decisions made today do not compromise options to meet longer term needs. The SEQ Regional Plan also addresses long-term issues such as climate change.

Amending or replacing the regional plan

Amendments to the SEQ Regional Plan must be made in accordance with the procedures set down in section 2.5A of the IPA.

The SEQ Regional Plan will be regularly monitored and reviewed to ensure it continues to provide the most appropriate framework for managing growth and change in SEQ. The monitoring will be undertaken through both the SEQ Growth Management Program and State of the Region reporting.

A formal review—informed by this monitoring—will be undertaken every five years. The next formal review will be undertaken by July 2014.

Notwithstanding the above, the regional planning Minister can amend or replace the SEQ Regional Plan at any time under the procedures set out in the IPA.

The role of the SEQ Regional Plan

The SEQ Regional Plan sits within the Queensland land use planning framework (Figure 1) and reflects and informs state planning policy and priorities. It also informs local government plans and policies.

The SEQ Regional Plan also informs non-statutory processes, such as planning for natural resource management and the planning of urban renewal and new growth areas at the district and neighbourhood levels.

Other SEQ regional planning documents

The SEQ Regional Plan is supported by a range of documents including:

- the annual *South East Queensland Infrastructure Plan and Program* (SEQIPP)
- guidelines and codes associated with regional policies or regulatory provisions
- maps indicating areas where specific regional policies or regulatory provisions apply
- associated strategies and non-statutory plans.

The status of these documents will vary depending upon the enabling legislation and planning intent applied in the SEQ Regional Plan. The planning intent and statutory basis is set out in each document.

Inter-regional coordination

The SEQ region has a close connection with the surrounding areas of Wide Bay Burnett (north), the Darling Downs (west) and the Tweed Shire in New South Wales (south).

Some of these areas are experiencing comparable growth pressures and face similar issues to those affecting SEQ. In particular, growth pressures in the Darling Downs region and Tweed Shire are heavily influenced by growth within the SEQ region.

The SEQ Regional Plan does not directly influence the planning processes or regulate the use of land in areas outside SEQ. It is important, however, that potential cross-regional development issues be considered in a broader planning context, and that arrangements are put in place to address these issues.

Darling Downs

In addition to its role in SEQ, Toowoomba is the major urban centre for the Darling Downs, which includes key agriculture and rural areas stretching from Dalby in the north to Warwick in the south. The Darling Downs takes in the regional councils of Southern Downs, Goondiwindi, Dalby and the remainder of the Toowoomba Regional Council area not included in SEQ.

Growth in the region is heavily influenced by growth in SEQ, as well as the development of the Surat Basin. The Department of Infrastructure and Planning consults with local government to coordinate planning across the regions.

Tweed Shire

The Tweed Shire is located in northern New South Wales, adjacent to Gold Coast City. The area has a close association with the Gold Coast and the Tweed Heads to Pottsville Coastal Corridor, effectively forming an extension of the greater Gold Coast urban area. The majority of the growth in the Tweed Shire is likely to take place in the northern and coastal areas of the shire, closest to Gold Coast City.

The Tweed Shire is facing many of the same growth management issues as SEQ—rapid population growth; high tourism visitations; development pressures on natural areas, the coastal zone and agricultural lands; and a requirement to invest in additional infrastructure and community services.

The Department of Infrastructure and Planning consults with the New South Wales Department of Planning and the Tweed Shire Council to coordinate planning across the two regions.

Wide Bay Burnett

The Wide Bay Burnett region is also experiencing rapid rates of growth. The region contains significant natural features and landscapes, including the southern end of the Great Barrier Reef, Great Sandy Strait wetlands and Fraser Island, the Bunya Mountains and Cania Gorge National Park. Most of the region's population lives in the five major centres of Bundaberg, Maryborough, Hervey Bay, Gympie and Kingaroy.

The *Wide Bay Burnett Regional Plan 2007–2026* was developed to ensure the region's new homes and jobs are accommodated without harming the environment, which underpins the region's agriculture- and tourism-based economy. The Department of Infrastructure and Planning consults with local governments to coordinate regional planning across SEQ and Wide Bay Burnett.

Definitions

Terms used in this SEQ Regional Plan are as defined in the IPA, unless otherwise specified in the SEQ Regional Plan regulatory provisions or glossary.

Growth management

Over the 25 years to 2004, SEQ's residential population increased from around 1.5 million people to more than 2.5 million. Population growth, projected demand for housing and anticipated distribution of development emphasised the need to establish a plan to guide expected future growth in order to protect and enhance the liveability of the region.

The regional plan was established in 2005 and given a statutory basis to guide appropriate growth, change and development, and to prevent development inconsistent with the plan.

The key features introduced to manage growth within the *South East Queensland Regional Plan 2005-2026* included:

- promoting a compact urban form
- identifying an Urban Footprint, as a means to control unplanned urban expansion
- allocating land to accommodate future urban growth
- supporting growth in the Western Corridor
- linking the plan with state infrastructure and service delivery
- informing local government infrastructure programs and budgets, and providing certainty to the private sector.

Notwithstanding the recent global economic downturn, substantial growth is projected to continue to 2031 and beyond, and the *South East Queensland Regional Plan 2009–2031* will continue to provide for growth to occur in an orderly manner.

The SEQ Regional Plan identifies sufficient land to accommodate a projected population of 4.4 million people and their employment and economic development needs up to 2031 in a more compact

urban form. Identified Growth Areas (IGAs) acknowledge additional locations which, subject to further investigations, may accommodate growth in the long-term, beyond 2031. Consideration of any development within an Identified Growth Area before 2031 will only occur in exceptional circumstances and where further investigations address the Urban Footprint principles and relevant studies identified in the sub-regional narratives. It is anticipated that no IGAs will be required to be developed in the period prior to the next formal review of the SEQ Regional Plan.

The strong link between the SEQ Regional Plan and *South East Queensland Infrastructure Plan and Program* (SEQIPP) is also continued. The SEQIPP outlines the government's infrastructure priorities for the region. Together the plans coordinate planning, infrastructure and service delivery in SEQ to ensure that the desired, more compact urban settlement pattern is achieved.

An annual review of dwelling and employment land delivery will be introduced through an SEQ Growth Management Program. It will inform implementation priorities for the SEQ Regional Plan and SEQIPP's annual review to optimise the use of infrastructure delivered to support the region's growth.

The SEQ Regional Plan refines the growth management principles established under the *South East Queensland Regional Plan 2005-2026*. It also adjusts aspects of policy and implementation to ensure that it can better deliver its intended outcomes, and respond to new and important issues such as climate change.

Population growth

In order to cover the range of possible outcomes, three population projection series were produced for the region—low, medium and high projections (Queensland's Future Populations 2008).

The SEQ Regional Plan is based on the medium series projection; however, population growth will be monitored and kept under review to ensure future planning uses the most up-to-date information.



Dwelling demand

From 2006 to 2031, 754 000 additional dwellings will be required to cater for population growth in SEQ and provide housing choices for a more diverse population.

A detailed review of the Urban Footprint found that it has the capacity to accommodate in excess of 754 000 additional dwellings through a mix of additional development in existing urban areas and on broadhectare land. Further land is also available in development areas in the Western Corridor and South Western Corridor capable of accommodating growth beyond 2031.

Demand and supply for dwellings within each sub-region will be subject to significant fluctuations within the life of the plan. In response, the SEQ Growth Management Program will inform the state government each year on land delivery and supply. This will help to determine if regional and sub-regional land supply is responding to demand, and where actions are required to assist in delivery.

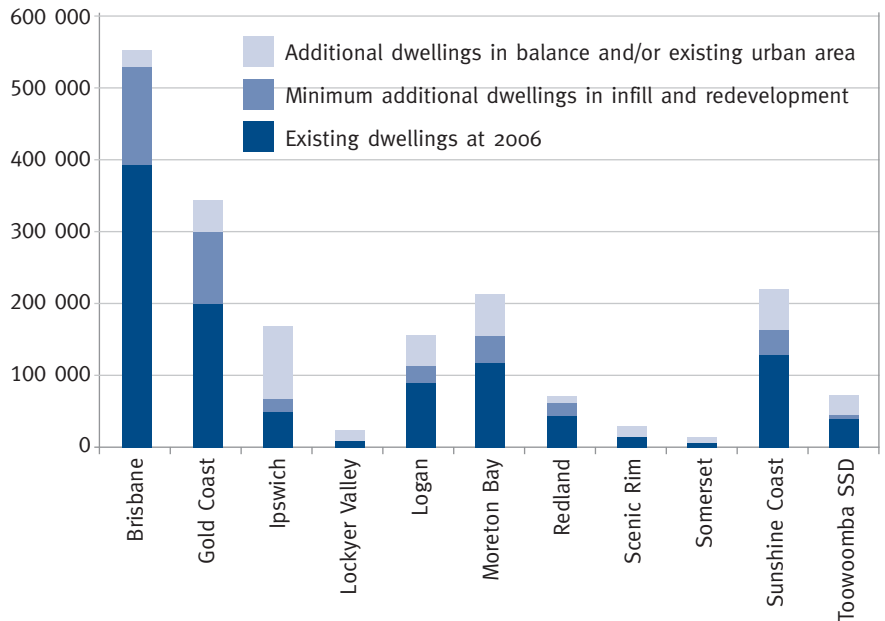
The SEQ Regional Plan allocates the projected 754 000 additional dwellings to local government areas based on the preferred settlement pattern principles of:

- relieving pressures on the coast
- redistributing growth to the Western Corridor
- promoting infill in existing centres
- redeveloping ‘infrastructure-rich’ areas
- maximising residential yield in major new residential developments.

The distribution is shown graphically in Figure 2.

In some instances the dwelling projections and the SEQ Regional Plan dwelling allocations vary. The projections of dwelling demand provide a reasonable scenario of the future dwellings in SEQ if relevant assumptions are realised and are not constrained by land supply and densities at a local level. The SEQ Regional Plan dwelling allocations reflect specific growth management policies aimed at achieving urban consolidation and encouraging infill and redevelopment in established urban areas.

Figure 2: Existing and planned dwelling distribution by local government area to 2031



Structure

The SEQ Regional Plan is set out under the following sections:

Part A Introduction

The introduction gives background information that explains the purpose, intent and effect of the SEQ Regional Plan.

Part B Regional vision and strategic directions

The desired future for South East Queensland is outlined in the vision statement. The strategic directions statements set out the broad policy framework for the SEQ Regional Plan.

Part C Regional land use pattern

Regional land use is established in the SEQ Regional Plan by growth boundary and land use categories that are applied through the regulatory provisions.

Narratives for local government areas indicate the general allocation of growth through the SEQ Regional Plan and will guide local planning and provide for the coordination of services.

Part D Regional policies

This part sets out the:

- desired regional outcomes for the SEQ region
- principles necessary to achieve those outcomes
- policies to be applied to guide state and local government planning processes and decision-making
- programs to be implemented over the life of the plan.

Part E Implementation and monitoring

This part sets out how the SEQ Regional Plan will be implemented, and the monitoring requirements to inform subsequent reviews of the SEQ Regional Plan.

Part F Regulatory provisions

The *South East Queensland Regional Plan 2009–2031 State planning regulatory provisions* were established and have affect in accordance with the relevant sections of the *Integrated Planning Act 1997*. Where indicated in the regulatory provisions, these apply to development applications for material changes of use and subdivision in the SEQ region.



Part B—Regional vision and strategic directions

The Queensland Government has framed a 2020 vision in *Toward Q2: Tomorrow's Queensland* around five ambitions for communities across Queensland:

- **Strong:** Create a diverse economy powered by bright ideas
- **Green:** Protect our lifestyle and environment
- **Smart:** Deliver world-class education and training
- **Healthy:** Make Queenslanders Australia's healthiest people
- **Fair:** Support a safe and caring community.

The regional vision defines the community's long-term aspirations for SEQ and contributes to the delivery of the Q2 vision and targets in the region.

Regional vision

The vision for SEQ is a region of interconnected communities, with excellent accessibility and an extensive and efficient public transport system that contributes to reducing greenhouse gas emissions. At its heart is Brisbane, state capital and subtropical world city. Surrounding the capital are several large urban areas separated by open space, and many small- to medium-sized towns and villages, each with its own character and identity. It is a region characterised by choice and diversity, with mountain ranges and hinterlands, Moreton Bay and islands, extensive beaches, wetlands, parks, bush and farmlands supporting a rich biodiversity.

SEQ is well managed with a sustainable quality of life based on a unique landscape, quality built form and diverse cultures, acknowledgement and respect of the significance of Aboriginal heritage prior to and since European occupation. It has a progressive and well-informed community and enjoys international recognition for leadership in fostering sustainable regional equality and prosperity.

The regional vision for SEQ is a future that is sustainable, affordable, prosperous, liveable and resilient to climate change, where:

- communities are safe, healthy, accessible and inclusive
- there are diverse employment opportunities and quality infrastructure and services, including education and health
- urban and rural areas are mutually supportive and collaborative in creating wealth for the community
- development is sustainable and well designed, and where the subtropical character of the region is recognised and reinforced
- ecological and culturally significant landscapes are valued, celebrated, protected and enhanced
- the community has access to a range of quality, open space, recreational opportunities.



Strategic directions

The strategic directions outlined in the SEQ Regional Plan establish the broad policy framework for achieving the regional vision and intended growth management outcomes.

Creating a more sustainable future

SEQ is to be managed in a sustainable way by reducing the region's ecological footprint while enhancing its economy and residents' quality of life. To achieve this, social, ecological and economic improvements need to be made in an equitable and harmonious manner.

The SEQ Regional Plan aims to protect biodiversity, contain urban development, build and maintain community identity, reduce car dependency, and support a prosperous economy. Communities are to be built and managed using contemporary measures to conserve water and energy, with buildings designed and sited to take advantage of the subtropical climate.

Addressing climate change and oil supply vulnerability

SEQ communities and industries are vulnerable to the adverse effects of climate change. The challenges are to mitigate climate change by reducing

greenhouse gas emissions and to adapt to the effects of climate change by developing adaptation strategies and protecting areas at risk, such as low-lying areas vulnerable to flooding from higher sea levels.

The increasing vulnerability of oil supply will progressively affect liveability and affordability in SEQ. New development must substantially reduce the need for fuel by reducing car dependency. A more compact urban form is preferred. This will be achieved through increased densities and mixed-use developments that support public transport, close to the city and activity centres.

Protecting the regional landscape

SEQ's rural and natural landscape areas support environmental, rural production, recreational, cultural and scenic functions. They underpin the region's liveability and viability, and will be protected from urban development and rural residential subdivision.

The enhancement of bioregional corridors outside planned urban and rural production areas will help to protect biodiversity and achieve carbon offsets from urban development.

Supporting rural production

Strong and viable rural communities are to be maintained so that they continue to contribute to not only the state's economy, but to the health, character, liveability and self-sufficiency of the region. Rural production lands will be protected from further fragmentation and urban encroachment.

Accommodating future residential and employment growth

Residential and employment growth is distributed across the region to facilitate access and choice, assist housing affordability and sub-regional self-containment, and to strengthen regional identity.

Future residential growth will be accommodated through a combination of redevelopment and use of:

- underutilised land within the broader urban framework and established urban areas
- remnant broadhectare land
- broadhectare development
- limited rural living.

Future employment growth will be accommodated within urban areas through a combination of activity centres, specialised employment precincts and limited home-based business. Further employment growth will also occur in rural and regional landscape areas through greater rural production, diversification of rural industries, tourism and recreation.

Facilitating growth in the west

An increased proportion of the region's future population will be accommodated in the Western Corridor and South Western Corridor, making use of significant areas of available land and reducing pressure on the coast. Future growth in this corridor also provides the opportunity to achieve compatibility between employment, transport infrastructure and population growth.

By identifying areas for future urban development and giving priority to infrastructure and services, economic and population growth will increase in the Western and South Western corridors.

New development is expected to provide a wide range of housing types, locations and densities to meet the community's needs and to complement priority infrastructure investment.

The South Western Corridor will emerge in the medium- to long-term as a key provider for employment and residential growth. It is located in the south of Logan City and the north-eastern section of the Scenic Rim local government areas. The corridor contains a series of areas that are capable of accommodating new residential communities and employment precincts, and further areas that—subject to investigation—can accommodate growth. The corridor contains existing infrastructure including the Brisbane–Sydney rail line and the Mount Lindesay Highway, but will require significant extensions of urban infrastructure networks, including roads and public transport. It also contains significant environmental values and natural resources, which need to be protected.

Delivering smart growth

The SEQ Regional Plan requires a more efficient use of urban land by redeveloping older and under-used areas that are suitable and ready for renewal. This will be achieved by setting targets for infill development across the region, and by improving yields and housing choice in these areas.

A significant proportion of future residential growth will be accommodated through infill and redevelopment within the urban framework and established urban areas. Prime locations for infill development are around urban activity centres that have existing facilities, services and amenities, and along public transport corridors and nodes where the public transport system can best service the additional population.

New residential areas will be developed with mixed-uses and at densities that support walkable communities, public transport services and efficient delivery of infrastructure. Coordinated land use and infrastructure plans supported by agreed infrastructure arrangements and responsibilities will be required for broadhectare development sites.

Regional accessibility

The Urban Footprint establishes a boundary for urban development, containing urban growth and promoting a higher density urban form. By consolidating urban growth into an identified area, travel times and distances can be greatly reduced and accessibility to essential services improved. The SEQ Regional Plan sets out the preferred approach to land use planning.

The impacts of traffic congestion on the region can be greatly reduced by locating self-contained activities in well-defined nodes along existing and planned transport corridors. Providing access to alternative transport options to reduce car dependency will improve accessibility. Alternative transport measures include increasing the availability of high-quality public transport, creating resiliency and connectivity within the transportation network, and ensuring pedestrian, bike, public transport and road facilities are well connected.

The overall efficiency of existing and proposed investment in transport infrastructure will be improved through better coordination and sequencing of land use and transportation approaches.

Building a series of strong, identifiable communities

The SEQ Regional Plan emphasises building strong and well-serviced communities with distinct local character and identity.

Growing urban areas will be contained and framed by the Regional Landscape and Rural Production Area (RLRPA) to preserve key inter-urban breaks, which define the extent and character of

regional communities. These inter-urban breaks range in scale from a separation of the Brisbane metropolitan area and the Gold Coast and Sunshine Coast, to smaller inter-urban breaks defining local settlements. The preferred structure also encourages consolidating growth within and immediately adjacent to rural townships.

Providing infrastructure and services

Infrastructure needed to support the future development of the region is identified in order to manage future growth patterns and to inform the implementation and review of the SEQIPP. The provision of roads and public transport to support current and future residents is a priority. Water and energy use will be an important focus across the region—to reduce consumption, manage demand and increase the use of renewable resources in the interests of a more sustainable region.

Supporting strong and healthy communities

Creating liveable communities and improving quality of life for residents in growth areas is an essential part of managing future growth in SEQ.

The coordinated and timely delivery of social infrastructure is important to support the range of community needs, including an ageing population, disadvantaged communities and new neighbourhoods.

Healthy communities will be shaped by the physical and social environment, including:

- suitable areas for physical activity and exercise
- well-connected communities with active transport networks
- accessible public spaces for community activity
- access to facilities and services
- the development of strong community networks.



Part C—Regional land use pattern



Purpose

The regional land use pattern defines the spatial framework for the region to achieve the desired regional outcomes. It identifies:

- regional land use categories
- land that can accommodate urban development to 2031
- land that is protected from further urban development
- sub-regional narratives.

It also helps to align regional infrastructure and transport systems with urban and economic activity areas.

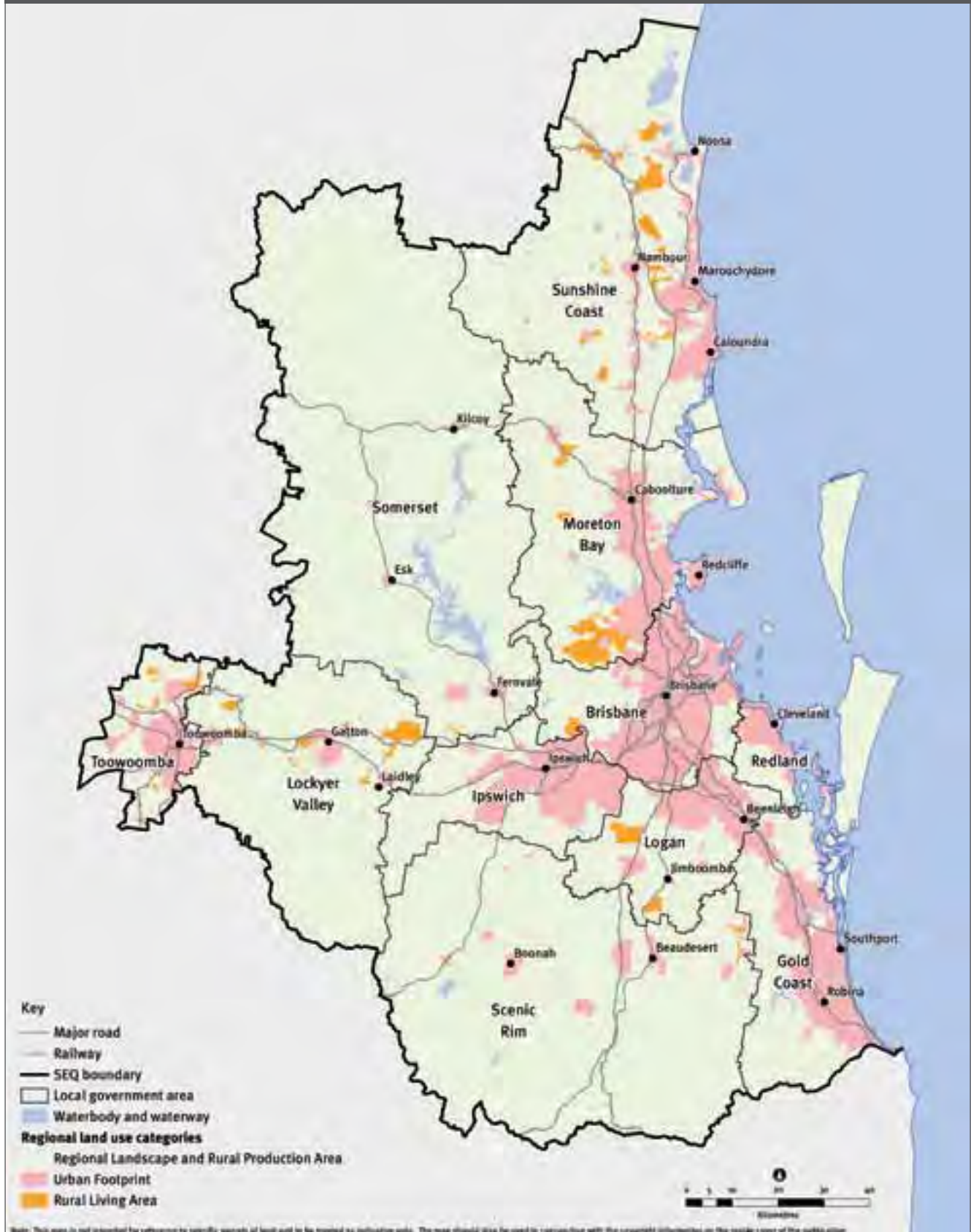
Regional land use categories

The SEQ Regional Plan allocates all land into one of three regional land use categories:

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

These categories provide the spatial context for the regulatory provisions of the SEQ Regional Plan. They are shown in Map 2 and are more precisely defined on the regulatory maps (at 1:50 000 scale) that accompany the SEQ Regional Plan and are contained within the *South East Queensland Regional Plan 2009–2031 State planning regulatory provisions*.

Map 2: South East Queensland regional land use categories





Regional Landscape and Rural Production Area

Intent

The Regional Landscape and Rural Production Area (RLRPA) identifies land with regional landscape, rural production or other non-urban values. It protects this land from inappropriate development, particularly urban or rural residential development.

These areas support the lifestyle and wellbeing of the regional population, primarily located in the Urban Footprint. The RLRPA's natural assets require management to improve the capacity to provide ecosystem services, increase the region's resilience and support the population.

Description

The RLRPA includes land with one or more of these values:

- significant biodiversity
- regional ecosystems that are endangered or of concern
- national parks, conservation parks, resources reserves or other conservation areas
- koala habitat
- good quality agricultural land and other productive rural areas
- cultural and landscape heritage values (traditional and non-Indigenous)
- natural economic resources, including extractive resources and forestry plantations
- water catchments, water storages and groundwater resources
- native forests

- coastal wetlands
- land that forms strategic and regionally significant inter-urban breaks.

The RLRPA maintains existing land use rights. This ensures that significant activities such as agricultural production, access to natural resources, water storage, tourism, outdoor recreation and nature conservation can continue.

Regulatory provisions

The regulatory provisions apply to the RLRPA. These provisions restrict:

- further fragmentation of land holdings
- urban development, except within established villages
- the expansion of rural residential development outside areas already allocated in local government planning schemes.

The regulatory provisions support diversification of rural economies by allowing a range of developments, including:

- small- to medium-scale tourist activities
- small-scale industry and business activities
- sport and recreation facilities.

The regulatory provisions do not apply to areas where the Minister has endorsed a rural precinct plan.

Urban Footprint

Intent

The Urban Footprint identifies land that can meet the region's urban development needs to 2031 in a more compact form.

Description

The Urban Footprint includes established urban areas, broadhectare and remnant broadhectare areas that could be suitable for future urban development. It incorporates the full range of urban uses, including housing, industry, business, infrastructure, community facilities and urban open space.

Remnant broadhectare lands are undeveloped lots that could potentially be developed for urban residential purposes but are not currently zoned for higher density development. They are located within the Urban Footprint, and are usually surrounded by urban development or near existing or planned urban infrastructure services.

The Urban Footprint defines the extent of urban development to 2031 by using cadastral or other clearly defined boundaries.

The Urban Footprint does not imply that all included land can be developed for urban purposes. For example, national parks and state forests will continue to be protected and managed under state legislation such as the *Nature Conservation Act 1994* and the *Forestry Act 1959*, and remnant vegetation will continue to be protected under the *Vegetation Management Act 1999*.

Land in the Urban Footprint may be unsuitable for urban development for other reasons, including constraints such as flooding, land slope, scenic amenity, and the need to protect significant biodiversity values.

Local government planning schemes are the main instrument that will establish and refine the desired use of land and the preferred timing of development within the Urban Footprint.

The Urban Footprint focuses urban growth in locations that:

- provide reliable and effective transportation choices or otherwise reduce car use, particularly for infill and redevelopment in and around existing urban centres, and along high-frequency public transport corridors
- physically connect to existing communities wherever possible, or otherwise provide new development with direct transport linkages to established urban areas early in the development
- promote cohesive communities that support a wide range of services and facilities
- include or have access to existing or planned employment centres.

The Urban Footprint includes some areas designated or already developed for rural residential purposes that are well located with respect to urban services and facilities. Local government is required to review these areas to identify potential opportunities for developing or redeveloping them for urban purposes.

Regulatory provisions

Areas that the *South East Queensland Regional Plan 2005-2026* previously identified as major development areas are included as Development Areas where appropriate. The regulatory provisions ensure that development does not adversely affect the future development intent of these areas.



Rural Living Area

Intent

The Rural Living Area comprises locations currently designated for rural residential development in local government planning schemes, and where further rural residential development through infill and consolidation is permitted under the SEQ Regional Plan.

Description

Rural residential areas within the Rural Living Area can continue to be developed for rural residential purposes according to the relevant local government planning scheme requirements.

Significant areas of land are already developed or allocated for rural residential development in the region. Land for rural residential purposes is to be restricted to the Rural Living Area to ensure future development is appropriately located and access to services and facilities can be provided.

Regulatory provisions

The regulatory provisions allow the development of land in the Rural Living Area for rural residential purposes. They also make development applications for urban activities in the Rural Living Area impact assessable.



Sub-regional narratives

Introduction

One of the SEQ Regional Plan’s key objectives is to redirect growth to existing urban areas, particularly activity centres and corridors, while maintaining a supply of broadhectare land for development. Through smart growth—a compact development pattern that includes appropriate access to services and transport—SEQ can maintain its enviable lifestyle and accommodate anticipated growth.

Sub-regional narratives have the status of policies under the SEQ Regional Plan. They:

- provide more detailed information about the pattern of expected growth in each local government area, which will be necessary to achieve the regional plan’s outcomes
- address the planning and delivery of land for employment growth across the region
- identify the key infrastructure priorities that will support expected growth
- set out and explain the appropriate approach to development for each local government area in the region.

The sub-regional narratives link state, regional and local government strategic planning. Each SEQ local government will use these narratives to prepare local strategic frameworks and schemes for their areas.

Brisbane

Population in 2006: **991 000**

Indicative planning population 2031: **1 270 000**

Dwellings in 2006: **397 000**

Forecast additional dwellings by 2031: **156 000**

| Residential areas | |
|----------------------------------|---|
| Broadhectare | Rochedale, Upper Kedron, Lower Oxley Creek |
| Existing urban areas | Eastern Corridor, Northern Busway Corridor, Brisbane CBD and surrounding fringe areas (Milton, Albion, Newstead River Park, Woolloongabba, Bowen Hills, South Brisbane and West End) Northshore Hamilton |
| Regional activity centres | |
| Primary | Brisbane CBD |
| Principal | Chermside, Indooroopilly, Carindale and Upper Mount Gravatt |
| Major | Toombul, Mitchelton, Wynnum Central, Toowong |
| Employment areas | |
| Enterprise | Australia TradeCoast, South West Industrial Gateway, Northern Industrial Region |
| Health, education and technology | Eight Mile Plains–Rochedale, Bowen Hills, Herston–Kelvin Grove, South Brisbane, Woolloongabba, Spring Hill, Fortitude Valley, Albion, The University of Queensland St Lucia, Toowong and Buranda–Boggo Road |
| Identified Growth Areas | |
| None | |

The City of Brisbane supports the largest proportion of SEQ’s population, with an estimated residential population of 991 000 in 2006. The City of Brisbane comprises significant economic drivers, including the CBD, adjacent employment areas, and the region’s main air and sea ports.

Brisbane’s existing and planned inter- and intra-regional transport and telecommunications infrastructure supports the city’s highly skilled labour force and the export of goods and services.

Brisbane City comprises a series of centres that support diverse communities, such as high-density apartments, well-established ‘timber and tin’ suburbs and new communities.

The Urban Footprint promotes development in existing urban areas, with a focus on regional activity centres and public transport nodes and corridors. The Urban Footprint also includes core biodiversity network areas, within which the Brisbane City Council

proposes to re-establish 40 per cent of mainland Brisbane as natural habitat.

Brisbane’s residential and employment growth will be achieved primarily within established areas through renewal, particularly in and around the CBD, regional activity centres and growth corridors.

Limited residential and employment growth will be accommodated through broadhectare development in areas such as Rochedale.

Residential

The SEQ Regional Plan focuses on retaining the qualities that Brisbane residents value while accommodating expected growth. Under the SEQ Regional Plan, an additional 156 000 dwellings will be required to house Brisbane’s expected regional growth and demographic change. Most will be delivered in existing urban areas. Redevelopment and infill will need to deliver at least 138 000 of these additional dwellings.

The city provides many opportunities to accommodate growth within regional activity centres, growth corridors and renewal areas, as well as other infill opportunities. Accommodating a greater proportion of growth in these areas will relieve growth pressures on other established residential areas.

Regional activity centres outside the CBD will accommodate residential development in identifiable precincts and mixed-use settings. The CBD and inner city frame areas support large, in-centre resident populations. These areas are connected by train and bus services, and can accommodate higher density residential and mixed-use developments.

Growth corridors support commercial, retail and residential activities, and have high-quality access to major transport corridors. Growth corridors include:

- Brisbane–Indooroopilly, Brisbane–Albion, Brisbane–Yeerongpilly and the proposed Darra–Richlands railway lines
- the Boggo Road (Brisbane–Buranda) Busway, and the Northern and Eastern busways.

Opportunities for higher density residential and mixed-use development will be investigated at centres along these corridors.

Economy and employment

Brisbane contains economic drivers of regional, state and national importance, such as the CBD and adjacent employment areas, the region's main air and sea ports, and the economic development area of Australia TradeCoast.

Brisbane will continue to generate a high proportion of the region's employment growth by providing an attractive and competitive business environment that includes a highly skilled workforce, efficient and effective transport infrastructure, suitable serviced accommodation for businesses and industries and an attractive living environment.

Brisbane's CBD and frame area will remain the region's primary activity centre, comprising distinct commercial, legal, government, retail, community and

entertainment precincts, and a significant in-centre residential population. These areas also provide specialist employment opportunities through partnerships with, and in close proximity to, government and private science, and health, education and technology facilities.

A network of activity centres that focus on enterprise opportunities, innovation and technology will complement the CBD. These centres benefit from access to quality public transport and major road networks, are close to the CBD, are characterised by significant employment opportunities and residential development. Such locations include Boggo Road–Buranda, Toowong, Herston–Kelvin Grove, South Brisbane and Woolloongabba.

Ongoing research and development activity around The University of Queensland, the Griffith Knowledge Precinct, Queensland University of Technology and Southbank Institute of Technology campuses will generate further economic growth. 'New economy' employment opportunities will also emerge in the science and technology precincts in Boggo Road–Buranda, and in the research and development facilities in Pullenvale, Pinjarra Hills and Coopers Plains.

Identified Growth Areas

There are no identified Growth Areas in the Brisbane local government area.

Infrastructure

Transport investment will be focused on both economic and commuter needs. The priority will be linking related economic activity centres; for example, the CBD to Australia TradeCoast, and the South West Industrial Gateway to industrial areas south of the city.

In terms of public transport and community activity, the priority will be linking regional activity centres through quality public transport services, cross-city roads, and walking and cycle networks.

The *2008 Inner City Rail Capacity Study* found that four additional rail tracks will be required on two corridors through the inner city to meet rail system demand over the next 20 years. Upgrading the

road network and constructing an orbital motorway system through projects such as the Gateway Motorway upgrade, North–South Bypass Tunnel and Airport Link will also help manage congestion and travel demand.

Transport corridors will also be preserved to cater for future growth. Key projects identified in the *South East Queensland Infrastructure Plan and Program* (SEQIPP) to support delivery of the SEQ Regional Plan include:

- Northern, Boggo Road and Eastern busways
- Mitchelton–Ferry Grove rail line duplication
- North–South Bypass Tunnel, Hale Street Link and Airport Link
- Kurilpa pedestrian and cycle bridge
- Northern Link
- Queensland Children's Hospital
- Gateway Motorway upgrade, including Gateway Bridge duplication.

Brisbane contains several potential renewal areas, such as disused industrial and government land, which may be suitable for residential development. These areas include Newstead River Park, Northshore Hamilton, Milton, Woolloongabba, Bowen Hills, South Brisbane and Albion. These areas will require detailed planning processes to identify opportunities for residential development.

Investigations into existing urban areas and remnant broadhectare areas will progressively identify other infill residential opportunities. Realising the potential of these areas will require community engagement and support. Any new development in these areas will be sympathetic to local character, including distinctive examples of 'timber and tin housing'.

Although Brisbane's broadhectare land supply is becoming exhausted, new areas are located at Rochedale, Lower Oxley Creek and Upper Kedron. Developing these areas will deliver approximately 30 000 dwellings, in the short- to medium-term.



Gold Coast

Population in 2006: **466 500**

Indicative planning population 2031: **749 000**

Dwellings in 2006: **202 500**

Forecast additional dwellings by 2031: **143 000**



| Residential areas | |
|----------------------------------|---|
| Broadhectare | Coomera, Hope Island, Pimpama, Ormeau, Maudsland and Reedy Creek |
| Existing urban areas | Mermaid Beach, Labrador, Tugun, Biggera Waters, Helensvale, Burleigh Heads and Palm Beach |
| Regional activity centres | |
| Principal | Southport and Robina |
| Major | Coomera, Helensvale, Nerang, Surfers Paradise, Bundall, Broadbeach and Coolangatta |
| Employment areas | |
| Enterprise | Steiglitz, Coomera, Gold Coast Airport and Yatala |
| Health, education and technology | Burleigh, Oxenford and Steiglitz |
| Identified Growth Areas | |
| Employment | Ormeau |

The Gold Coast is the second-largest SEQ sub-region, with a resident population of approximately 466 500 in 2006. The Gold Coast’s urban development is concentrated between Yatala and Coolangatta, and continues south beyond the Queensland border into the Tweed Shire.

The Urban Footprint ensures that growth is managed to protect the Gold Coast’s coastal, estuarine, riverine and hinterland environments. More than 60 per cent of the Gold Coast is located in the RLRPA, which supports rural production, water quality, scenic amenity and outdoor recreation.

The north-eastern area of the Gold Coast is retained as a regionally significant inter-urban break that separates the greater Brisbane area from the Gold Coast. The inter-urban break is bounded by the Pimpama River and Hotham Creek in the vicinity of the Pacific Motorway, widening to the foothills of the hinterland to the west and to the canelands, estuaries and islands of Southern Moreton Bay in the east. Inclusion in the RLRPA acknowledges the major ecological

corridor and flood storage functions of the inter-urban break. This protects its agricultural and landscape values while allowing ongoing sand extraction and appropriate recreation and tourism activities.

Springbrook Plateau contains rainforest habitat of World Heritage status, with some of the most spectacular scenery in Australia. The plateau has an extremely diverse range of plants and animals—more than 600 native plant species and 272 native animal species recorded to date. The vision for Springbrook is of a vibrant community of residents and visitors sustaining and sustained by World Heritage values, and a mostly natural landscape that inspires and revives the human spirit.

The Queensland Government will minimise development and redevelopment on the Springbrook Plateau, and prevent further habitat fragmentation, forest edge impacts, clearing and loss of connectivity among habitat areas. Rehabilitation of cleared areas and avoiding the introduction of incompatible land uses are crucial long-term objectives.

Urban growth within the north-eastern part of the Gold Coast is limited to land at Steiglitz that has been identified as suitable for marine industry purposes. Land east of the Ormeau Urban Footprint and west of the proposed intra-regional transport corridor is designated as an Identified Growth Area which, subject to further investigation, may be suitable in the long-term for employment purposes.

Residential

The Gold Coast comprises a wide range of residential environments, such as extensive low-density residential communities, canal estates and high-rise developments.

Under the SEQ Regional Plan, by 2031 an additional 143 000 dwellings will be required to house the Gold Coast’s expected regional growth and demographic change.

Broadhectare development can accommodate 32 000 dwellings, including land at Coomera, Hope Island, Pimpama, Ormeau, Maudsland and Reedy Creek. The broadhectare supply is expected to be largely exhausted by 2016.

Settlement patterns will be configured to appropriately manage the environment and protect key features such as the Green Heart, the Spit, beaches and hinterland. To support this, development will be consolidated around transport nodes, and densities will be at least 15 dwellings per hectare to efficiently use the land and infrastructure.

Coomera is the largest community on the Gold Coast that will be accommodated through broadhectare development. It will be supported by high-density residential, entertainment, education, health, industry, retail, commercial, leisure and tourist-related activities. These activities will help create a sustainable and attractive mixed-use town centre environment. Northern Coomera provides additional opportunities for residential growth consolidated around a future rail station in the Pimpama area.

The initial stages of Coomera, in and adjacent to the town centre, will provide broadhectare land supply in the short-term, with further stages of development to provide additional residential and employment land supply in the medium-to long-term. Northern Coomera provides additional opportunities for residential growth, subject to the provision of a train station in the Pimpama area and addressing biodiversity, flooding and other environmental constraints. If this occurs, Pimpama and environs will be planned as an integrated community, focused around the train station.

As the supply of broadhectare land is limited, infill development plays a significant role in meeting the medium- and long-term accommodation needs of the Gold Coast's growing population. Infill will come through high-density and remnant broadhectare development.

Infill development will provide the majority of the additional dwellings needed between 2016 and 2031—approximately 97 000 dwellings. The main focus will be the principal regional activity centres of Southport and Robina, and the major regional activity centres of Surfers Paradise, Broadbeach, Coolangatta, Nerang, Helensvale and Bundall.

The coastal communities of Mermaid Beach, Labrador, Palm Beach, Tugun and Biggera Waters also demonstrate capacity for infill growth. Further development opportunities have been identified in proximity to existing and proposed public transport networks at Helensvale, Burleigh Heads and Palm Beach.

Economy and employment

Further substantial employment growth will be required to support projected population growth to 2031.

Historically, the Gold Coast's economy has been linked to tourism and recreation industries. However, it has diversified and now comprises commercial, retail and industrial areas, and specialist health, education and technology hubs. Government precincts have been co-located with commercial activities at Southport, Nerang and Bundall.

The Gold Coast's principal regional activity centres at Southport and Robina are expected to expand their roles as commercial, retail, and administrative and specialist centres, and evolve into mixed-use centres. The rapid transit corridor will further increase opportunities in Southport for economic growth. Robina is expected to enhance links to medical, education and technology industries by developing specialist industry precincts, and to generate higher levels of employment within mixed-use developments near the Robina rail station.

Helensvale, Nerang, Surfers Paradise, Coolangatta and Bundall will provide complementary district level retail, commercial and specialist services.

A domestic and international airport, and a growing regional and local population base, will assist further economic and employment diversification on the Gold Coast.

The Gold Coast offers a range of 'new economy' science and technology opportunities, including Oxenford's film and interactive media industry cluster, the Gold Coast University Hospital and Knowledge Precinct, and Southport's Queensland Academy of Medicine and Health Sciences. It also provides

opportunities for health, education or training institutes, which could stimulate future 'new economy' business, such as the Robina Hospital, Griffith University and Bond University. The Knowledge Precinct will incorporate the Robina Hospital, a private hospital, the University and its Medical School and Smart Water Research facility, and a mixed-use community.

The growth of manufacturing, logistics and freight distribution on the Gold Coast will be located predominantly in Yatala, and in smaller precincts in Ashmore, Burleigh West, Nerang and the Gold Coast Airport.

The marine industry's economic and employment growth will continue through an expansion of the Gold Coast Marine Precinct at Coomera and the proposed establishment of a marine industry precinct at Steiglitz.

Tourism will continue to be a significant economic driver for the Gold Coast. However, protecting and enhancing the cultural and natural values of the coast and hinterland are essential for the long-term sustainability of tourism and its contribution to the economy.

Further opportunities for tourism and associated development, integrated with local services and residential activity, will be accommodated in urban centres along the coast, including Southport, Surfers Paradise, Broadbeach, Mermaid Waters, Miami, Burleigh Heads, Palm Beach, Currumbin, Tugun and Coolangatta.

Land-intensive tourism activities, such as theme parks, will continue to be accommodated where appropriate along the Gold Coast–Brisbane transit corridor, with easy access to public transport.

Identified Growth Areas

Land at Ormeau is designated as an Identified Growth Area, which acknowledges its potential to accommodate employment activities and limited residential development in the long term. This will be subject to assessment against the Urban Footprint principles, and investigations considering flooding and other physical constraints,



surrounding uses and access. The Identified Growth Area is limited to land outside the Urban Footprint between Yatala and Ormeau, west of the proposed intra-regional transport corridor and east of the Pacific Motorway.

Infrastructure

The main focus for transport infrastructure on the Gold Coast is linking major destinations and regional activity centres by improving public transport services and upgrading the road network to alleviate congestion. Transport corridors will be preserved to cater for future growth.

The Gold Coast will be connected via heavy rail to the Gold Coast Airport. A rapid transit system will run along the high-density coastal spine, and bus services will provide interconnectivity. Other transport modes, such as ferries, cycling and walking, will also be facilitated.

Key projects identified in SEQIPP to support delivery of the SEQ Regional Plan include:

- Gold Coast Rapid Transit Project: Parkwood–Helensvale–Broadbeach–Coolangatta
- Pacific Motorway—additional Coomera interchange
- Gold Coast railway extension
- new passenger rail stock
- Gold Coast Highway bus priority and bus station
- TransLink sub-regional station upgrade
- bus priority on Smith Street
- sub-regional cycle network.

Other infrastructure priorities for the Gold Coast include:

- the Gold Coast University Hospital
- the Robina Health Precinct and expansion of Robina Hospital
- additional schools to accommodate growth, particularly in the northern corridor
- Gold Coast TAFE campus at Coomera
- the Gold Coast Convention Centre.

Sunshine Coast

Population in 2006: **295 000**

Indicative planning population 2031: **497 000**

Dwellings in 2006: **130 000**

Forecast additional dwellings by 2031: **98 000**



| Residential areas | |
|----------------------------------|---|
| Broadhectare | Caloundra South and Palmview |
| Existing urban areas | Maroochydore, Caloundra, Sippy Downs, Kawana, Nambour and Beerwah |
| Regional activity centres | |
| Principal | Maroochydore |
| Major | Noosa, Nambour, Kawana, Caloundra, Sippy Downs, Caloundra South and Beerwah |
| Employment areas | |
| Enterprise | Sunshine Coast Airport, Sunshine Coast Regional Business and Industrial Park, Kunda Park Business and Industrial Area, Cooroy, Forest Glen and Coolool industrial estates |
| Health, education and technology | Noosa Business Centre Technology and Industrial Hub and Sunshine Coast University Hospital |
| Identified Growth Areas | |
| Employment | Beerwah |
| Residential and employment | Caloundra South (Halls Creek) or Beerwah–Caloundra South Corridor |

The Sunshine Coast had an estimated resident population of 295 000 in 2006 and is expected to experience significant growth during the life of the plan.

Urban development on the Sunshine Coast is concentrated mostly along the coast, with a high proportion located south of the Maroochy River between Caloundra and Maroochydore. A series of hinterland towns provide an alternative to coastal living.

A major regional inter-urban break between the Sunshine Coast and Greater Brisbane preserves the distinctive character and identity of the Sunshine Coast and its many communities. The Urban Footprint ensures that anticipated urban development and growth will be managed to protect the Sunshine Coast’s rural and landscape areas.

The Sunshine Coast adjoins the southern boundary of Gympie Regional Council

and the Wide Bay region. Sunshine Coast Regional Council will continue to work with Gympie Regional Council and the Department of Infrastructure and Planning to coordinate planning approaches.

Residential

The SEQ Regional Plan estimates that the Sunshine Coast will require 98 000 additional dwellings by 2031 to accommodate its expected regional growth. These additional dwellings can be accommodated by developing existing urban-zoned land and the major long-term Regional Development Areas of Caloundra South and Palmview.

The Sunshine Coast’s residential growth areas will be further planned to create sustainable, balanced and affordable communities. This planning will ensure that growth occurs in an appropriate sequence and is coordinated with necessary infrastructure.

Infill is anticipated to provide approximately 37 000 additional dwellings by 2031 through higher density and remnant broadhectare development, subject to more detailed land capability assessments. Infill development will be focused in Maroochydore, the principal activity centre for the Sunshine Coast, and around the major regional activity centres of Caloundra, Sippy Downs, Kawana, Nambour and Beerwah. Communities at Birtinya and the proposed Caloundra Aerodrome centred around future public transport hubs will provide additional infill opportunities.

The Sunshine Coast's remaining areas, including broadhectare lands, are anticipated to accommodate 61 000 dwellings to 2031. This includes residential growth in Caloundra South, Palmview, Mountain Creek, Peregian and hinterland townships.

Hinterland towns with access to a passenger rail service provide further opportunities to accommodate limited residential growth within transit oriented communities. However, protecting the character and amenity of individual townships will be a high priority, and all development will be subject to the provision of adequate local infrastructure, such as water and sewerage.

Palmview is a Regional Development Area that will provide a range of housing choice and affordability, as well as employment and recreation opportunities. Palmview will deliver short-term residential land supply, utilising areas contiguous to existing urban development. However, full development of Palmview will require significant new infrastructure investment and consideration will be given to the preparation of an infrastructure agreement prior to development.

Caloundra South is a Regional Development Area that will be developed as a compact community with an efficient and effective public transport system provided in sequence with urban development. Caloundra South will comprise a series of walkable neighbourhoods with a range of housing choice and affordability, local employment opportunities, retail and community facilities, services and recreational opportunities.

Opportunities are available in the northern area of Caloundra South, contiguous to existing urban development, for delivering short-term residential land supply. Though Caloundra South is proximate to existing infrastructure, due to its large scale it will require significant new infrastructure investment. Consideration will be given to an infrastructure agreement prior to development.

Planning for Caloundra South is a priority for the delivery of short- to medium-term land supply on the Sunshine Coast. This includes detailed planning of initial stages to assist in the delivery of residential land in the short-term.

Economy and employment

Emphasis is required on the Sunshine Coast towards promoting further employment growth and diversification to avoid a jobs shortfall by 2031. Development Areas will provide high levels of self-containment and employment diversity to assist in achieving employment growth.

The Sunshine Coast seeks a diversified, viable, interdependent and self-sufficient urban and rural economic base that maximises local job creation and employment options, and builds economic strength and resilience. Innovation, knowledge-based and creative industries, research and development, health, tourism and sport are all essential to the Sunshine Coast's economic development.

Retail and commercial employment dominates in the regional activity centres of Maroochydore, Noosa, Nambour, Kawana Waters, Caloundra and Sippy Downs. To create more employment opportunities, as well as accommodating further residential growth, centres on the Sunshine Coast will provide for a mix of land uses in a compact form with easy access to public transport.

As the Sunshine Coast's principal regional activity centre, Maroochydore will be the most significant location for economic and employment growth. The other major planned activity centres of Noosa, Nambour, Kawana, Sippy Downs and Caloundra will supplement this growth.

Maroochydore comprises the existing city centre and surrounds. It will be the office-based business, community services and government administration focus of the Sunshine Coast. It will provide a diverse range of housing, and an efficient and effective multi-modal public transport system. It will contain office-based and mixed-use precincts to support employment diversity.

The town centre of Nambour supports the higher retail, employment and service needs of Nambour and surrounding hinterland areas, and will accommodate further housing development over time.

Service areas in and around Caloundra, Maroochydore, Kawana, Nambour and Noosa will continue to provide local economic and employment opportunities to encourage self-containment.

Creating new activity centres within the Regional Development Areas of Palmview and Caloundra South, and redeveloping the Caloundra Aerodrome site, will provide further opportunities for a range of jobs, and help develop a high level of employment self-containment on the Sunshine Coast.



The sub-region has a number of employment and enterprise areas, including industrial precincts at Nambour, Yandina, Kunda Park, Forest Glen, Noosa, Cooroy and Beerwah. Service industry areas are located around Caloundra, Maroochydore, Kawana, Nambour and Noosa. In addition, the Sunshine Coast Airport and associated aviation enterprises contribute to economic diversity and employment in the sub-region.

The Sunshine Coast Regional Business and Industrial Park is expected to accommodate the growth of manufacturing, logistics and freight distribution. Additional industry and enterprise growth area opportunities exist with the expansion of the Coolum (Quanda Road) industrial estate, and smaller precincts at Yandina, Forest Glen and Beerwah.

Specialist enterprise clusters, including rural precincts, will help create a diverse economy and employment growth. The Sunshine Coast Airport is a specialist aviation and aerospace opportunity area and one of SEQ's major existing and expanding specialist locations.

The expansion of science and technology opportunities at the Noosa Business Centre Technology and Industrial Hub will also facilitate employment growth and diversity. In addition, the University of the Sunshine Coast and proposed Sunshine Coast University Hospital will provide opportunities in health, education and training.

The small rural hinterland centres and surrounding rural production areas will continue to play an important role in diversifying the Sunshine Coast's economy and lifestyle. They will also support the long-term sustainability of rural areas. The encouragement of home-based businesses and rural enterprises with access to high-speed broadband telecommunications provides additional economic and employment growth opportunities outside the Urban Footprint.

Identified Growth Areas

The SEQ Regional Plan identifies additional land at Beerwah as an Identified Growth Area which, subject to further investigation, may accommodate long-term employment growth.

The Beerwah Identified Growth Area includes land that is outside the Urban Footprint to the east of Beerwah and generally within one kilometre of Steve Irwin Way. Subject to further investigation, this area may accommodate long-term economic and employment growth. Development in the Beerwah IGA is subject to the relevant RLRPA requirements within the SEQ Regional Plan regulatory provisions.

Additional lands in the Caloundra South (Halls Creek) and Beerwah–Caloundra South Corridor are designated as Identified Growth Areas in the SEQ Regional Plan. Further investigations are required to determine which of these IGAs will be seriously considered to accommodate long-term residential and employment growth on the Sunshine Coast. To inform this decision, investigations into the Caloundra South (Halls Creek) and Beerwah–Caloundra South Corridor IGAs will need to consider each site's ability to:

- comply with the Urban Footprint principles and requirements within the Sunshine Coast sub-regional narrative
- assist in the delivery and performance of infrastructure (including public transit) to the Sunshine Coast community
- protect environmental values
- achieve urban consolidation and self-containment
- achieve coordinated delivery of infrastructure
- achieve high environmental performance.

In addition, development within the Caloundra South (Halls Creek) or Beerwah–Caloundra South Corridor IGAs will need to demonstrate:

- sufficient demand for further urban land within the sub-region
- accessibility to a public transit service
- achieving compliance with the Urban Footprint principles
- achieving world leading environmental performance for any urban development and related infrastructure
- materially assisting in the provision of infrastructure for the southern Sunshine Coast community
- demonstrated high levels of employment self-containment
- coordinated delivery of infrastructure.

Development in the Caloundra South (Halls Creek) and Beerwah–Caloundra South Corridor IGAs is subject to the relevant RLRPA requirements within the SEQ Regional Plan regulatory provisions.

The cadastral boundaries for each IGA will be determined through further investigations before consideration for urban use.

Infrastructure

Transport infrastructure is required to facilitate the creation of a network of communities, linked through public transport with centres and enterprise areas. Key projects identified in SEQIPP to support the delivery of the SEQ Regional Plan include:

- CoastConnect—a road-based public transport link between Caloundra and Maroochydore
- improved public transport connections between Beerwah and coastal centres from Caloundra South to Maroochydore
- pedestrian and cycle network enhancements
- Sunshine Coast Health Hub at Maroochydore
- Sunshine Coast University Hospital at Kawana.

Moreton Bay

Population in 2006: **333 000**

Indicative planning population 2031: **513 000**

Dwellings in 2006: **123 900**

Forecast additional dwellings by 2031: **84 000**



| Residential areas | |
|----------------------------------|---|
| Broadhectare | Dakabin, Griffin, Mango Hill, North Lakes, Newport and Rothwell |
| Existing urban areas | Hills District, Albany Creek, Eatons Hill, Warner, Joyner, Lawnton, Bray Park, Strathpine, Petrie, Kallangur, Murrumba Downs, Dakabin, Narangba, Burpengary, Morayfield, Caboolture–Morayfield, Scarborough and Redcliffe |
| Regional activity centres | |
| Principal | Caboolture–Morayfield |
| Major | North Lakes, Strathpine and Redcliffe |
| Employment areas | |
| Enterprise | Caboolture Airport, Morayfield, Burpengary and Narangba |
| Health, education and technology | North Lakes |
| Identified Growth Areas | |
| Residential and employment | Caboolture West |

Moreton Bay includes a diverse range of urban, coastal, hinterland and rural communities. In 2006 the population was approximately 333 000.

Two major areas of urban settlement have been established in Moreton Bay—a southern area and a northern growth corridor. The southern area is extensively developed and extends north from Brisbane to the North Pine River and the Pine River. It is focused around the Strathpine major regional activity centre. The northern growth corridor is focused around the Caboolture–Morayfield principal regional activity centre, and the major regional activity centres of North Lakes and Redcliffe.

Riparian and biodiversity corridors provide east–west links across the Moreton Bay sub-region. This includes The Mangroves to Mountains corridor, linking the Boondall Wetlands to Brisbane Forest Park in the west. The Mangroves to Mountains corridor will be retained

and enhanced to assist in the long-term protection of biodiversity values in the area.

Residential

An estimated 84 000 additional dwellings will be required by 2031 to accommodate Moreton Bay’s expected regional growth, population increase and demographic change.

Urban growth will continue in the major residential developments of North Lakes, Mango Hill, Griffin and Dakabin. These large broadhectare areas will provide Moreton Bay with a range of housing types and densities.

The Caboolture–Morayfield principal regional activity centre will be the focus for infill development within the northern growth corridor. Higher density residential development and mixed-use development will be located within the Caboolture CBD, particularly in the vicinity of Caboolture’s railway station.

Other significant infill opportunities will be generated through efficient use of land close to the Brisbane–Sunshine Coast rail corridor, particularly the conversion of suitable rural residential lands and other remnant broadhectare lands at Narangba, and between Morayfield and Burpengary. Moreton Bay Regional Council will undertake planning and coordination to achieve orderly conversion to urban development.

Subject to further investigation, land in the Caboolture West Identified Growth Area could also help accommodate long-term residential growth.

Economy and employment

Moreton Bay requires strong employment growth to prevent a future shortfall in jobs and improve employment diversity. Development Areas will assist by providing high levels of self-containment and employment choice.



Historically, Moreton Bay's economy has been supported by retail, manufacturing, health care and social assistance, education and training, and construction.

Regional activity centres at Caboolture–Morayfield, Redcliffe, North Lakes and Strathpine are Moreton Bay's major centres for business, employment, research, education, services, higher density living and social interaction. Caboolture–Morayfield accommodates regional offices of health, education, cultural and entertainment facilities that are centred around public transport nodes.

Redcliffe, North Lakes and Strathpine each provide a sub-regional focus for administration. They accommodate sub-regional or branch offices of government, cultural and entertainment facilities of regional significance, and provide a focus for residential intensification.

Bellara, Burpengary, Deception Bay, Kallangur, Petrie, Warner, Albany Creek, Arana Hills, Dakabin, Kippa Ring, Margate, Clontarf, Scarborough, Woody Point, Woodford, Dayboro and Samford all provide district level services. This network of centres will continue to provide an appropriate mix of business, community and government services, facilities and employment.

Mixed-use development in accessible local and district centres will create additional business and employment opportunities. Promoting home-based businesses and community uses throughout urban and rural areas, and encouraging rural and tourism-related business opportunities outside the Urban Footprint, will achieve further economic and employment diversity.

Other business and industry employment in Moreton Bay will be contained predominately within Caboolture, Morayfield, Burpengary, Narangba, Strathpine, Brendale, Lawnton, Petrie, North Lakes, Rothwell and Clontarf. Continuing to develop these areas will produce a diverse range of employment and business opportunities, and increase the level of employment self-containment in the region.

Elimbah East will be a light industry area that benefits from direct access to the Bruce Highway. Any urban development in Elimbah East will be subject to infrastructure and servicing requirements.

Subject to further investigation, land in the Caboolture West Identified Growth Area may also help accommodate long-term employment and enterprise growth.

Additional land for other business and industry employment (that is, large footprint uses) will need further investigation.

While protected from large-scale urban development, the rural areas of Moreton Bay will also continue to provide economic and employment opportunities by accommodating rural industries, rural and home-based enterprises, small business, industry and tourism.

Identified Growth Areas

The SEQ Regional Plan identifies additional land west of Caboolture that, subject to further investigation, may in the long-term accommodate significant growth in the Moreton Bay region.

The Caboolture West Identified Growth Area is located adjacent to the Caboolture Urban Footprint. It includes lands east of the north branch of the Caboolture River and south of the D'Aguilar Highway. Further investigation will determine the cadastral boundaries before the area is considered for urban use. This includes investigations into land capability and suitability, infrastructure requirements and responsibilities, appropriate land uses, necessary corridors and other relevant matters.

This development also depends on:

- coordinating the delivery of infrastructure, including public transport aligned with growth
- demonstrating high levels of employment self-containment
- demonstrating sufficient demand for further urban land in this northern corridor.

In the meantime, development in Caboolture West is subject to the relevant RLRPA requirements within the SEQ Regional Plan regulatory provisions.

Infrastructure

The Moreton Bay area requires further capital investment to meet the demand driven by growth and change. The focus for infrastructure provision is on linking major regional activity centres to proposed areas of residential growth and providing additional capacity to service new development areas.

Increasing road capacity and providing public transport infrastructure and services along key routes is critical to accommodate the sub-region's projected growth.

Key projects identified in SEQIPP to support the delivery of the SEQ Regional Plan include:

- north–south arterial roads
 - upgrades to east–west links
 - upgrades to the Bruce Highway and intersections
 - the Houghton Highway duplication and bus priority
 - the Lawnton to Petrie third rail track
 - the Petrie to Redcliffe Rail Corridor
 - the North Lakes Health Precinct
 - the Caboolture Health Precinct
 - an upgrade to Redcliffe's Aquatic Centre.
- achieving compliance with the Urban Footprint principles (Principle 8.2)
 - providing road and public transport infrastructure that connects the Caboolture West Identified Growth Area to the urban communities and activity centres of northern Moreton Bay
 - achieving leading environmental performance for any urban development and related infrastructure

Logan

Population in 2006: **260 000**

Indicative planning population 2031: **434 000**

Dwellings in 2006: **90 000**

Forecast additional dwellings by 2031: **70 000**



| Residential areas | |
|----------------------------------|---|
| Broadhectare | Park Ridge, Flagstone, Yarrabilba North, Bahrs Scrub and New Beith Forest–Round Mountain |
| Existing urban areas | Beenleigh, Bethania–Waterford, Edens Landing–Holmview, Eagleby, Springwood, Browns Plains, Kingston, Loganlea and Logan Central |
| Regional activity centres | |
| Principal | Springwood, Beenleigh |
| Major | Logan Central, Browns Plains, Logan Hyperdome, Yarrabilba and Flagstone |
| Employment areas | |
| Enterprise | Marsden–Kingston, Crestmead–Berrinba, Park Ridge and Loganholme |
| Health, education and technology | Meadowbrook |
| Identified Growth Areas | |
| Employment | North Maclean |
| Residential and employment | Greater Yarrabilba, Greater Flagstone and Greenbank |
| Residential | New Beith–Round Mountain |

The City of Logan comprises a range of urban and rural communities and had a population of around 260 000 people in 2006. Existing urban development and a series of regional activity centres are located along major road and rail corridors, particularly the Pacific and Logan motorways, Mount Lindesay Highway and the Brisbane–Gold Coast rail line. This transport network provides strong links to adjoining Brisbane, Gold Coast and Ipswich local government areas.

The availability of affordable housing and Logan's proximity to major employment generators in Ipswich, Brisbane and the Gold Coast have both greatly affected the existing urban settlement pattern and the level of employment self-containment.

South Western Corridor

Logan City contains several areas that could accommodate future urban communities, and other localities that, subject to further planning, could accommodate additional long-term urban development. These areas are located within the South Western Corridor, between the existing urban area of Logan and the southern boundary of Logan City. Most of the areas are located adjacent to existing urban services, the Mount Lindesay Highway or the Brisbane–Sydney rail corridor.

The South Western Corridor has the potential to accommodate regionally significant levels of residential and employment growth, which would alleviate growth pressures on the southern area of SEQ, including the Gold Coast.

This will be achieved by establishing a series of communities linked by a sub-regional public transport network and roads to Greater Logan, Brisbane, the Gold Coast and Ipswich. The communities will be separated by landscape and biodiversity corridors, which will establish inter-urban breaks and help develop separate and well-defined urban communities.

Areas identified for further urban growth include Park Ridge, Bahrs Scrub, Flagstone, Yarrabilba North and Greenbank Central. Other areas, such as Greater Flagstone, Greater Yarrabilba, Greenbank, North Maclean and New Beith are designated as Identified Growth Areas and require further studies to determine their capacity to accommodate urban development in the long-term.



The timing of land release in the South Western Corridor depends on the land's proximity to existing urban infrastructure, and any associated impacts on infrastructure cost and delivery.

Prior to any development, the corridor needs coordinated planning to effectively provide infrastructure services and a network of centres, and to ensure high levels of employment self-containment. Investigations will assess land capability and suitability, infrastructure requirements and responsibilities, appropriate land uses, necessary service corridors and other related matters.

Residential

By 2031, approximately 70 000 additional dwellings will be required to accommodate Logan's expected regional growth, population increase and demographic change.

A range of infill and redevelopment opportunities exist in Logan. The established urban areas of Bethania–Waterford, Edens Landing–Holmview and Eagleby can accommodate further urban growth. Additionally, redevelopment in regional activity centres, particularly Beenleigh, Springwood, Browns Plains and Logan Central, present further infill opportunities.

Park Ridge is a Regional Development Area contiguous to Logan's existing urban area. Park Ridge will comprise residential communities and employment precincts, and offer diverse housing, community facilities, knowledge-based employment opportunities and a mixed-use business park. Park Ridge can provide additional land supply in the short-term, utilising adjacent urban infrastructure. However, ultimate delivery of Park Ridge will require significant upgrades to the existing urban infrastructure network.

Bahrs Scrub is a Local Development Area proximate to existing urban infrastructure that can accommodate urban residential development in the short-term, and provide recreation and open space opportunities to residents.

Flagstone is a Regional Development Area proximate to existing urban infrastructure. It will be developed as an urban community with a full range of services, and employment and transport options. Ultimately, the area will become a major regional activity centre with several employment clusters.

Development timing depends on meeting water and sewerage infrastructure needs, and coordinating the delivery of road and public transport infrastructure. Planning for Flagstone will address but not depend on the potential development of Greater Flagstone to ensure appropriate, long-term land use patterns and infrastructure delivery. Opportunities are available in the northern area of Flagstone, contiguous to existing residential development, for delivering short-term residential land supply.

Yarrabilba North is a Regional Development Area that is remote from existing urban areas and requires significant extensions to existing transport networks and new urban infrastructure networks. It could potentially develop into a self-contained community in the short- to medium-term to accommodate a residential neighbourhood, local services and a substantial employment area.

Planning for Yarrabilba North will need to demonstrate high levels of employment self-containment and environmental performance. Planning will address the potential development of the Greater Yarrabilba Identified Growth Area to ensure appropriate, long-term land use patterns, and infrastructure delivery and funding.

Rural communities, such as Logan Village and Jimboomba, provide limited opportunities for alternate residential development. Additionally, Logan has a significant supply of existing rural residential lands.

Economy and employment

Logan requires further employment growth and diversification to prevent a jobs shortfall by 2031. Development areas in the South Western Corridor will provide high levels of self-containment and employment diversity.

Historically, the Logan economy has been linked to retail, manufacturing, education, health and community services. However, the aim is for Logan to greatly increase its commercial and office-based employment opportunities.

Springwood and Logan Central will accommodate regional government and commercial precincts to service the sub-region. Springwood will utilise its diverse employment and economic base to establish a core business district. Logan Central will maintain its role as the sub-region's strategic civic and cultural centre.

Beenleigh will supplement the commercial and administrative roles of Springwood and Logan Central. It will generate employment for the surrounding community and provide business services to the northern parts of the adjoining Gold Coast sub-region, including the enterprise areas at Yatala and Ormeau.

Establishing government administration and services and office-based business precincts within Springwood, Beenleigh, Logan Hyperdome and Browns Plains will help to provide diverse employment opportunities. Regional activity centres will also accommodate mixed-use precincts, help deliver anticipated residential growth, provide more diverse employment and assist in place making.

Planned and potential urban communities in the South Western Corridor, particularly Park Ridge, North Maclean, Flagstone and Yarrabilba, must significantly contribute to employment and economic growth. The proposed communities at Flagstone and Yarrabilba will ultimately provide major activity centres and employment clusters, with a focus on the hospitality industry, major sports venues and regional education facilities.

Greenbank Central is a Local Development Area that could potentially become an employment precinct subject to access to a passenger transport service. Potentially, an east–west road system could also link to the Western Corridor and northern Gold Coast.

Marsden–Kingston and the proposed Park Ridge centre will provide supplementary

commercial and specialist services. They will also accommodate office-based businesses, mixed-use precincts and transitional home businesses.

Park Ridge will offer diverse employment options, a range of knowledge-based employment opportunities and a mixed-use business park. It will become a major economic hub and play a key role in providing sub-regional employment. It will service the increased residential densities of the neighbourhood and the emerging communities at Greenbank, Flagstone and Yarrabilba.

Crestmead and Loganholme offer light and general industry employment opportunities while Berrinba has additional potential for mixed industry and business. They will also accommodate ancillary retail and commercial services.

Meadowbrook will be established as a specialist centre based around health, research and education. It will benefit from opportunities generated by the Logan Hospital, Logan TAFE and Griffith University Meadowbrook Campus and access to the Brisbane–Gold Coast rail corridor.

Jimboomba will retain its role as a major rural activity centre, providing district level services to surrounding rural residential development.

Identified Growth Areas

The SEQ Regional Plan identifies additional land within the South Western Corridor that, subject to further investigation, will accommodate a high proportion of long-term growth. These areas are designated as Identified Growth Areas and include Greater Yarrabilba, North Maclean, Greater Flagstone, Greenbank Central and New Beith Forest–Round Mountain.

The Yarrabilba area comprises the former pine plantation land directly south of Yarrabilba North and west of Plunkett Conservation Park, and adjacent lands fronting the northern side of Plunkett Road. The Yarrabilba area may provide

Logan with a long-term residential and employment land supply beyond 2031.

Subject to further investigation, Yarrabilba will be developed as a compact community with ready access to an efficient and effective public transport system that will be provided in sequence with urban development. It will also comprise a series of neighbourhoods, integrated with Yarrabilba North, with a range of housing choices and affordability, local employment opportunities, retail and community facilities and services, and recreational opportunities.

The Greater Flagstone Identified Growth Area is located to the west and south-west of the Flagstone Urban Footprint. Further investigation will determine the area's cadastral boundaries. Greater Flagstone, in conjunction with the Flagstone Development Area, could accommodate a major centre for residential, employment, and other principal regional activity centre services. It could generate enough demand to support the long-term extension of a public rail corridor between Flagstone and Salisbury.

The Greater Flagstone Identified Growth Area and the Flagstone Development Area will be compact communities with ready access to an efficient and effective public transport system provided in sequence with urban development. It will also comprise walkable neighbourhoods with a range of housing choices and affordability, local employment opportunities, retail and community facilities and services, and recreational opportunities.

The Greater Flagstone and Yarrabilba Identified Growth Areas have the potential to accommodate regionally significant levels of residential and employment growth. However, further investigations are required to establish the capacity, performance, sequencing, costs and benefits of them delivering urban communities to the South Western Corridor.

For Greater Flagstone and Yarrabilba Identified Growth Areas, development depends on:

- achieving compliance with the Urban Footprint principles (Principle 8.2)
- providing road and public transport infrastructure to link the area to the urban communities of the Gold Coast, Logan and Ipswich
- achieving world leading environmental performance for any urban development and related infrastructure
- materially assisting to provide infrastructure for the South Western Corridor community
- coordinating the delivery of infrastructure, including public transport, to the South Western Corridor
- demonstrating high levels of employment self-containment.

The North Maclean Identified Growth Area comprises land outside the Urban Footprint, adjacent to the Mount Lindesay Highway, south of Gieseman Park, east of Greenbank Road and north of the Logan River. Further investigation will determine the area's cadastral boundaries before it can be considered for urban use.

Subject to further investigation, this area could accommodate an enterprise precinct with office, commercial, warehouse, retail services and low-impact industrial uses. This use depends on responding to biodiversity values and physical constraints, and compliance with the remaining Urban Footprint principles (Principle 8.2).

The Greenbank Identified Growth Area comprises land that borders the eastern side of Middle Road, extending approximately 1500 m to the east, and north of the Mount Lindesay Highway. Further investigation will determine the area's cadastral boundaries before being considered for urban use.

Subject to further investigation, this area could be developed as a residential and employment precinct that benefits from access to a passenger rail system.



Urban development and timing depends on providing passenger rail services and a rail station in the New Beith area.

The New Beith–Round Mountain Identified Growth Area comprises land outside the Rural Living Area and Urban Footprint that is close to Flagstone and the Brisbane–Sydney rail line. It consists of land previously zoned as rural residential in the local government planning scheme.

Subject to further investigation, New Beith could be developed as a consolidated residential community that benefits from access to a passenger rail system that links it to Flagstone and Brisbane. Urban development and timing depends on providing passenger rail services and a rail station in the New Beith area. If further investigation indicates that urban development is not appropriate, the New Beith area will be included in the Rural Living Area.

Proximity to existing urban infrastructure and the associated effects on costs and delivery are important factors in determining an orderly development sequence for the South Western

Corridor. This is particularly important for Yarrabilba and North Maclean, which are remote from existing urban areas, and require major extensions to existing transport networks and new urban infrastructure networks.

In the meantime, development in both areas is subject to the relevant RLRPA requirements within the SEQ Regional Plan regulatory provisions.

Infrastructure

Developing regionally significant growth areas within Logan will depend on the timely delivery of state and local infrastructure, particularly water and sewerage, road and public transport infrastructure. Further investigation must confirm the need and location of the Gateway Motorway extension, including a potential interchange at Park Ridge.

Expanding the South Western Corridor to accommodate growth in Greater Flagstone and Yarrabilba will depend on the delivery of road and public transport infrastructure to connect these communities to the Gold Coast,

Logan and Ipswich. Providing public transport for New Beith and Greenbank and Flagstone, potentially utilising the existing Brisbane–Sydney rail freight corridor, is critical to their development.

The Mount Lindesay–Beaudesert Strategic Transport Network Investigation currently underway will determine the long-term transport network requirements for east–west and north–south roads, public transport, rail and cycle links to assist this area to service future growth.

Key projects identified in SEQIPP to support the delivery of the SEQ Regional Plan include:

- Pacific Motorway transit lanes from Springwood to Daisy Hill, including the Loganlea interchange
- Logan Motorway upgrade from the Ipswich Motorway to Pacific Motorway
- Mount Lindesay Highway upgrade from Green Road to Jimboomba
- South East Busway extension to Springwood.

Redland

Population in 2006: **131 000**

Indicative planning population 2031: **169 000**

Dwellings in 2006: **50 000**

Forecast additional dwellings by 2031: **21 000**



| Residential areas | |
|----------------------------------|--|
| Broadhectare | Kinross Road (Thornlands), South East Thornlands and Victoria Point |
| Existing urban areas | Cleveland, Capalaba, Victoria Point, Redland Bay, Thorneside, Thornlands, Birkdale, Wellington Point, Alexandra Hills and Ormiston |
| Regional activity centres | |
| Principal | Capalaba and Cleveland |
| Employment areas | |
| Enterprise | Cleveland Enterprise Area and Redlands Business Park |
| Health, education and technology | Department of Employment, Economic Development and Innovation Redland Research Station and Cleveland Hospital Health Precinct |
| Identified Growth Areas | |
| None | |

Redland City is a coastal local government situated on Moreton Bay, south-east of Brisbane. It comprises both nationally and regionally significant areas of high environmental and visual quality. In 2006 Redland’s population was approximately 131 000.

Redland City comprises urban, rural, bushland and island communities. Urban development is focused around a framework of activity centres that are linked through an established road and rail network. The rail network is limited to the north-eastern part of the city. The edges of the urban communities are defined by open spaces that contain biodiversity corridors, waterways, wetlands, bushland habitat and the foreshore.

Redland City is predominantly within the RLRPA. These areas include strong rural communities supported by viable rural enterprises, and areas of scenic amenity, environmental and biodiversity value, including koala conservation areas and agricultural lands.

Redland’s urban koala population must be protected to maintain a viable koala population in the wider region. Further measures to protect the urban koala population will be developed and implemented within Redland.

Broadhectare land availability in Redland is restricted so that existing non-urban land can be enhanced to accommodate koala habitat. In response, appropriate opportunities for urban development within the Urban Footprint, particularly those close to public transport, will be fully utilised to accommodate expected residential and employment growth.

Residential

By 2031, approximately 21 000 additional dwellings will be required to meet Redland’s expected population growth and demographic change.

Infill and redevelopment in existing urban areas will accommodate approximately 15 000 additional dwellings, and the development of the remaining supply of broadhectare land within the Urban Footprint will accommodate the remaining dwellings.

Infill development will be located around the regional activity centres of Cleveland and Capalaba, Victoria Point and other activity nodes on the public transport network stations and major bus routes. These centres could accommodate residential dwelling units through multi-storey, mixed-use development.

The suburbs of Thorneside, Birkdale, Wellington Point and Ormiston are close to public transport, presenting opportunities for further development in the longer term, subject to detailed local planning. Future development opportunities also exist at Cleveland and Redland Bay, and in the Weinam Creek marine area and environs. Detailed local planning and ferry passenger terminal upgrades will guide and support development in these locations.

Subject to environmental constraints including flooding, storm surge and drainage, development of existing vacant residential lots on Coochiemudlo, North Stradbroke and other southern Moreton Bay islands will continue during the planning period.



Upgrading services, efficient water-based transport and protection of the environmental values of the islands and Moreton Bay are all necessary to manage growth on these islands.

Kinross Road and South East Thornlands are Local Development Areas proximate to existing urban areas and infrastructure and capable of accommodating urban development in the short-term. Kinross Road has capacity for a residential community in combination with additional employment opportunities, local retail and commercial functions, and community services. South East Thornlands will accommodate a residential community with local retail and service functions.

Planning for both Development Areas will maximise opportunities for urban development where appropriate to help deliver the expected growth and establish consolidated urban communities. Areas of existing koala habitat will be protected.

The Victoria Point Local Development Area is contiguous with existing local services and can accommodate additional residential development. The area requires further investigation and planning scheme amendments before any development can proceed.

Economy and employment

To address existing low self-containment levels, employment opportunities in Redlands will be identified and enhanced. Employment growth will be focused within Redland City's network of multi-purpose activity centres and in an integrated enterprise precinct at Redland Bay.

The principal regional activity centres of Cleveland and Capalaba will accommodate most of the expected centre-based employment growth. They will become locations for major retail, commercial, community, administrative and recreational activities. Victoria Point, a major regional activity centre, and the lower-order centres across Redland City will accommodate the remaining centre-based employment growth.

The principal regional activity centres will primarily accommodate the economic and employment growth of industry and other enterprises.

Other employment growth will occur through non-centre based employment located across Redland City. They will include tourism, education, marine, construction and health, and will continue to be supported and protected from incompatible uses.

Examples include specialist services, educational and health clusters, including the state government Redlands Research Station, and the Cleveland hospitals and community health precinct. Ecotourism and tourism opportunities will continue to grow due to the city's extensive natural environmental assets, including its bushland, koala habitat areas, Moreton Bay and its islands.

Identified Growth Areas

There are no identified Growth Areas in the Redland local government area.

Infrastructure

The timely provision of transport infrastructure—including increased road capacity and quality public transport infrastructure—is essential to support Redland City's expected population and employment growth. This infrastructure will lead the sequenced development of urban communities in Local Development Areas.

Government will take an integrated approach to determine and address the specific infrastructure needs of the southern Moreton Bay islands.

Key projects identified in SEQIPP to support the delivery of the SEQ Regional Plan include:

- the Eastern Busway from Buranda to Capalaba, including interim measures to provide priority bus access into and out of the Capalaba principal regional activity centre
- bus priority measures between Cleveland and Capalaba principal regional activity centres and Victoria Point
- passenger rail duplication between Cleveland and Manly
- Redland's subarterial road upgrade
- the Cleveland–Redland Bay road upgrade.

Ipswich

Population in 2006: **142 400**

Indicative planning population 2031: **435 000**

Dwellings in 2006: **52 300**

Forecast additional dwellings by 2031: **118 000**



With a range of broadhectare, infill and other residential opportunities available, Ipswich could exceed both the projected total and infill targets of the SEQ Regional Plan.

Ripley Valley and Springfield, with smaller broadhectare areas such as South Redbank Plains, Walloon–Thagoona and West Brassall, will provide most of the new residential development in the Western Corridor.

Numerous infill and redevelopment opportunities will provide alternate, higher density housing choices in more established urban areas. Ipswich CBD, Ripley Valley and Springfield will utilise further opportunities, as will other locations accessible from existing and proposed public transit networks.

The Springfield town centre and its surrounds will continue to provide an extensive residential land supply and infill opportunities. Establishing public transit links with Brisbane and, in the longer term, Ipswich, will further consolidate residential development within the town centre, providing both mixed-use and residential precincts.

Ripley Valley is a Regional Development Area proximate to existing urban infrastructure that has undergone extensive planning. It will be developed as an urban community with a full range of services and transport options. It will provide a range of housing choices and employment opportunities. Ripley Valley will also provide a major regional activity centre and several employment clusters.

The initial stages of development within Ripley Valley will be undertaken in the short-term. Further development of Ripley Valley is dependant on meeting water and sewerage infrastructure needs, coordinating the delivery of road and public transport infrastructure, and facilitating the necessary approvals and infrastructure agreements.

| Residential areas | |
|----------------------------------|--|
| Broadhectare | Ripley and Springfield |
| Existing urban areas | Goodna, Redbank, Redbank Plains, Springfield, Booval, Yamanto and Brassall |
| Regional activity centres | |
| Principal | Ipswich and Springfield |
| Major | Goodna and Ripley |
| Employment areas | |
| Enterprise | Swanbank, New Chum, Willowbank, Bundamba and Ebenezer |
| Health, education and technology | Amberley, Springfield and Ipswich CBD |
| Identified Growth Areas | |
| Residential and employment | Purga |
| Residential | Lanefield–Grandchester |

The City of Ipswich forms most of SEQ’s Western Corridor, stretching from Goodna to Grandchester. In 2006 Ipswich’s population was 142 400.

The Western Corridor will continue to experience significant growth and plays a key role in the SEQ Regional Plan’s preferred settlement pattern. The Western Corridor provides substantial opportunities to accommodate new residential communities and employment growth, supported by infrastructure provision.

Existing urban development is concentrated along the Ipswich–Brisbane rail line and is generally contained between the Warrego and Cunningham highways. The Urban Footprint includes existing urban areas and areas that could accommodate additional growth that are well serviced or located along committed infrastructure corridors.

Regionally significant employment areas are located at Ebenezer, Swanbank and Bundamba. Purga could also potentially provide additional employment land in the medium- to long-term.

The RAAF base at Amberley is a major employment generator and will expand its role to provide more employment to the region. To encourage its long-term viability, future planning will minimise and mitigate the affects of conflicting development close to the base.

Emerging communities south-east of Ipswich City will also contribute to the urban open space network within the Ipswich area and its surrounds.

Residential

By 2031 approximately 118 000 additional dwellings will be needed to accommodate Ipswich’s expected regional growth, population increase and demographic change.



Economy and employment

The Ipswich local government area includes the principal regional activity centres of the Ipswich CBD and Springfield, and the major regional activity centres of Goodna and Ripley.

The Ipswich CBD is the historic centre for commerce, and is strategically located to function as the principal administrative, cultural and community centre for Ipswich and surrounding areas. This centre will also act as the main retail and commercial centre for Ipswich's central and western suburbs and surrounding rural areas.

This centre is serviced by rail and bus public transport infrastructure and will include residential uses. Office-based business and government administration precincts will be expanded and integrated into mixed-use areas, promoting a range of housing options and small businesses.

Springfield is the main retail, commercial, health and education centre for the residential communities located along the Centenary Highway. Opportunities generated by the university for specialised employment will be supported, as well as office-based business and government administration, and mixed-use precincts that promote a range of housing options and small businesses.

Ripley town centre will provide major regional activity centre functions to supplement the commercial and administrative roles of the Ipswich CBD and Springfield. It will generate most of the employment for the surrounding Ripley Valley community and will provide several employment clusters.

It will create opportunities for office-based business precincts within Ripley town centre to assist in providing diverse employment opportunities. The town centre will also accommodate mixed-use precincts to help deliver anticipated residential growth, provide greater employment diversity and assist in place making.

The employment areas of Ebenezer–Willowbank, Swanbank, New Chum, Bundamba, Wulkuraka industrial area, Carole Park, the RAAF Base Amberley, and the Amberley Aerospace and Defence Support Centre will ensure a high level of self-containment and contribute significantly to regional employment growth.

Ebenezer is a Regional Development Area that can potentially accommodate a range of manufacturing and logistics enterprises, as well as heavy, difficult-to-locate and large-footprint industries. To deliver employment and enterprise opportunities, key infrastructure upgrades are needed for regional road networks, water, sewerage, telecommunications and energy infrastructure. Ebenezer requires planning and infrastructure arrangements and responsibilities, to the state government's satisfaction, prior to development.

Identified Growth Areas

Lanefield–Grandchester is an Identified Growth Area that, subject to further investigation, may accommodate long-term development needs after the development of communities in the Ripley Valley and Walloon–Thagoona. Further investigation will determine the area's boundaries.

Investigations must be undertaken into the Lanefield–Grandchester area's potential to accommodate long-term residential and employment growth. This includes determining land capability and suitability, infrastructure requirements and responsibilities, appropriate land uses, necessary corridors and other relevant matters. In particular, geotechnical studies are required. Additionally, sufficient demand for further urban land in the Western Corridor must be demonstrated before Lanefield–Grandchester can be recognised as a Development Area.

Purga is an Identified Growth Area that, subject to further investigation, could provide employment and enterprise area opportunities in the medium- to long-term. Potentially, it could be developed as an extension to the Amberley Aerospace and Defence Support

Centre park and as an inland port that comprises logistics, distribution, warehousing and associated activities.

Purga requires further planning to determine its development potential and to guide development. This includes determining land capability and suitability, infrastructure requirements and responsibilities, appropriate land uses, necessary corridors and other relevant matters. The timing of development will depend on completing the Cunningham Highway upgrade, and establishing Ebenezer and Amberley as employment areas.

Infrastructure

The timely provision of infrastructure is vital to lead the planned growth of the Western Corridor and sustain the creation of new and varied job opportunities. The focus is on improving existing infrastructure and providing new infrastructure to support growing population centres.

Major road upgrades will result in a four-lane extension of the Centenary Highway from the Ipswich Motorway to Springfield, including a new Logan Motorway interchange. A new rail line will connect Darra and Springfield.

Two new health precincts in Ipswich will provide necessary services to support growth within the Western Corridor.

A project identified in SEQIPP to support these growing communities involves building new schools in the Western Corridor. This support extends to the modernisation of the Bundamba TAFE campus.

Key projects identified in SEQIPP to support the delivery of the SEQ Regional Plan include:

- upgrading the Ipswich Motorway
- providing additional line capacity for the Ipswich rail line
- upgrading rail and road access to Springfield.

Western councils

Population in 2006: **86 300**

Indicative planning population 2031: **166 000**

Dwellings in 2006: **33 000**

Forecast additional dwellings by 2031: **33 000**



| Residential areas | |
|----------------------------------|---|
| Existing urban areas | Gatton, Fernvale, Lowood and Beaudesert |
| Regional activity centres | |
| Principal | Beaudesert and Gatton |
| Major | Boonah, Esk, Fernvale, Kilcoy and Laidley |
| Employment areas | |
| Enterprise | Bromelton, Helidon Hazardous Industry Area and Gatton North |
| Health, education and technology | Gatton and the SEQ Correctional Precinct |
| Identified Growth Areas | |
| Residential | Beaudesert South |

In 2006, the western SEQ regional councils of Lockyer Valley, Scenic Rim and Somerset had a population of approximately 86 300.

Lockyer Valley Regional Council borders the significant growth areas of Ipswich to the east and Toowoomba to the west. The Scenic Rim Regional Council follows the Fassifern Valley and upper reaches of the Logan and Albert valleys. It contains the World Heritage-listed mountains that form the scenic rim, and it borders the southern, south-western and western growth corridors. Somerset Regional Council covers the Brisbane River Valley and Stanley River catchments.

The Warrego, Mount Lindesay, and Brisbane Valley highways, and the Brisbane–Toowoomba and Brisbane–Sydney rail lines, provide critical connections through the western council sub-region, establishing strong links with Toowoomba and Ipswich, and Brisbane to the east.

The western councils are predominantly located within the Regional Landscape and Rural Production Area, and sustain

diverse economic, environmental and cultural values for the region.

Rural centres, towns and villages provide local services and a mix of housing types to accommodate the changing needs of the community. They enable people to remain in the local area and provide alternative housing options to those in larger urban centres.

The Urban Footprint enables existing towns and villages to accommodate expected residential and employment growth. It promotes compact development, and protects rural and natural values by preventing ad-hoc and dispersed development throughout the rural landscape.

Residential

By 2031 dwelling numbers in the western SEQ sub-region will need to double from 33 000 to 66 000 to accommodate expected regional growth, population increase and demographic change.

Rural residential areas located close to the Warrego and Brisbane Valley

highways house a high proportion of the sub-region's population and have the capacity, through existing zoned land and approvals, to accommodate further growth.

Rural centres and towns will take a greater role in accommodating future growth. Gatton, Beaudesert, Lowood and Fernvale have the capacity to accommodate a considerable percentage of residential development, with additional housing supply provided in Kilcoy, Boonah, Laidley, Kalbar, Canungra and Kooralbyn. Some growth will also occur in Esk, Fernvale, Toogoolawah, Withcott and Helidon.

In response to an ageing population, rural centres with access to local health and community services will accommodate adaptable housing, allowing community members to remain in the local area through each stage of life.

The Urban Footprint of the Western Corridor can accommodate sufficient capacity for employment and residential growth. Lanefield–Grandchester is also available to increase supply in the long term if required.



Economy and employment

The economy of the western SEQ sub-region is dominated by rural industry and associated activities on rural lands, and a series of rural centres, towns and villages. Rural industries will be enhanced by increasing the self-containment of processing and packaging local produce, as well as expanding associated cottage industries, tourism and recreation opportunities. Rural industries will also grow through increased adaptability and productivity, and improved access to markets.

Gatton and Beaudesert are principal rural activity centres, and the focus for sub-regional growth in office-based business, retail and commercial activities, and government and health services. Boonah, Laidley, Fernvale, Esk and Kilcoy provide local services to surrounding rural communities, supplementing the roles of Gatton and Beaudesert. Toowoomba, Ipswich, Logan and Brisbane provide regional level services.

Retail, commercial and office-based businesses within rural centres, towns and villages will integrate with the established urban fabric to enhance traditional main streets and respond to cultural and heritage values.

Industrial precincts in rural centres and towns will be enhanced to help provide diverse employment opportunities and protect them from conflicting land uses.

Plainland is a Local Development Area that will develop as a service centre to accommodate surrounding rural living areas and supplement activities in Gatton and Laidley. Current retail development will be integrated with office-based business to provide specialist services and small business opportunities. Opportunities to locate government services, stemming from direct access to the Warrego Highway and Plainland's central location in the sub-region, will be considered.

To increase employment self-containment, rural centres will facilitate the development of small- to medium-scale incubator businesses. They will utilise their locational and cost advantages over the region's larger urban centres.

Bromelton is a Regional Development Area proximate to Beaudesert that needs major extensions to existing infrastructure networks. It is part of the Bromelton State Development Area declared by the Coordinator-General in 2008. Bromelton has the potential to become an employment and enterprise precinct that specialises in industries that need direct access to the national standard gauge rail network, and activities that need substantial separation from residential areas. Bromelton offers locational advantages for logistics operations involved in regional scale intermodal freight handling.

Gatton North, a Local Development Area proximate to the existing Gatton township, requires major extensions to existing infrastructure networks. It will function as an enterprise precinct that provides land for industrial purposes. Further planning is required, and infrastructure costs and funding arrangements determined to the state government's satisfaction, prior to development.

Helidon Hazardous Industry Area will continue to provide specialist services relating to explosives manufacturing and distribution. To assist in its long-term viability, future planning will need to investigate expanding the existing precinct and protecting it from conflicting land uses.

Sustainable rural villages

The expansion of Kooralbyn, Canungra and rural villages outside the Urban Footprint will be considered through the planning scheme review process to help them achieve long-term sustainability and self-contained employment. This expansion is subject to land capability and suitability assessments, riparian corridor protection, infrastructure requirements and responsibilities, appropriate land uses and other relevant matters. Additionally, areas considered for expansion must demonstrate compliance with the Urban Footprint principles (Principle 8.2), and materially assist in the self-containment of employment and residential growth in the sub-region.

Identified Growth Areas

Beaudesert South is an Identified Growth Area contiguous to existing urban development that requires substantial infrastructure extensions. Further planning will determine the area's boundaries before it is considered for development. Beaudesert South has the potential to accommodate residential growth subject to land capability and suitability assessments, riparian corridor protection, infrastructure requirements and responsibilities, appropriate land uses and other relevant matters.

Bromelton's expansion into the Identified Growth Area is being considered in response to a State Development Area designation. Planning is underway for the Bromelton State Development Area to accommodate:

- large lot industrial uses that require direct access to the national standard gauge rail network
- freight and logistics operations (major intermodal freight terminal)
- medium- and large-scale manufacturing and warehouse activities
- industry support services, freight and logistics, and transport servicing depots.

Infrastructure

Providing and maintaining appropriate levels of infrastructure and services to rural centres, towns and villages is integral to long-term growth in the western councils sub-region.

Key projects identified in SEQIPP to support the delivery of the SEQ Regional Plan include:

- safety improvements to increase the capacity of the road network
- the construction of interchanges and service roads on the Warrego Highway
- the Gatton Correctional Precinct.

Toowoomba

Population in 2006: **121 800**

Indicative planning population 2031: **197 000**

Dwellings in 2006: **45 500**

Forecast additional dwellings by 2031: **31 000**



| Residential areas | |
|----------------------------------|---|
| Broadhectare | Highfields, Glenvale, Drayton and Westbrook |
| Existing urban areas | Toowoomba City |
| Regional activity centres | |
| Principal | Toowoomba |
| Employment areas | |
| Enterprise | Charlton Wellcamp and Toowoomba Airport |
| Health, education and technology | University of Southern Queensland, Tor Street Laboratories and Toowoomba Health Hub |
| Identified Growth Areas | |
| Residential | Westbrook |

Toowoomba is located at the western edge of the SEQ region and comprises a range of urban and semi-urban settlements. Toowoomba City is the principal activity centre for the sub-region and services the Darling Downs and Surat Basin. In 2006 Toowoomba’s resident population was approximately 121 800.

The Toowoomba sub-region does not include the entire Toowoomba Regional Council local government area. However, the SEQ region boundary accommodates many of the anticipated growth localities and areas that require development controls close to Toowoomba City.

Urban development is focused around Toowoomba City and various satellite urban centres, such as Highfields, Glenvale, Cambooya and Kingsthorpe. The settlement pattern is also characterised by fringe urban and rural residential precincts adjacent or close to these centres.

The development of the Surat Energy and Resource Province, and major infrastructure such as the Gowrie–Grandchester rail corridor and Toowoomba Bypass, will continue to drive population growth in Toowoomba.

The proportion and location of rural residential development in fringe urban locations has important implications for growth management and infrastructure provision. For this reason, the Urban Footprint identifies existing settlements and other development opportunities to accommodate growth to 2031.

Council will undertake further studies to detail local planning and sequencing for Development Areas. To do this a combined planning scheme will be prepared for the Toowoomba Regional Council to provide a uniform and consistent basis for strategic land use planning and development assessment.

Residential

By 2031 approximately 31 000 additional dwellings will be needed to house Toowoomba’s expected regional growth.

A combination of broadhectare, infill development and redevelopment will deliver these dwellings. Council will undertake local planning within the next five years to identify additional medium- to long-term broadhectare opportunities. These investigations will refine dwelling

allocations for the sub-region in future revisions of the SEQ Regional Plan.

Highfields has become Toowoomba’s primary urban growth front due to its relative proximity to Toowoomba City and available services, facilities and land. Broadhectare opportunities at Glenvale, Drayton and Westbrook, and in smaller communities such as Kingsthorpe, Gowrie Junction and Cambooya, will accommodate residential growth. Ongoing, low-density residential development through existing approvals will also contribute to growth in Hodgson Vale, Torrington, Cotswold Hills and Meringandan West.

Infill development will be focused within Toowoomba City, with the CBD providing opportunities for mixed-use and higher density development.

Westbrook is an existing rural area that, subject to further planning, could accommodate some of Toowoomba’s projected residential growth needs.



Economy and employment

Toowoomba is the economic and service hub for the Darling Downs and Surat Basin. It is expected to benefit significantly from mining activity in the Surat Basin, accommodating professional and other higher order services demanded by growth in the region. The challenge for the Toowoomba sub-region is to provide adequate employment opportunities for the expected population growth.

The challenge for the Toowoomba sub-region is to provide adequate employment opportunities for the expected population growth.

The greater Toowoomba urban area provides most of the sub-region's employment, which is focused around a series of commercial centres, specialist nodes and industrial precincts. It is recognised as the gateway to the Darling Downs, and is well located to support the economic growth and development of the sub-region and the eastern downs.

Highfields and Charlton Wellcamp are two significant employment areas outside the Toowoomba urban area. Several smaller rural village centres provide localised employment opportunities.

Toowoomba CBD, Kearneys Spring, Clifford Gardens, Wilsonton and the Range are the major commercial centres. The Highfields centre is anticipated to become a centre of sub-regional significance during the planning period.

A range of specialist activity centres that cover the health, education and defence sectors are located throughout the sub-region. The Toowoomba aerodrome is a regionally significant specialist node. However, the aerodrome's future role as Toowoomba's sub-regional aviation hub is constrained by numerous physical and spatial attributes, and the surrounding pattern of land use. It is anticipated that the long-term location of the aerodrome and the use of the existing site will be investigated in the development of the combined planning scheme.

The sub-region's major industrial activity precincts are located at Wilsonton, Drayton and Charlton Wellcamp. The Charlton Wellcamp industrial area is located at the junctions of the Warrego, New England and Gore highways. It covers approximately 1000 hectares of mostly undeveloped land, but is anticipated to be the sub-region's major industrial expansion area and multi-modal freight hub.

Identified Growth Area

Westbrook is an Identified Growth Area proximate to urban development that will need infrastructure extensions if it is found to be suitable for residential development. Further planning will confirm the area's boundaries before it is considered for development. Development for residential use is subject to land capability and suitability assessments, infrastructure requirements, responsibility identification and other relevant matters.

Infrastructure

The sub-region's key infrastructure focus involves securing an adequate water supply and improving inter-regional transport links for passengers and freight.

Key projects identified in SEQIPP to support the delivery of the SEQ Regional Plan include:

- Warrego Highway–Toowoomba intersection upgrades
- the Toowoomba Bypass
- the Gowrie–Grandchester rail upgrade.



Part D—Regional policies

Regional policies set out the desired regional outcomes, principles, policies and programs to address growth and management of the region.

For each desired regional outcome, a set of principles is identified to achieve the outcome.

Specific policy statements indicate what must be done for the principles to have effect. Programs identify actions that need to be implemented over the life of the plan. Notes are also included to provide an explanation of the policy statements, identify implementation processes and provide additional relevant information.

The principles and policies guide state and local government in the formulation of their own policies as they are the cornerstones to the correct functioning of the region. Local government planning schemes must be consistent with the intent of the desired regional outcomes, principles and policies. Programs may be delivered by state or local government, industry, non-government organisations or community groups.

The desired regional outcomes are an integrated and holistic set, with no intended priority. They appear under the following headings:

- 1 Sustainability and climate change
- 2 Natural environment
- 3 Regional landscape
- 4 Natural resources
- 5 Rural futures
- 6 Strong communities
- 7 Engaging Aboriginal and Torres Strait Islander peoples
- 8 Compact settlement
- 9 Employment location
- 10 Infrastructure
- 11 Water management
- 12 Integrated transport.



1. Sustainability and climate change

Desired regional outcome 1

The region grows and changes in a sustainable manner—generating prosperity, maintaining and enhancing quality of life, minimising the use of resources, providing high levels of environmental protection, reducing greenhouse gas emissions and becoming resilient to natural hazards including the projected effects of climate change and oil supply vulnerability.



Since 1994, sustainable development principles have been included in a range of Queensland's legislative instruments such as the *Environmental Protection Act 1994*, *Integrated Planning Act 1997* and *Water Act 2000*. The Australian Government has produced a National Strategy for Ecologically Sustainable Development (ESD), which defines the goal of ESD as:

Development that improves the total quality of life, both now and in the future, in a way that maintains the ecological processes on which life depends.

The overriding intent of the SEQ Regional Plan is to ensure the region grows and changes in a sustainable way. The challenge is to reduce the region's ecological footprint while enhancing the region's economy and people's quality of life. The SEQ Regional Plan achieves this through the desired regional outcomes to realise concurrent social, ecological and economic improvements.

The Queensland framework for ecologically sustainable decision-making has been used to inform principles and policies of the SEQ Regional Plan. The framework commits to:

- integrated and long-term decision-making—incorporating long- and short-term environmental, economic and social considerations into decision-making
- intergenerational equity—ensuring the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future

generations

- intra-generational equity—ensuring a fair share of resources and opportunity among present generations
- conserving biological diversity and ecological integrity—protecting the variety of all life forms, their genetic diversity and the ecosystem of which they form a part, recognising the various services they provide to humans as well as their intrinsic value
- internalising environmental costs—ensuring the true costs and life-cycle costs (incurred from when inputs are produced through to waste disposal) of protecting and restoring environmental damage are reflected in the price of a product or service
- engaged governance—ensuring broad community involvement in decisions and actions that affect people.

Source: adapted from *Premier's Policy Scan Issue 4: Ecologically sustainable development*, Queensland Government, 2002 and *National Strategy for Ecologically Sustainable Development*, 1992.

The SEQ Regional Plan will guide the region towards sustainable development. Setting targets for each of the desired regional outcomes will help to guide actions required to achieve each of the outcomes. Monitoring and reporting on progress towards achieving these targets and the desired regional outcomes are essential to the review and improvement process for the SEQ Regional Plan.

Overwhelming scientific evidence indicates that human-induced climate change is occurring, primarily due to increasing concentrations of greenhouse gases in the atmosphere. Urgent action is necessary to stabilise greenhouse gas emissions at a level where the effects of extreme climate change can be avoided. The government must also move quickly to implement measures that reduce the effects of natural hazards and climate change, and secure the sustainability and prosperity of the region.

International and Australian research indicates that there are significant benefits in responding immediately to climate change. This response should include both reducing the emission of greenhouse gases and adapting to the effects of climate change that will occur regardless of global efforts to reduce emissions. The sooner we start reducing greenhouse gas emissions and adapting to the effects of climate change, the smaller the cost of climate change will be in terms of the region's economic growth and lifestyle.

Toward Q2: Tomorrow's Queensland sets a target to cut Queenslanders' carbon footprint by one-third through reduced car and electricity use by 2020. Regional climate change actions for SEQ will also be influenced by statewide and national climate change initiatives and policies including the Queensland Government's climate change strategy and the Australian Government's proposed Carbon Pollution Reduction Scheme.

1.1 Sustainability principles

Principle

Ensure ecologically sustainable development through the application of the Queensland framework for ecologically sustainable decision-making.

Policies

- 1.1.1 All decisions should reflect the Queensland framework for ecologically sustainable decision making.
- 1.1.2 Reflect the sustainability characteristics in all land use and infrastructure planning.

Notes

The SEQ Regional Plan provides the overarching framework for ensuring the sustainability of the region. The desired regional outcomes are based on Queensland's framework for ecologically sustainable decision-making. The principles, policies and programs provide direction on the implementation of the SEQ Regional Plan to achieve the desired regional outcomes. The sustainability characteristics provide a description of the desired built and natural form of the region to contribute to meeting these outcomes.

Sustainable development in SEQ is expected to include the following sustainability characteristics:

- compact urban form that minimises impacts on natural resources and environmental values and reduces the need for travel by private vehicles
- well-designed activity centres and corridors based on high-frequency public transport services and accessible active transport networks
- high-level and equitable access to activities and services through transport and communication systems
- buildings that are designed and oriented to take advantage of the region's climate and reduce the use of energy, especially for cooling and heating
- low levels of water, energy and material consumption, and high levels of recycling and re-use of natural resources, materials and waste products
- generation and distribution of energy from renewable sources
- a well-protected system of wildlife habitats including open space, biodiversity networks and greenspace
- adequate and well-situated open space—including public parks, trails and sporting and recreational facilities—which supports healthy behaviour, social activity and physical and psychological wellbeing
- total water cycle management to minimise impacts on the natural water cycle, including aquatic ecosystems
- protection from natural hazards, including the effects of climate change
- local and diverse employment opportunities
- retention of distinctive regional and local character and scenic amenity
- cultural and landscape heritage that is appreciated, protected and managed.



1.2 Sustainability monitoring

Principle

Monitor the progress made in SEQ towards achieving sustainability.

Policy

1.2.1 Develop regional targets for desired regional outcomes of the SEQ Regional Plan.

Program

1.2.2 Publish the SEQ State of the Region report using relevant and timely sustainability indicators to report on the progress in achieving sustainability in the region.

Notes

A State of the Region report will be produced as part of the five-year review of the SEQ Regional Plan. Publication of this information is important to ensure a consistent information base for reviewing the SEQ Regional Plan, and to allow agencies, organisations and the community to participate more effectively in the management of the region. Sustainability indicators will be based on the regional targets to measure progress in achieving the outcomes.

The *South East Queensland State of Region Sustainability Indicators Baseline Review 2006* identifies sustainability indicators for use in State of the Region reporting.

The *State of Region Baseline Report 2005–2006* provides information on the status of the sustainability indicators at the time of the commencement of the *South East*

Queensland Regional Plan 2005–2026 (SEQ Regional Plan 2005), and provides a point of comparison for future reports.

The *South East Queensland State of the Region Technical Report 2008* was produced to inform the review of the SEQ Regional Plan 2005, and the development of the *South East Queensland Regional Plan 2009–2031*. It includes detailed information on the status of each of 76 sustainability indicators.

Regional targets will be prepared in consultation with relevant stakeholders and be consistent with existing federal, state and local government processes. Targets must be measurable, achievable and time-bound, and relate to the desired regional outcomes of the SEQ Regional Plan. Targets have already been established, or are in the process of being established, through a number of programs (Table 1).

Table 1: Description of targets relevant to the SEQ Regional Plan

| Target source | Description | Timeframe | Spatial scale |
|--|---|-----------|---------------|
| <i>Toward Q2: Tomorrow's Queensland</i> | Vision for Queensland around five ambitions: strong, green, smart, healthy, fair | 2020 | Queensland |
| <i>South East Queensland Natural Resource Management Plan 2009–2031</i> | Includes targets for air and atmosphere, coastal and marine, community, land, nature conservation, regional landscape areas, traditional owners and water | 2031 | SEQ |
| <i>Rural Futures Strategy for South East Queensland</i> | Includes targets for economic development, rural communities and rural land management | 2020–2031 | SEQ |
| COAG Closing the Gap commitment | Includes targets to close the gap in health, education and employment outcomes for Aboriginal and Torres Strait Islander peoples | 10 years | National |
| SEQ Regional Plan | Includes dwelling targets for existing urban areas | 2031 | SEQ |
| <i>Draft South East Queensland Water Strategy</i> | Includes targets for water supply and water use | Immediate | SEQ |
| <i>South East Queensland Healthy Waterways Strategy 2007–2012</i> | Includes targets for waterway health | 2026 | SEQ |
| <i>Connecting SEQ2031: An Integrated Regional Transport Plan for South East Queensland</i> | Proposes to include targets for transport | 2031 | SEQ |

1.3 Reducing greenhouse gas emissions

Principle

Reduce greenhouse gas emissions from development, land management and other planning decisions in the region.

Policies

- 1.3.1 Incorporate planning and design measures in development, land management and other planning decisions to reduce greenhouse gas emissions in accordance with agreed performance criteria.
- 1.3.2 Reduce greenhouse gas emissions from transport fuel consumption by adopting patterns of urban development that reduce the need to travel and the distance travelled and by increasing the provision of active and public transport.
- 1.3.3 Improve energy efficiency through siting, design, construction and use of demand management technologies to reduce greenhouse gas emissions from electricity use.

- 1.3.4 Increase the local provision of renewable energy and low emission technology in Development Areas, activity centres and other urban areas identified to accommodate future growth.
- 1.3.5 Increase stored carbon through the retention or planting of trees or other vegetation, and other land management practices that also provide sustainability and amenity outcomes.
- 1.3.6 Minimise greenhouse gas emissions from landfill and implement capture and re-use of landfill gas.

Programs

- 1.3.7 Align and coordinate the implementation of regional policies to reduce greenhouse gas emissions through the South East Queensland Climate Change Management Plan (SEQ Climate Change Management Plan).
- 1.3.8 Develop agreed performance criteria for reducing greenhouse gas emissions in development, land management and other planning decisions.

Notes

The regional planning process in SEQ can make a significant contribution to the reduction of greenhouse gas emissions through:

- reducing the need for travel, particularly by private vehicles
- providing active and public transport infrastructure
- increasing the efficient use of energy
- supporting the generation of renewable energy and use of low emission technologies
- increasing the sequestration of carbon dioxide
- minimising emissions from landfill.

These regional initiatives will help to achieve the target in *Toward Q2: Tomorrow's Queensland* to cut Queensland households' carbon footprint by one-third with reduced car and electricity use and greenhouse gas emissions from waste by 2020. The Queensland Government's climate change strategy commits Queensland to making an equitable contribution towards the national target of reducing greenhouse gas emissions to 60 per cent below 2000 levels by 2050.

As SEQ has the largest population and highest growth rate of any region in Queensland, it has the opportunity and a major responsibility in contributing to state and national greenhouse gas emission reduction targets. Currently, about 40 per cent of greenhouse gas emissions in SEQ arise from energy used by industry, 22 per cent from fuel consumed by road transport, 13 per cent from energy consumed by residential users, 12 per cent from commercial energy use, 7 per cent from agricultural emissions, 3 per cent from clearing of woody vegetation, and 3 per cent from waste disposal and treatment (International Council for Local Environmental Initiatives 2009).

Implementation of policies to reduce greenhouse gas emissions through planning and design will be achieved by reinforcing activities such as the application of transit oriented development and subtropical design principles, urban consolidation, provision of greater public and active transport and improved sustainable housing regulations.

The contribution of these and other initiatives will be strengthened over time by developing performance criteria to assess the contribution of development to reducing greenhouse gas emissions. The performance criteria will assist governments and the development industry to improve the efficiency of the urban form, reduce resultant transport fuel and energy use and maximise opportunities for the use of low emission technologies.



1.3 Reducing greenhouse gas emissions—continued

Some of the mechanisms to achieve these outcomes include:

- consolidating urban growth by supporting higher densities of energy-efficient buildings in well-designed and appropriately located centres
- reducing the length and number of journeys by co-locating schools, shopping centres, other services and major trip generators close to population centres
- improving the energy performance of buildings through siting, design and orientation
- increasing accessibility to high-quality public transport services and improved intermodal transport opportunities
- maximising opportunities and facilities for active transport including walkways and cycleways
- increasing opportunities for the generation of solar and wind power or co-generation in key urban and rural locations
- increasing the planting of trees to store carbon and provide shade and cooling in urban and rural areas.

The Queensland Government's climate change strategy supports deployment of existing low emission renewable technologies such as solar power, wind, geothermal and biomass (e.g. the waste from sugarcane milling) and the development of emerging low emission renewable technologies. The Australian Government has also committed to ensuring that 20 per cent of the nation's electricity supply comes from renewable energy sources by 2020. Electricity use accounts for about 42 per cent of the emissions in the SEQ region (International Council for Local Environmental Initiatives 2009).

In March 2009 the Queensland Government introduced mandatory compliance for all new houses and townhouses to achieve a minimum 5 stars (out of 10) energy equivalence rating. From 1 September 2009, new or replacement air conditioners installed in new or existing Queensland homes and units must have a minimum tested average energy efficiency ratio of 2.9, which is equivalent to 4 stars on a current energy rating label. Retrofitting existing buildings with energy efficient fixtures and fittings can also achieve significant reductions in energy use and greenhouse gas emissions.

Primary producers and other rural industries have an important role to play in reducing greenhouse gas emissions. As opportunities for global emissions trading emerge, the Queensland Government will increasingly direct research, development and extension to help primary producers to access opportunities for carbon sequestration in forestry, grazing lands and cropping activities.

The Council of Mayors (SEQ) is developing a voluntary regional carbon sink initiative to help offset the greenhouse gas emissions from each of the 11 local governments in SEQ and contribute to offsetting community emissions. Sites for tree plantings will be strategically selected to ensure improved water quality and biodiversity outcomes. Planting trees in urban areas provides many benefits in addition to carbon sequestration such as shade, biodiversity and scenic amenity. Other methods to store carbon include land management practices that store carbon, such as local cycling of organic waste, rotation grazing and enhancing the ecological condition of natural vegetation.

The SEQ Climate Change Management Plan will provide an integrated framework for implementing regional policies to reduce greenhouse gas emissions and build resilience to natural hazards and climate change. It will describe programs and actions to reduce greenhouse gas emissions and support transition of the SEQ community to a low-carbon future. A core function will be to align and coordinate state and local government programs to reduce greenhouse gas emissions from development and land management.



1.4 Natural hazards and climate change adaptation

Principle

Increase the resilience of communities, development, essential infrastructure, natural environments and economic sectors to natural hazards including the projected effects of climate change.

Policies

- 1.4.1 Reduce the risk from natural hazards, including the projected effects of climate change, by avoiding areas with high exposure and establishing adaptation strategies to minimise vulnerability to riverine flooding, storm tide or sea level rise inundation, coastal erosion, bushfires and landslides.
- 1.4.2 Reduce the risk from natural hazards, including the projected effects of climate change, by establishing adaptation strategies to minimise vulnerability to heatwaves and high temperatures, reduced and more variable rainfall, cyclones and severe winds, and severe storms and hail.

- 1.4.3 Planning schemes and development decisions shall be in accordance with the Queensland Coastal Plan, including the range of potential sea level rises.

Programs

- 1.4.4 Align and coordinate the implementation of regional policies to increase resilience to and reduce risks from natural hazards, including the projected effects of climate change, through the SEQ Climate Change Management Plan.
- 1.4.5 Develop performance criteria for the planning and design of development and infrastructure to manage risks from natural hazards and climate change.

Notes

Implementation of natural hazard and climate change adaptation policies will be achieved through building community resilience, avoiding vulnerable development in hazardous areas and incorporating design measures that are suited to more varied climatic conditions.

Natural hazards such as flooding, bushfires and storm surge pose a significant risk to communities and infrastructure in SEQ. Climate change is expected to increase the frequency and severity of extreme weather events that cause these natural hazards. In addition to factors such as rising sea levels, natural hazards pose a significant risk to development in SEQ. The United Nations Intergovernmental Panel on Climate Change (IPCC, 2007) has identified SEQ as one of six 'hot spots' in Australia where vulnerability to climate change is likely to be high.

Natural hazards and the projected effects of climate change are likely to compound the effects of existing threats to

communities and the natural environment, such as habitat loss and fragmentation from development. SEQ has sustained Aboriginal populations for many tens of thousands of years. Understanding how climate change has affected the region's ecosystems in past periods of climate change can inform projections and management of climate change into the future.

The planning process in SEQ can reduce the risks from natural hazards and the projected effects of climate change through:

- avoiding hazardous areas
- improving the design of developments and infrastructure
- improving community preparedness to respond to natural hazards
- enhancing the resilience of natural systems
- maximising opportunities for rural industries in the face of increasing climate variability.



1.4

Natural hazards and climate change adaptation—continued

Many of the effects of climate change will be experienced as an increase in the frequency and severity of hazards associated with extreme weather events.

SEQ local governments and the state government will implement State Planning Policies (including State Planning Policy 1/03 Mitigating the Adverse Impacts of Flooding, Bushfire and Landslide) and the *State Coastal Management Plan* and develop local disaster management plans for sensitive locations such as areas that may be susceptible to sea level rise, storm surge, coastal erosion and riverine flooding. For example, the International Panel for Climate Change (IPCC) projects a sea level rise range of 0.18 to 0.79 metres by 2100. Planning for natural hazards in SEQ will be informed by the projected sea level rise outlined in the Queensland Coastal Plan.

The sea level rises in the Queensland Coastal Plan are:

- for land not already subject to a development commitment, a sea level rise of 0.8 m by 2100 will need to be taken into account
- for land already subject to a development commitment the following projected sea level rise needs to be accommodated for the year of end of planning period (asset life):
 - 2050 0.3 m
 - 2060 0.4 m
 - 2070 0.5 m
 - 2080 0.6 m
 - 2090 0.7 m
 - 2100 0.8 m.

Information on climate change science from the Queensland Centre for Climate Change Excellence, CSIRO and the Bureau of Meteorology will ensure essential infrastructure, natural environments, people and development are less vulnerable to climate change impacts.

Rapid onset hazards include heatwaves and high temperatures, cyclones and severe winds, severe storms and hail storms, riverine flooding and storm tides, bushfires, landslides and coastline erosion. Gradual onset hazards include sea level rise and reduced and highly variable rainfall. Other natural hazards, such as earthquakes and tsunamis, are unlikely to occur in SEQ.

Biological hazards such as pests and diseases will also be affected by climate change and will be principally managed through federal, state and local government biosecurity programs. For example, the incidence and distribution of mosquito populations and mosquito-borne diseases (e.g. dengue fever and Ross River virus) are likely to change as a result of changes in temperature and rainfall.

The SEQ Climate Change Management Plan will provide an integrated framework for implementing regional policies to reduce greenhouse gas emissions and build resilience to natural hazards and climate change. It will describe programs and actions needed to support adaptation to climate change. A core function will be to align and coordinate state and local government adaptation responses.

1.5 Responding to oil supply vulnerability

Principle

Identify people, economic sectors and areas that are at risk due to oil supply vulnerability and increase their resilience to the effects of oil supply vulnerability.

Policies

- 1.5.1 Manage risks and reduce impacts on people, economic sectors and areas from the effects of oil supply vulnerability.
- 1.5.2 Design Development Areas to encourage walking, cycling and public transport use to get to local shopping facilities and employment locations, and early provision of public transport services.

1.5.3 Ensure transport infrastructure and service investment actively reduces oil dependence, particularly for trips that could be undertaken by public or active transport.

1.5.4 Reduce the length of trips and dependence on oil by localising access to goods, services and employment opportunities.

Programs

- 1.5.5 Identify, monitor and report on the risks to economic sectors of the effects of oil supply vulnerability.
- 1.5.6 Identify the implications of oil supply vulnerability for socially and locationally disadvantaged communities.

Notes

Most of the world is now dependent on a diminishing number of oil-producing countries for their oil needs. Current rates of global oil production are predicted to decline within the next five years. Australia does not have enough oil to meet the nation's needs. Australia and Queensland are therefore becoming more dependent on imported oil and oil-based fuels. The oil used by Queensland is therefore strongly linked to global supply and demand. As in many parts of the world, SEQ communities and economic sectors are firmly structured around an abundant supply of low-cost oil. This puts SEQ, along with the rest of the world, at risk from changes in the supply and price of oil.

Information on household exposure to higher oil prices—such as that provided by the vulnerability assessment for mortgage, petroleum, and inflation risks expenditure (VAMPIRE) index (Dodson and Sipe 2008)—can be used to inform planning by identifying communities vulnerable to reductions in oil supply and increases in oil prices.

Reducing travel by private vehicle is a key component in achieving the *Toward Q2: Tomorrow's Queensland* target to cut the carbon footprint by one-third.

The transport industry is the largest consumer of petroleum products, accounting for almost three-quarters of all fuel used. However, other industries—in particular the mining, agriculture, manufacturing and construction sectors—are also heavy users of oil-based fuels. While there is no easy solution to replacing oil-based fuel and products with other energy sources, some of the opportunities for building a region that is more resilient to oil supply vulnerability include:

- providing enhanced public and active transport networks and improved, safe walkways and cycleways
- providing incentives for people to walk or cycle for short- and medium-length journeys, or use public transport
- retaining agricultural production areas close to population centres.

Many of these actions provide other benefits such as contributing to the reduction of greenhouse gas emissions. Improving freight networks and increasing the production and use of alternative fuels are also important mechanisms for reducing vulnerability to changes in oil supply.



2. Natural environment

Desired regional outcome 2

A healthy and resilient natural environment is protected, maintained and restored to sustainably support the region's rich biodiversity and ecosystem services including clean air and water, outdoor lifestyles and other community needs that critically underpin economic and social development.



SEQ is one of Australia's identified 'biodiversity hotspots' and is renowned for the quality and diversity of its natural environment, which includes some distinctive features:

- rich and diverse native flora and fauna
 - the largest urban koala population in Australia
 - a dynamic coastline and marine waters that comprise
 - coastal wetlands, including Pumicestone Passage and Carbrook
 - unique sand islands, including Moreton, Stradbroke and Bribie islands
 - internationally recognised dugong, turtle and wader bird habitats in Moreton Bay
 - open coastline including rocky foreshores, reefs, headlands and surf beaches
 - spectacular forested mountain ranges and peaks, including
 - the Gondwana Rainforests of Australia World Heritage area including expansive rainforest reserves in Lamington, Springbrook, Mount Barney and Main Range national parks
 - D'Aguiar Range, Blackall Ranges, Tamborine Mountain and the Glass House Mountains
 - freshwater wetlands, waterways and floodplains, including the Noosa River and the extensive waterways of the Brisbane, Logan and Lockyer valleys
 - generally good air and water quality.
- SEQ's population growth and related urban and rural development are increasing the pressure on the natural environment. SEQ was a vastly different place before European settlement in 1824. Although shaped by human occupants for tens of thousands of years prior to that time, the region's lands, waters, atmosphere and biodiversity were managed in a sustainable way. Continued clearing and fragmentation of natural areas and further degradation of natural environmental processes will adversely affect the region's biodiversity, resilience to climate change, air and water quality, agriculture, economic potential and public

health. Unless prevented, managed or reversed, these factors will continue to threaten regional sustainability. Protecting and managing the natural environment is fundamental to achieving a sustainable future for the region.

The Queensland Government has committed to protecting 50 per cent more land for nature conservation statewide by 2020 in *Toward Q2: Tomorrow's Queensland*.

A coordinated and collaborative approach by government, industry and the community, with full engagement of traditional owners, has been enhanced by the establishment of the Chief Executive Officers Committee for Natural Resource Management in South East Queensland and a new state agency designed to better coordinate environment and resource management across the state. Community engagement is essential to protect and strategically restore the region's natural environmental values in order to build resilience, especially as climatic conditions become more varied and extreme. Strategic investment in new habitat areas and a viable network of connecting corridors will be required to enable flora and fauna to move and adapt to changing conditions over time.



2.1 Biodiversity

Principle

Protect, manage and enhance the region's biodiversity values and associated ecosystem services and maximise the resilience of ecosystems to the impacts of climate change.

Policies

- 2.1.1 Avoid impacts on areas with significant biodiversity values in the Regional Landscape and Rural Production Area, including biodiversity corridors.
- 2.1.2 Avoid or minimise impacts on areas with significant biodiversity values in the Urban Footprint or Rural Living Area, including biodiversity corridors.
- 2.1.3 Avoid offsite impacts from development or other activities on adjacent areas with significant biodiversity values.
- 2.1.4 Where impacts on areas with significant biodiversity values cannot be avoided, offset impacts in accordance with the principles of the *Queensland Government Environmental Offsets Policy* and relevant specific issue offset policies.
- 2.1.5 Within biodiversity networks, protect significant biodiversity values, improve ecological connectivity, enhance habitat extent and condition, and rehabilitate degraded areas.
- 2.1.6 Optimise biodiversity conservation outcomes by locating environmental and carbon offsets within identified biodiversity networks and other suitable areas, giving a high priority to the protection or rehabilitation of significant biodiversity values.

Programs

- 2.1.7 In partnership with private and public landholders, identify and manage regional and local biodiversity networks, including areas with existing values and areas suitable for rehabilitation as habitat or biodiversity corridors.
- 2.1.8 Establish information sharing and coordination mechanisms to integrate the location and management of biodiversity networks within the broader open space network at regional and local scales.
- 2.1.9 Implement actions to help achieve the nature conservation targets in the *South East Queensland Natural Resource Management Plan 2009–2031*.
- 2.1.10 In consultation with governments, industry and the community, develop and implement a regional environmental offsets framework to coordinate state and local offset policies and programs.
- 2.1.11 Integrate an agreed biodiversity mapping approach for the region, including methods to map and represent biodiversity networks for use in state, regional and local planning and management.

Notes

Toward Q2: Tomorrow's Queensland sets a statewide target of protecting 50 per cent more land for nature conservation statewide by 2020. The SEQ National Reserve System Partnership between local, state and federal governments assists with the prioritisation and purchase of land for nature conservation.

The strategic intent of these policies is to ensure that development and other land use activities do not cause any loss or degradation of areas with significant biodiversity values and that the overall biodiversity values of the region are enhanced over the longer term to support regional sustainability.

Areas with significant biodiversity values include areas of ecological significance (as shown in Map 3) and areas identified in local government planning schemes or master plans. Areas identified as being of high ecological significance in Map 3 and bushland koala habitat areas described in section 2.2 indicate the general spatial extent of state interests in biodiversity conservation. Other plans and maps—including remnant and regrowth vegetation maps, regional natural resource management plans, corporate plans and environmental impact statements—may also identify areas with significant biodiversity values. These maps and plans should be used to inform and guide the application of regional biodiversity policies. The *Vegetation Management*

Act 1999 and the proposed State Planning Policy for koala conservation will assist in regulating vegetation clearing, avoiding impacts on significant biodiversity values, and preventing new urban development and further subdivision in the Regional Landscape and Rural Production Area.

The SEQ Common Nature Conservation Classification System has been used to generate assessments of biodiversity values. There is a need to continue to refine and consolidate a biodiversity evaluation and mapping approach, which effectively supports planning at the state, regional and local scales.

Habitat areas have been extensively fragmented through past development. The challenge is to re-connect wildlife habitats by clearly identifying and protecting biodiversity networks and corridors at regional and local scales. Biodiversity networks include:

- existing areas of significant biodiversity values
- existing biodiversity corridors e.g. waterway corridors and biodiversity corridors including mosaic, contiguous or stepping stone corridors
- future biodiversity corridors and habitat areas e.g. areas currently developed or cleared that can be rehabilitated to restore connectivity.



2.1

Biodiversity—continued

Strategic expansion, connection and rehabilitation of biodiversity networks will require an understanding of anticipated ecosystem vulnerability to climate change induced increases in natural hazards (e.g. flood, sea level rise, bushfire, higher temperatures and heat waves).

The regional landscape supports multiple values including scenic amenity, outdoor recreation, cultural heritage and biodiversity. Integration of biodiversity networks with the broader regional landscape framework will assist in protecting and enhancing a range of landscape and biodiversity values, to achieve greater efficiencies and improved outcomes at the landscape scale.

Offsets are one mechanism to deliver improved biodiversity outcomes, including connectivity. Offsets will be subject to the principles of the *Queensland Government Environmental Offsets Policy* and relevant specific issue offset policies including Vegetation Management, Koala Habitat, Marine Fish Habitat and proposed Biodiversity Offsets policies.

The *South East Queensland Natural Resource Management Plan 2009–2031* (SEQ Natural Resource Management Plan)

is a non-statutory plan that establishes a collaborative framework to link regional natural resource management planning, investment and activities, to achieve a range of targets, including improved biodiversity outcomes. The SEQ Natural Resource Management Plan includes targets to:

- maintain or increase the area and extent of regional vegetation cover, habitat for priority species and wetlands
- ensure no net fragmentation of large tracts of vegetation over 5000 ha
- protect vulnerable regional ecosystems
- ensure no decline in the conservation status of native species.

Mechanisms to achieve these targets include native vegetation management, threatened species recovery plans and proactive management of protected areas. Biodiversity conservation stakeholders can use the SEQ Natural Resource Management Plan's collaborative framework to improve the way they identify, evaluate, protect, manage and report on SEQ's biodiversity values.



Map 3: Areas of ecological significance





2.2 Koala conservation

Principle

Koala populations in the region are enhanced through the protection, management and the achievement of a net gain in bushland koala habitat and through managing conflict with urban development.

Policies

- 2.2.1 Prioritise the establishment and implementation of consistent planning requirements for the protection of koala habitat areas across the region.
- 2.2.2 Ensure development impacts on koala habitat throughout SEQ are offset through the delivery of a net benefit to koalas, including through the expansion of habitat on lands identified as suitable for rehabilitation.
- 2.2.3 Ensure planning and development caters for koala movement between conserved areas of bushland koala habitat.
- 2.2.4 Prioritise the protection and rehabilitation of koala habitat areas outside the Urban Footprint as a key source of long-term habitat for the region's koala population.

- 2.2.5 Ensure planning and development seeks to maintain or enhance koala habitat values in areas of bushland habitat, areas suitable for rehabilitation and other areas of value to koalas.

Programs

- 2.2.6 Identify existing and potential koala habitat areas suitable for protection, transfer, acquisition and rehabilitation in a State Planning Policy for koala conservation.
- 2.2.7 Establish development codes within a State Planning Policy for koala conservation to ensure development addresses adverse impacts on koalas and koala habitat.
- 2.2.8 Establish guidelines within a State Planning Policy for koala conservation to ensure koala conservation is considered within plans for Regional and Local Development Areas and strategic plans.
- 2.2.9 Identify, monitor and report on health and risks to koala populations across the region.

Notes

The koala population of the region has, as a whole, declined over the past 10 years. Some of the major populations within the region, particularly those populations in or near urban areas such as those in Pine Rivers and the Koala Coast, are seeing larger declines than others. This is attributed to habitat loss and fragmentation and to the generally high rates of mortality from cars, domestic dogs and stress-induced disease that are evident in and near urban areas.

In contrast, major populations in the predominantly rural western areas of the region are generally believed to be stable, largely due to lower levels or absence of such threats.

To assist the recovery of the koala population, the Queensland Government has committed to increase the current extent of mature and actively regenerating koala habitat by 2020 and to implement a range of other supporting measures informed by comprehensive koala habitat mapping.

Map 4 identifies the general location of major koala populations across the region and shows the specific location of three habitat strata. Map 4 is not a statutory map and has no regulatory effect.

In addition to the government's overarching commitment to increase koala habitat by 2020, the new goals will:

- ensure adequate connectivity between major populations to allow for genetic exchange
- apply measures that address the different circumstances of each habitat strata and the role they can play in ensuring long-term koala viability
- focus priority actions in the first five years of the SEQ Regional Plan on addressing the decline of the most at-risk populations, with detailed strategies for these priority actions to be in place by December 2009.

The key outcome is to maintain all current major koala populations across the region at viable levels.

A State Planning Policy (SPP) for koala conservation will be framed to minimise the impact of development on koala habitat. It will contain:

- a statutory map that identifies different categories of koala habitat areas across the region
- policies to inform local government planning schemes and other planning documents
- codes for development assessment purposes.

The SPP statutory map will be developed taking into consideration existing planning commitments and environmental requirements.

As a component, the SPP will require the provision of an offset where new development in a koala habitat area will have unavoidable impacts on koalas. Offset contributions will be used to:

- acquire additional koala bushland
- rehabilitate potential koala bushland habitat areas outside the Urban Footprint
- implement measures that will reduce koala deaths in urbanised areas and along transport corridors.

Opportunities for exchange of land to accommodate development in koala habitat areas in the Urban Footprint will also be considered as part of an offset package.

The SPP will also require koala-sensitive design outcomes to be provided in urban areas that form a connection between conserved bushland koala habitats.

The draft State Planning Policy for koala conservation will be released for consultation in the second half of 2009. The *Draft South East Queensland Koala State Planning Regulatory Provisions* and the current assessment provisions of the Koala Conservation Plan will be extended to cover the period before the koala conservation SPP takes effect.

Map 4: Major koala population and habitats

This map identifies the general location of current major koala populations in SEQ irrespective of their conservation status. The objectives of new regulatory and other measures to be developed by December 2009 will include seeking to maintain these populations at viable levels and protecting or reinvigorating the capacity for genetic exchange between them, with priority attention to be given to those populations in more urbanised settings (e.g. Pine Rivers and the Koala Coast) which are currently most at risk.

Bushland habitat

Predominantly wooded areas over 2 hectares in size where koalas either still persist or could technically (that is with no consideration of tenure or current or intended land use) be encouraged to use again through various measures such as increased connectivity with other habitat or measures to reduce impediments to safe koala movement.

Urbanised areas of existing or possible value

Built up areas containing a mosaic of trees, buildings, roads and small cleared areas where koalas either still persist or could technically be encouraged to use again through various measures including selective tree planting and measures to reduce impediments to safe koala movement. The feasibility of these areas making a contribution to supporting koala conservation in SEQ will vary depending on a range of factors not considered in this mapping such as cost and future land use intent. Nonetheless, some of these areas are expected to offer opportunities to protect and enhance at risk koala populations in the near term.

Cleared areas of existing or possible value

Cleared areas over 2 hectares where koalas either still persist or could technically be encouraged to use again through broadscale rehabilitation. The feasibility of these areas making a contribution to supporting koala conservation in SEQ will vary depending on a range of factors not considered in this mapping such as cost and current/future land use intent. Nonetheless, some of these areas are expected to offer opportunities to enhance and reconnect at risk koala populations in the longer term.

Generally not suitable

Areas generally not suitable for koalas due to vegetation type, intensive development and other reasons.

Key

- Major road
- Railway
- SEQ boundary
- Local government area
- Waterbody and waterway

Koala habitat

- Bushland habitat
- Urbanised areas of existing or possible value
- Cleared areas of existing or possible value
- Generally not suitable
- Values unavailable

Localities

- | | | |
|------------------|--------------------|--------------|
| 1 Noosa | 6 North Stradbroke | 11 Jimboomba |
| 2 Sunshine Coast | 7 Esk | 12 Coomera |
| 3 Kilcoy | 8 Koala Coast | 13 Coombabah |
| 4 Caboolture | 9 Rosewood | 14 Numinbah |
| 5 Pine Rivers | 10 Purga | |



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



2.3 Air and noise

Principle

Protect and manage the air and acoustic environments to maintain the health and wellbeing of the community and the natural environment.

Policies

- 2.3.1 Design and operate development to minimise air, odour and noise emissions and the impacts of emissions on sensitive land uses.
- 2.3.2 Adequately separate, plan, design, construct and operate development to ensure the impacts of air, odour and noise emissions on sensitive land uses meet the objectives of the Environmental Protection (Air) Policy 1997 and the Environmental Protection (Noise) Policy 2008 under the *Environmental Protection Act 1994*, the *Road Traffic Noise Management Code of Practice* and local government noise management policies.

- 2.3.3 Separate sensitive land uses from activities that generate noise and air emissions, including commercial, recreational activities such as motor sports, intensive agricultural land uses, major transport facilities and corridors, and industrial developments to ensure that existing activities are not affected by the encroachment of sensitive land uses.
- 2.3.4 Noisy outdoor recreational activities, such as motor sports, are designed, located and managed to avoid conflicts with adjacent residential areas.

Program

- 2.3.5 Implement actions to achieve the air quality and noise pollution targets in the SEQ Natural Resource Management Plan.

Notes

The air and acoustic environments are natural assets that play a vital role in ensuring the health of the community, protecting the environment and fostering economic development.

SEQ's air quality generally meets national standards with only infrequent exceptions. The major sources of air pollutants in SEQ are motor vehicle use, industrial and domestic energy consumption, and bushfires (both fuel reduction and wildfires). Population growth, household numbers and the increasing reliance on motor vehicles in urban areas all pose a threat to future air quality. The SEQ Natural Resource Management Plan includes targets for air and noise pollution.

Eliminating the impacts of air and noise emissions is not always possible. Providing separation distances between industry and other sensitive land uses serves to reduce the impacts on health, amenity, quality of life and the natural environment that may result from hazards or from air or noise emissions. Wherever possible, sensitive land uses, such as residential development, should be located away

from industrial or intensive agricultural land uses and major transport routes. As far as possible, permanent facilities for noisy outdoor recreational activities, such as motor sports, should be located away from residential areas. However, some facilities, such as showgrounds, may already be located close to residential areas. These facilities may enjoy existing use rights for a range of outdoor recreational activities. Similarly, temporary events may sometimes occur close to residential areas.

Air and noise pollution is currently managed through:

- *Environmental Protection Act 1994*
- *Environmental Protection Regulation 2008*
- Environmental Protection (Air) Policy 2008
- Environmental Protection (Noise) Policy 2008
- *Road Traffic Noise Management Code of Practice*.

This legislation establishes standards for air and acoustic quality. The purpose of the Code of Practice is to provide guidance and instruction for the assessment, design and management of the impact of road traffic noise.

2.4 Managing the coast

Principle

Maintain, protect and enhance the values of the region's coast, including the foreshore, coastal wetlands, dunes, coastal processes, marine ecosystems, significant coastal values and marine waters.

Policies

- 2.4.1 Locate, design and manage coastal development to avoid or mitigate adverse effects on coastal values.
- 2.4.2 Ensure development other than maritime infrastructure avoids erosion prone areas, storm tide inundation hazard areas, and undeveloped sections of tidal waterways in accordance with the Queensland Coastal Plan.
- 2.4.3 Ensure that development on the coast or in tidal waters maintains natural physical coastal processes or ensures that there is no increased risk of shoreline erosion to adjacent areas of coastline.

- 2.4.4 Maintain and enhance safe public access to the foreshore and coastal waters and ensure public access is designed and maintained to conserve coastal resources.
- 2.4.5 Ensure land use and infrastructure plans are consistent with the Moreton Bay Marine Park zones and fish habitat zones and management plans for the region.

Programs

- 2.4.6 Identify and protect areas that provide for the landward retreat of coastal habitats and species at risk from predicted sea level rise.
- 2.4.7 Implement actions to achieve the coastal and marine targets in the SEQ Natural Resource Management Plan.
- 2.4.8 Manage erosion prone areas to reduce the risk of erosion.
- 2.4.9 Identify the preferred locations for maritime development to minimise impacts on coastal values.

Notes

SEQ's coastline supports diverse values and resources, including biodiversity, scenic amenity, outdoor recreation, economic activities and cultural heritage. Urban development, vegetation clearing, water pollution and climate change impacts are all increasing pressure on the coast. Climate change effects, such as sea level rise, increased erosion rates and extreme weather events including flooding, will exacerbate these pressures. For example, the International Panel for Climate Change (IPCC) projects a sea level rise range of 0.18 to 0.79 metres by 2100. Planning for natural hazards in SEQ will be informed by the projected sea level rise outlined in the Queensland Coastal Plan.

Allowing coastal processes such as beach accretion and loss (erosion) and the associated migration of plant and animal species to occur naturally protects coastal values. These processes may cause significant changes to coastal landforms in response to climate change effects such as sea level rise. Land use on the coast will need to allow for this natural fluctuation of the coastline to ensure the protection of human life and property as well as coastal values. Avoiding development in coastal erosion prone areas is a key mechanism to achieving this.

The preferred land use types, developments and activities for areas of greater risk are those that:

- maintain groundwater levels to prevent or minimise alterations to the natural hydrological regime
- prevent or minimise the release or export of surface runoff that contains nutrients of concern

- incorporate best practice stormwater and wastewater quality management, including water sensitive urban design and sediment controls.

Whole-of-government regional studies should identify suitable locations for maritime infrastructure. These locations must minimise the need for capital and maintenance dredging, be compatible with adjacent marine park zones and the development status of tidal waterways, and minimise adverse effects on coastal wetlands and other coastal resources.

Other programs, strategies and guidelines that assist in achieving the desired regional outcome include:

- Queensland Coastal Plan
- *Mitigating the Adverse Impacts of Storm Tide Inundation* (guideline)
- *State and regional coastal management plans—Queensland's coastal policy: Implementation guideline for planning schemes*
- *Coastal Protection and Management Act 1995*
- guidelines for planning scheme level hazard mapping for indicative nutrient levels.

The SEQ Natural Resource Management Plan includes targets for the coastal zone to:

- maintain or improve the extent and condition of seagrass, coastal wetlands, mangrove and coral ecosystems and habitat for key species
- maintain or enhance the condition of open coastlines
- reduce the extent and frequency of coastal algal blooms.



3. Regional landscape

Desired regional outcome 3

Key environmental, economic, social and cultural values of the regional landscape are identified and secured to meet community needs and achieve ecological sustainability.



Residents and visitors value the combination of diverse and culturally significant landscapes that shape the region's economy, culture, liveability and lifestyles. This quality and diversity of the region's landscapes are major reasons for migration into and within the region.

To remain attractive and functional, the regional landscape must continue to support values such as biodiversity, rural production, scenic amenity, landscape heritage and outdoor recreation.

Toward Q2: Tomorrow's Queensland establishes targets for environment and lifestyle, economy, education and skills, health and community. It makes a commitment to achieve a statewide target to protect 50 per cent more land for public recreation by 2020. The achievement of other Q2 targets for the economy, health and community will also be assisted by effective protection and management of regional landscape values across the state.

Regional landscape values occur in urban, peri-urban and rural areas. Communities across the region recognise that these values influence the character and quality of the places where they choose to live, work and play.

Regional sustainability and prosperity require understanding and careful management of the interdependencies between people, urban, peri-urban and rural land uses, and regional landscape values. For example, the regional landscape is being increasingly used to locate major infrastructure that services growing urban communities. Large infrastructure projects, such as powerlines, pipelines, roads and railways, have the potential to undermine the attractiveness and function of the regional landscape.

Regional planning must help to ensure regional landscape values are resilient to pressures from rapid population growth, infrastructure development, known climate variability and future climate change.

Planning for resilience requires a better understanding of the current state of landscape values, as well as how to maintain and enhance the capacity of the regional landscape to deliver ecosystem services to all communities in the region. This requires programs that prioritise where, when and how investment can be most effectively targeted to restore and maintain landscape values.

Given the multiple values, varying interests and wide range of stakeholders involved, collaboration between state agencies, local government, regional natural resource management organisations, industry, community groups and traditional owners is essential. Wide stakeholder representation and inclusive consultation processes are necessary to gain agreement on evidence-based targets and management practices. These collaborative institutional arrangements are helping to integrate statutory and non-statutory initiatives to deliver better and more coordinated regional landscape outcomes.

A major feature and challenge of the SEQ regional landscape is the fact that approximately 83 per cent of the region is privately owned and that historic subdivision has resulted in highly fragmented land uses. In peri-urban areas, a diverse range of management, uses and lifestyles have emerged and are now well established. As these areas are not well suited to either traditional planning or rural land management approaches, protecting regional landscape values in these areas will require specific forms of regional landscape planning, management, incentives and collaboration.



3.1 Regional landscape values

Principle

Protect, manage and enhance the multiple values of the regional landscape and optimise the contribution these values make to the region's liveability, health, lifestyle and economy.

Policy

3.1.1 Plan, design and manage development, infrastructure and activities to protect, manage and enhance regional landscape values.

Programs

- 3.1.2 Use the SEQ Ecosystem Services Framework to identify and evaluate the multiple benefits provided to communities by regional landscapes and ecosystems.
- 3.1.3 Identify and map regional landscape values to inform regional and local planning and define regional landscape areas.

Notes

The community recognises that the many qualities and values of the regional landscape contribute significantly to the economy and liveability of the region. These values include:

- biodiversity
- rural production (including natural economic resources)
- scenic amenity
- landscape heritage (non-Aboriginal and Aboriginal cultural heritage)
- outdoor recreation.

Any part of a landscape may have one or more of these values. Areas of highest landscape value have a coincidence of different, high-quality values. The SEQ region is renowned for its multiple landscape values.

Some of these landscape values can be quantified in terms of the regional economy and environment. Scenic amenity and biodiversity values can be evaluated according to existing regional methodologies. Research on landscape heritage values, especially traditional cultural values, is underway (Low Choy et al 2009). Other landscape values are more difficult to define, but are widely recognised as underpinning the quality of life and sense of place of SEQ.

Regional landscape areas support significant regional landscape values and functions. Types of key regional landscape areas are identified in Table 2.

Regional prosperity requires a long-term commitment to preserving landscape values and maintaining and improving environmental infrastructure. This involves coordinating actions across all levels of planning, and cost-effective management to sustain the multiple community benefits derived from regional landscapes.

In addition to the production of food, fibre, timber and water for human use, rural production also creates rural landscapes with a range of aesthetic and cultural attributes linked to scenic amenity and landscape heritage. In turn, each of these values can also be described as 'services' that the landscape provides to the people of SEQ.

The SEQ Ecosystem Services Framework is emerging as an important tool to evaluate the range and extent of benefits provided to SEQ residents and visitors by ecosystems. The framework can also be used to identify the most highly valued landscapes. Enhanced awareness of the critical role landscape values and associated ecosystem services play in supporting the communities of SEQ will help to focus effective investment in planning, management and restoration of the regional landscape.





3.2 Regional landscape areas

Principle

Focus coordinated planning, management and investment in priority regional landscape areas to optimise multiple community benefits.

Policies

- 3.2.1 In collaboration with stakeholders, identify regional landscape areas and corridors of highest priority for protection, management, rehabilitation and restoration.
- 3.2.2 Avoid or minimise impacts on identified priority regional landscape areas.
- 3.2.3 Coordinate the locations of environmental, carbon and other development offsets to establish multiple-value regional offset areas in strategic locations within priority regional landscape areas.
- 3.2.4 Protect, maintain and enhance the function of inter-urban breaks.

Programs

- 3.2.5 Identify regional landscape areas with a high confluence of existing values and with a high priority for protection, management, rehabilitation and restoration.
- 3.2.6 Identify current and potential landscape corridors to connect priority regional landscape areas.
- 3.2.7 Investigate mechanisms to offset impacts on regional landscape values through coordination with environmental offset programs.
- 3.2.8 Work with tourism service providers to develop a consistent approach to the assessment, approval and management of rural, nature-based and ecotourism facilities, based on an appreciation of the values of regional landscape areas.
- 3.2.9 Investigate the existing and potential contributions of regional inter-urban breaks to defining regional communities, supporting ecosystem services and regional landscape values and providing land for public recreation.
- 3.2.10 Research, design and develop alternative peri-urban land use models that achieve a mutual benefit for stakeholders and landowners.

Notes

A regional landscape planning framework

Prioritising regional landscape areas that demonstrate a range of values and community benefits can help to build and sustain the capacity of regional landscapes to provide ecosystem services.

In partnership, regional stakeholders can identify priorities and share information and resources to ensure a better alignment of regional landscape policies and programs.

This regional landscape planning framework can be used by all stakeholders to inform and target strategic planning, management and investment actions.

Regional offset areas

A range of existing and proposed environmental offset policies address unavoidable impacts on remnant vegetation, koalas, marine fish habitat and biodiversity values. Regional offset areas can be identified that support multiple landscape values and that could be used to deliver consolidated offsets at a regional scale.

Inter-urban breaks

Urban settlement is contained within the Urban Footprint with distinctive inter-urban breaks framing each sub-region and enhancing a sense of place for regional communities. The benefits provided by inter-urban breaks can be compromised by some land uses and activities. To provide clarity and certainty for land use planning, further investigation is warranted. This will ensure:

- the long-term viability of maintaining inter-urban breaks through effective management and by supporting appropriate rural industries, including rural production, tourism and recreation opportunities
- the clear identification of the important landscape planning and management functions of inter-urban breaks.

3.2 Regional landscape areas—continued

Table 2: Regional landscape areas

| Single value landscape areas—areas identified by individually mapping and evaluating a primary landscape value | |
|--|--|
| Biodiversity networks | Networks of wildlife habitats and connecting biodiversity corridors designed and managed to sustain significant biodiversity values at regional and local scales |
| Natural economic resource areas (including rural production) | Landscape areas supporting agriculture, rural industries, forestry, fisheries, extractive resources and minerals |
| Scenic amenity areas | Landscape areas identified by the SEQ regional scenic amenity methodology as having scenic amenity value (see Map 7) |
| Landscape heritage areas | Landscapes important to preserving sociocultural and historic connections, including landscapes with cultural significance to Aboriginal people |
| Multiple value landscape areas—areas identified by mapping and evaluating a combination of different landscape values in the same area | |
| Core landscape areas | <p>Areas of highest confluence of multiple regional landscape values and ecosystem services</p> <p>Benefits: concentration of multiple landscape values, functions, ecosystem services and community benefits</p> <p>Examples include:</p> <ul style="list-style-type: none"> ■ D’Aguilar Range ■ Tamborine Mountain Escarpment ■ Blackall Ranges ■ Koala Coast ■ Moreton Bay and islands ■ Springbrook and Lamington plateaux ■ Wivenhoe, Somerset and Wyaralong dams ■ Mount Coot-tha and Taylor Range ■ Glasshouse Mountains ■ Scenic Rim. |
| Landscape corridors | <p>Lineal areas with current or potential high confluence of landscape values and ecosystem services that have the capacity to improve connectivity between core landscape areas, people, places, infrastructure and ecosystems</p> <p>Benefits: increased connectivity, resilience and sustainability of multiple regional landscape values and land use efficiency</p> <p>Examples include:</p> <ul style="list-style-type: none"> ■ Karawatha–Greenbank–Flinders Peak Corridor linking Brisbane, Logan, Ipswich and the Scenic Rim region ■ Mountains to Mangroves Corridor linking the D’Aguilar Range to Moreton Bay ■ Brisbane Valley Rail Trail ■ Brisbane River Corridor ■ Darlington Range–Pimpama River Corridor linking Gold Coast Hinterland to the coast. |
| Inter-urban breaks | <p>Areas separating major urban development areas</p> <p>Benefits: Enhanced community and sub-regional identity and sense of place, definition of landscape corridors, potential provision of land for public recreation and other ecosystem services close to population centres</p> <p>Examples include:</p> <ul style="list-style-type: none"> ■ Moreton Bay–Sunshine Coast inter-urban break ■ Brisbane–Logan–Ipswich inter-urban break (Karawatha–Greenbank Corridor) ■ Brisbane–Logan–Redlands inter-urban break ■ Brisbane–Logan–Gold Coast inter-urban break ■ Ipswich–Laidley inter-urban break. |



3.2 Regional landscape areas—continued

| | |
|---|--|
| <p>Regional offset areas</p> | <p>Strategically located areas managed to offset the impacts of major development on regional landscape values</p> <hr/> <p>Benefits: account for impacts on a range of landscape values, provide certainty for investors, potential to help expand the regional community greenspace network, restore critical landscape and ecosystem functions, and improve the resilience of environmental assets</p> |
| <p>Regional community greenspace network</p> | <p>The regional community greenspace network comprises land that is publicly owned or managed and to which the community generally has a legal right of access</p> <hr/> <p>Benefits: improved community health and wellbeing through physical activity, direct experience of landscapes and nature, social interaction increased employment and liveability</p> |
| <p>Rural, nature-based and ecotourism destinations</p> | <p>Areas that support tourism and tourism facilities compatible with and based on the protection and presentation of regional landscape values</p> <hr/> <p>Benefits: economic development, education and landscape protection</p> |
| <p>Coastal waters and foreshores</p> | <p>Benefits: fisheries habitat, recreation opportunities, fishing, transport, extractive industry, tourism, scenic amenity and resilience to natural hazards and climate change</p> |
| <p>Waterways, wetlands, water sources and catchments</p> | <p>Benefits: safer drinking water, more reliable water supply, reduced water treatment costs, and healthy receiving waters in waterways, wetlands and Moreton Bay</p> |

3.3 Regional landscape management

Principle

Support and align research, planning, investment and institutional arrangements to protect, manage, monitor and restore priority regional landscape areas.

Policies

- 3.3.1 Ensure coordination of state and local government land use and infrastructure planning to protect and manage priority regional landscape areas.
- 3.3.2 Coordinate strategic planning, management, monitoring and investment by multiple stakeholders in priority regional landscape areas.
- 3.3.3 Support further evidence-based research to address key knowledge gaps, inform regional planning and build stakeholder capacity in best practice management of the regional landscape.
- 3.3.4 Further develop processes and mechanisms to align statutory and non-statutory plans and programs to deliver integrated landscape outcomes.
- 3.3.5 Improve collaborative institutional arrangements to achieve stakeholder agreement and provide certainty for ongoing investment in priority regional landscape areas.

Programs

- 3.3.6 Use regional natural resource management institutional arrangements to ensure coordination between the *Rural Futures Strategy for South East Queensland* (SEQ Rural Futures Strategy), *South East Queensland Natural Resource Management Plan 2009–2031* (SEQ Natural Resource Management Plan), local government plans and other relevant strategies and programs.
- 3.3.7 Investigate planning tools, incentives and other mechanisms to address the region's peri-urban areas.
- 3.3.8 Investigate and report on opportunities to enhance the status of environmental infrastructure identified in the *South East Queensland Infrastructure Plan and Program* and its application in regional landscape planning.
- 3.3.9 Monitor the condition of the regional landscape and report on its status through the State of the Region and SEQ Natural Resource Management Plan reporting frameworks.

Notes

To achieve desired regional outcomes for the regional landscape, natural environment, natural resources and rural futures, an agreed framework for coordinated planning and investment across agencies and disciplines is required.

The many and varied policies, plans and programs that influence regional landscape outcomes require better coordination and alignment to ensure responsive decision-making and certainty.

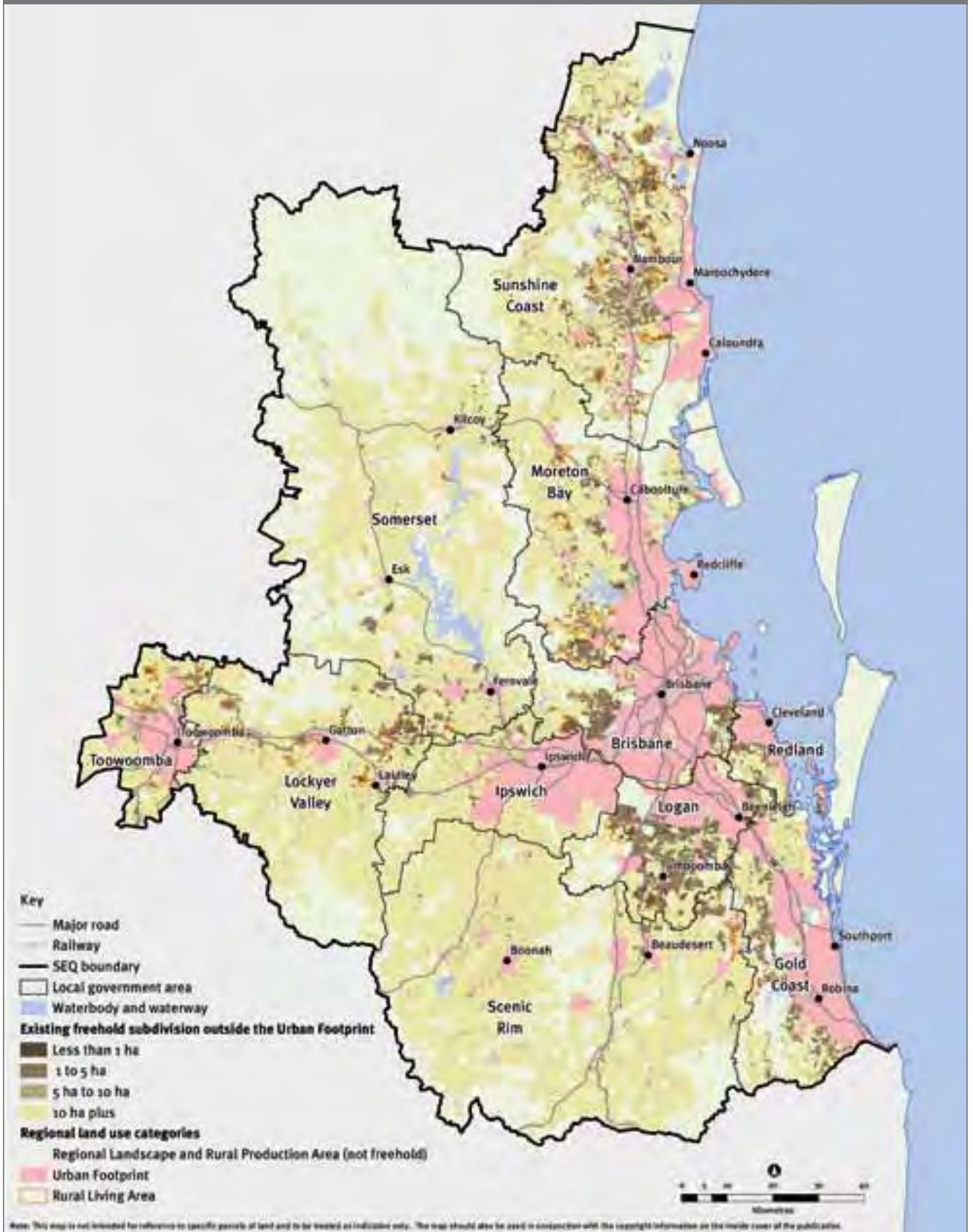
An important step towards improved coordination has already been taken with the revision of the SEQ Natural Resource Management Plan and the establishment of new regional natural resource management arrangements.

Coordination and implementation mechanisms in SEQ will continue to facilitate partnerships and information sharing and to manage the regional landscape values critical to ensuring regional sustainability.

Fragmentation of the region's peri-urban areas threatens the sustainability of regional natural resources and landscape values (Low Choy et al 2008). This fragmentation includes existing subdivisions (Map 5), and different forms of ownership and land management. Initiatives that limit further fragmentation, amalgamate existing small lots, and enhance stakeholder capacity for improved management of regional landscape values and functions need to be developed.



Map 5: Existing subdivision outside the Urban Footprint



3.4 Community greenspace network

Principle

Provide an integrated, high-quality, regional community greenspace network to cater for a range of community and environmental needs.

Policies

- 3.4.1 Expand and develop the capacity of the existing regional community greenspace network to meet current and future community needs.
- 3.4.2 Retain state and local government managed lands, including unformed roads, stock routes, waterways, cemeteries, caravan parks, camping sites, utility corridors and community purpose reserves for potential inclusion in the regional community greenspace network.

Programs

- 3.4.3 Develop and implement the *South East Queensland Greenspace Strategy* (SEQ Greenspace Strategy) to help meet the *Toward Q2: Tomorrow's Queensland* statewide target to protect 50 per cent more land for public recreation.

- 3.4.4 Define, identify and map a preferred future regional community greenspace network, including new regional parks, regional trails and corridors, especially in areas accessible by public transport within 25 km of activity centres in the Western Corridor and Logan City.
- 3.4.5 Investigate the potential to integrate regional carbon sink and environmental offset programs with implementation of the SEQ Greenspace Strategy and the development of the regional community greenspace network.
- 3.4.6 Facilitate collaborative provision and management of the regional community greenspace network by state agencies, local governments, the community sector, private landholders and private enterprises.

Notes

The regional community greenspace network preserves and protects regionally significant open space for public access and provides for outdoor recreation, nature conservation, scenic amenity, water catchment management, forest production, spiritual connections, cultural heritage, education and scientific research.

The existing regional community greenspace network comprises less than 20 per cent of the region's land area. *Toward Q2: Tomorrow's Queensland* sets a statewide target of protecting 50 per cent more land for nature conservation and public recreation by 2020. The proposed SEQ Greenspace Strategy will help to meet this target.

Most of the existing regional community greenspace network is owned and managed by state or local government, and includes national parks, marine parks, state forests, beaches, major waterways and Moreton Bay, regional parks, recreation

trails, water supply dams and major urban parks. In the future, it may include strategically located private lands under voluntary arrangements (see Map 6).

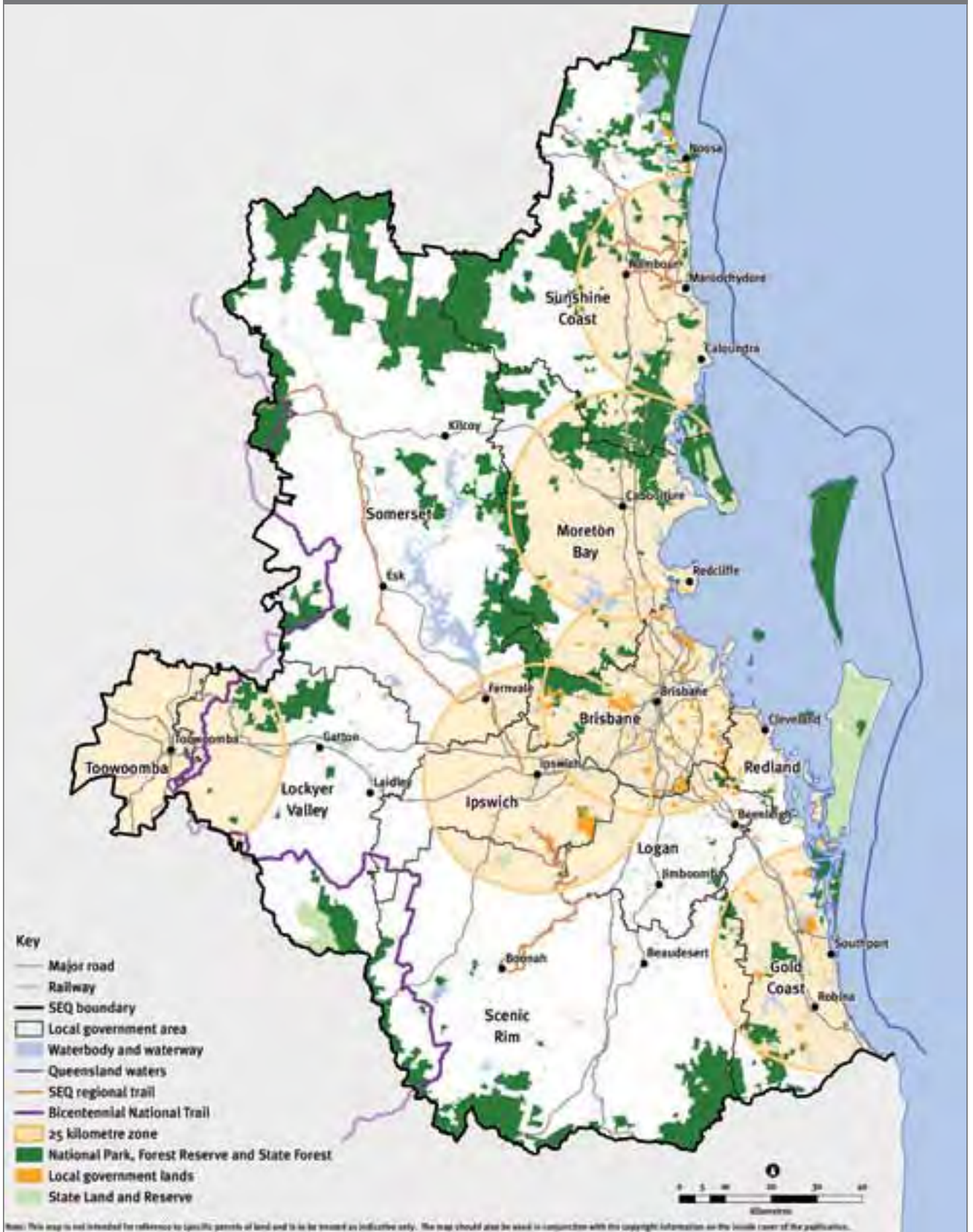
An integrated regional community greenspace network incorporates urban and non-urban areas and:

- connects urban and rural communities
- connects people and landscapes
- reconnects fragmented landscapes
- protects and enhances regional landscape values
- recognises Aboriginal and non-Aboriginal cultural and landscape heritage values.

The regional community greenspace network's effectiveness depends on connectivity, size, quality, proximity, diversity and coordinated planning and management.



Map 6: Existing regional community greenspace network



3.5 Scenic amenity

Principle

Identify and protect important scenic amenity areas, view corridors and viewpoints.

Policies

- 3.5.1 Identify regionally significant and locally important areas of scenic amenity, view corridors and popular and significant viewpoints, and protect them from intrusive development.
- 3.5.2 Integrate intrusive built elements into the landscape through design that minimises visual impacts on locally important scenic amenity.
- 3.5.3 Retain and enhance public access to significant and popular viewpoints.

- 3.5.4 Increase the scenic amenity value of highly visible landscapes of low scenic amenity by reducing their visual exposure and improving scenic preference values.

Programs

- 3.5.5 Monitor and report on major changes in scenic amenity values resulting from changes in land cover and land use or the visibility from important viewpoints.
- 3.5.6 Investigate approaches to the evaluation of scenic amenity in urban areas.

Notes

The outstanding scenic qualities of SEQ's beaches, oceans, waterways, ranges, parks and farmlands are some of the region's most memorable assets. Scenic locations such as the Sunshine Coast, the Gold Coast, Moreton Bay, the Scenic Rim and the Glass House Mountains draw tourists from across the world, and provide breathtaking views for local residents and holiday-makers.

Scenic amenity is the measure of a landscape's scenic qualities, reflecting the psychological benefit that the community derives from viewing the region's wide variety of landscapes. Scenic amenity is a function of scenic preference (relative preference for different landscape features) and visual exposure (relative visibility from public viewing

locations). Poorly designed urban and industrial development that is highly visible from rural roads poses one of the greatest threats to the region's scenic amenity.

South East Queensland Regional Plan 2005-2026 Implementation Guideline No. 8: Identifying and Protecting Scenic Amenity Values outlines a common method and assessment criteria for assessing scenic amenity, and describes acceptable solutions for maintaining and managing scenic amenity areas, view corridors and viewpoints.

In 2004, 15 per cent of SEQ had high scenic amenity (Map 7). The SEQ Natural Resource Management Plan sets targets to maintain areas of regional and locally significant scenic amenity.

3.6 Landscape heritage

Principle

Recognise and manage landscape heritage to maintain character, culture and sense of place.

Policies

- 3.6.1 Identify, evaluate and manage landscape heritage and cultural components of the regional landscape.
- 3.6.2 Through the planning process, identify, recognise and respect Aboriginal peoples' cultural connections to the regional landscape.

Programs

- 3.6.3 Develop and adopt regionally consistent methods of assessing Aboriginal and non-Aboriginal landscape heritage to inform regional and local planning and decision-making.
- 3.6.4 Document and publicise landscape heritage values to enrich regional landscape experiences for residents and visitors.

Notes

SEQ's rich and varied landscape heritage includes both Aboriginal and non-Aboriginal connections with natural, rural, productive and scenic landscapes. This connectivity helps create the special character, culture and sense of place of SEQ. The SEQ Natural Resource Management Plan sets targets to retain regionally important landscape heritage.

Traditional cultural landscapes are important to Aboriginal peoples, providing present and future generations with a sense of identity and a rich sense of place. The Queensland

Government has legislated to protect, conserve and manage Aboriginal cultural heritage across the state through the *Aboriginal Cultural Heritage Act 2003*. The main purpose of the Act is to 'provide effective recognition, protection and conservation of Aboriginal cultural heritage'. Involving traditional owners is vital to identifying and protecting Aboriginal landscape heritage, and managing access to significant places in the regional landscape. Aboriginal landscape heritage should be identified and mapped using a protocol agreed with traditional owners.

3.7 Outdoor recreation

Principle

Provide a variety of outdoor recreation opportunities to meet priority community needs, while protecting other regional landscape values.

Policies

- 3.7.1 Incorporate outdoor recreation activities, infrastructure and opportunities in planning and management for land use, priority infrastructure and natural resources.
- 3.7.2 Develop and implement the *South East Queensland Outdoor Recreation Strategy* (SEQ Outdoor Recreation Strategy) to coordinate outdoor recreation services—including policy, planning, development, management and regulation—across the region.

Programs

- 3.7.3 Establish a mechanism to coordinate the delivery of outdoor recreation services by all providers.
- 3.7.4 Identify planned investment in outdoor recreation infrastructure and services by state and local government to align investment and deliver the priorities of the SEQ Outdoor Recreation Strategy and the SEQ Greenspace Strategy.
- 3.7.5 Develop and maintain a regional inventory of places for public recreation as part of the *Toward Q2: Tomorrow's Queensland* statewide inventory of land for public recreation.
- 3.7.6 Review, refine and implement the South East Queensland Active Trails Strategy in consultation with local government.

Notes

Outdoor recreation activities contribute to better social, health, economic, tourism, cultural and environmental outcomes. The SEQ Outdoor Recreation Strategy and SEQ Greenspace Strategy are being finalised and will include initiatives to coordinate outdoor recreation services.

Toward Q2: Tomorrow's Queensland sets a statewide target of protecting 50 per cent more land for nature conservation and public recreation by 2020. A critical first step to achieve this is the development of a regional inventory of land for public recreation. Continued implementation of the South East Queensland Regional Recreation Trails Program will help to achieve this target. The SEQ Natural Resource Management Plan includes targets to meet the demand for outdoor recreation.



4. Natural resources

Desired regional outcome 4

Regional natural resources and rural production areas are protected, managed, enhanced and used sustainably.



Natural resources include land, fresh and marine water, air, forests, minerals, native animals and plants. For traditional owners, these are cultural resources and are inseparable from their culture. These resources underpin the region's major economic activities, and support diverse industries that rely on their quality and accessibility.

The SEQ Regional Plan promotes the sustainable management of rural production and natural resource areas by protecting them from incompatible development. It also supports the livelihoods of people who work in and depend on rural and natural resource-based industries. Natural resources provide lifestyle and economic benefits to the region's communities through outdoor recreation, ecotourism and related activities.

The natural resources of the SEQ region provide a wide range of ecosystem services to the people of SEQ. These include cultural services such as opportunities for outdoor recreation and scenery to enjoy, provisioning services such as the production of food and timber and regulating services such as clean air and water.



4.1 Natural resource management

Principle

Coordinate the management and use of natural resources to enhance community, economic and environmental values.

Policies

- 4.1.1 Coordinate regional natural resource management, planning, investment, monitoring and reporting through implementation of the *South East Queensland Natural Resource Management Plan 2009–2031* (SEQ Natural Resource Management Plan).
- 4.1.2 Engage the community, traditional owners, landowners and industry in promoting and practising sustainable natural resource management.

Programs

- 4.1.3 Further develop the SEQ Natural Resource Management Atlas and enQUIRE information management system to implement a strategic and coordinated process for capturing, analysing, managing and monitoring natural resource management information and landholder knowledge.
- 4.1.4 Implement actions to achieve the regional natural resource targets in the SEQ Natural Resource Management Plan.

Notes

Natural resource management should be undertaken in a coordinated, collaborative and integrated manner with effective partnerships between government and non-government organisations, landowners and traditional owners.

The SEQ Natural Resource Management Plan:

- establishes a commitment by all contributors to a coordinated planning framework, measurable natural resource targets and to monitoring, reporting and coordinating institutional arrangements
- outlines a common direction for managing natural resources in SEQ, particularly in research, planning, investment and on-ground activity.

The SEQ Regional Coordination Group and Chief Executive Officers Committee for Natural Resource Management in SEQ coordinate the implementation of the SEQ Natural Resource Management Plan.

The SEQ Natural Resource Management Plan acknowledges that natural resources are managed differently across regional land use categories. Reference to the SEQ Natural Resource Management Plan in a policy under this desired regional outcome indicates its status as a key implementation mechanism for natural resource management in SEQ, and does not alter its non-statutory status.

Implementing the SEQ Natural Resource Management Plan will also require coordination with the Condamine Alliance and Burnett Mary Group natural resource management plans, which specifically address the Toowoomba region and the upper reaches of the Mary River catchment respectively.

The SEQ Natural Resource Management Plan includes a target that natural resource managers, government and non-government organisations are resourced and working together to implement the SEQ Natural Resource Management Plan.

4.2 Land, extractive resources, minerals, forestry and fisheries

Principle

Manage the region's natural economic resources to sustainably and efficiently meet the needs of existing and future communities.

Policies

- 4.2.1 Identify and protect natural economic resource areas from further fragmentation and inappropriate land use.
- 4.2.2 Protect the region's good quality agricultural land and provide for its long-term and sustainable agricultural use.
- 4.2.3 Identify and protect extractive and mineral resources for potential future extraction, including providing

appropriate transport corridors and buffers, and ensuring that planning preserves the opportunity for discovery and development of new resources in appropriate areas.

- 4.2.4 Protect, enhance and sustainably manage the region's native and plantation forests.
- 4.2.5 Protect, manage and enhance marine, estuarine and freshwater habitats to sustain fish stock levels and maximise fisheries production for the ongoing benefit of the community.
- 4.2.6 Manage the region's fish habitats and fisheries resources in consultation with all stakeholders including commercial fishers, traditional owners, recreational fishers and conservation groups.



4.2

Land, extractive resources, minerals, forestry and fisheries—continued

Notes

The distribution and accessibility of the region's natural resources influence where economic activities such as farming, forestry and mining are located. Many natural resources are limited and some are non-renewable. Overuse or irreversible loss of natural resources could have significant environmental, economic or social impacts on the region. The location of these resources is shown in Map 8.

Most of the region's agricultural area is used for beef farming, though some dairy farming is located on productive grazing land. The rich alluvial soils along the valleys in the region's west and south support an array of cropping industries, including the Brisbane, Lockyer, Fassifern and the Albert–Logan valleys. Closer to the coast, horticultural and cropping industries are located in the Gold Coast, Redlands, Glass House Mountains and Sunshine Coast districts.

State Planning Policy 1/92: Development and the Conservation of Agricultural Land (SPP 1/92) provides guidance on identifying and protecting good quality agricultural land through local government planning schemes. The policy focuses on good quality cropping lands; however, some local government planning schemes also protect intensive grazing lands suitable for dairy farming to recognise the contribution of this activity to the regional economy.

Within the Urban Footprint, SPP 1/92 does not preclude the conversion of good quality agricultural land to urban uses during the life of the plan, but decisions on development sequencing should seek to retain these lands in production for as long as possible.

SEQ's extractive resources are dispersed across the region. Major hard rock resource deposits include those in the Petrie–Narangba and Darlington Range areas and at Bli Bli, Yandina Creek, Bracalba, Kholo Creek, Mount Cotton, Nerang, Bromelton and Wellcamp Downs. Important sand and gravel resources are located in the alluvial flats of the Brisbane, Mooloolah, Pine, Coomera and Logan rivers, and in coastal deposits at Beachmere and Jacobs Well.

State Planning Policy 2/07: Protection of Extractive Resources (SPP 2/07) ensures the long-term availability of extractive resources of state or regional significance, and provides the basis for identifying and protecting key resource areas in local government planning schemes. Future iterations of SPP 2/07 and local government planning schemes will continue to identify and protect the additional resources required to ensure supply. Planning schemes must define relevant land use zones in a way that permits resource development where appropriate.

The region's mineral resources include coal, metallic ores and industrial minerals such as rutile, zircon, silica and foundry sand. Locations include the coalfields around Ipswich, mineral sands on North Stradbroke Island and sandstone near Helidon. Other known deposits include silica sand, dolomite, diatomite, perlite and ceramic clay. Granted mining leases, claims, licences or applications cover most of the region's valuable resources.

Mining activities are undertaken according to the requirements of the *Mineral Resources Act 1989*. Local government planning schemes will continue to identify and protect key mineral resource areas from inappropriate development.

SEQ has significant forestry plantation areas that incorporate approximately 15 per cent of state-owned plantations. The region's forestry resources include exotic plantations (mostly pine), hardwood plantations and native forests. Under the SEQ Forests Agreement, harvesting from public native forests will be phased out by 2024 and hardwood plantations will replace the supply. The hardwood and softwood timber industries in SEQ are resource constrained and have limited potential for expansion, but are expected to maintain a constant supply.

SEQ has important freshwater and estuarine fisheries, and fish habitats. Moreton Bay accounts for 20 per cent of Queensland's commercial fisheries catch. Recreational fisheries, including estuaries, bays and ocean beaches, are important to the lifestyle of the region's communities. Fish habitats and fisheries need to be protected from the release of acid into the aquatic environment by the disturbance of acid sulfate soils. State Planning Policy 2/02: Planning and Managing Development involving acid sulfate soils is a measure that can support healthy and productive fish habitats by not disturbing these types of soils or by identifying and managing them.

Active fish restocking programs support freshwater fishing in rivers and impoundments. Aquaculture is a key emerging industry in the region, particularly freshwater finfish and crayfish, marine oysters and prawns. The SEQ Natural Resource Management Plan includes targets to sustain the condition of wild fishery stocks, protect land for sustainable agriculture and forestry and ensure extractive resources are available for their highest use while ensuring no net loss to other environmental or landscape values.

Map 8: Rural production and natural resources





4.3 Ecosystem services

Principle

Protect, maintain and enhance the capacity of the region's ecosystems to supply ecosystem services.

Policy

4.3.1 Protect areas supplying high levels of ecosystem services from development impacts.

Programs

4.3.2 Use the SEQ Ecosystem Services Framework to identify and measure ecosystem services.

4.3.3 Support landholders to protect, maintain and enhance the provision of ecosystem services.

Notes

Ecosystem services are the goods and services provided by ecosystems that benefit, sustain and support the wellbeing of people. They include production of food and medicines, regulation of climate and disease, provision of productive soils, clean water and air, opportunities for recreation and spiritual benefits.

Coordination of actions to maintain SEQ's ecosystem services should be aligned with the SEQ Ecosystem Services Framework, which lists, defines and maps the region's ecosystem services.

The SEQ Ecosystem Services Framework has been developed in collaboration with key stakeholders and the wider SEQ community. The framework has the potential to be applied in a variety of management contexts, including prioritising natural resource investment in strategic locations and assessing the health of the region's landscapes and ecosystems.

Recognising the critical relationship between natural resource management and the provision of ecosystem services is one of the guiding principles of the SEQ Natural Resource Management Plan. The *Rural Futures Strategy for South East Queensland* also has an important role in facilitating the continued production of ecosystem services for the benefit of the community. The SEQ Ecosystem Services Framework also incorporates mapping of ecosystem services for the region that can be used to implement actions to enhance the provision of ecosystem services.

The framework recognises that the region's ecosystems perform functions (the ecological processes that occur within an ecosystem), which provide services (the benefits people obtain from ecosystems), which in turn contribute to the wellbeing of people in the region. The framework recognises 28 ecosystem services:

- food
- water for consumption
- building and fibre
- fuel
- genetic resources
- biochemicals, medicines and pharmaceuticals
- ornamental resources
- transport infrastructure
- air quality
- habitable climate
- water quality
- arable land
- buffering against extremes
- pollination
- reduced pests and diseases
- productive soils
- noise abatement
- iconic species
- cultural diversity
- spiritual and religious values
- knowledge systems
- inspiration
- aesthetic values
- effect on social interactions
- sense of place
- iconic landscapes
- recreational opportunities
- therapeutic landscapes.

5. Rural futures

Desired regional outcome 5

Rural communities are strong and viable with sustainable economies contributing to the health, wealth, character and liveability of the region.



Rural communities, industries and environments make an important and often under-recognised contribution to people’s quality of life in the region. SEQ’s rural communities are a major contributor to Queensland’s economy, providing diverse agriculture, grazing, forestry and fishing opportunities.

The intent of this desired regional outcome is that it will lead to strong rural communities with sustainable economies that will contribute to the health, wealth, character and liveability and maintain the natural resource condition of the region.

The core requirements for sustainable rural communities are economic development, healthy and productive rural landscapes, water resources, community development and leadership and collaboration.

Balancing regional growth and land use change with increased rural production and protecting regional landscape values can be achieved by:

- promoting profitable and sustainable rural industries
- supporting diversified economic development opportunities for rural communities
- raising awareness of the interdependence between rural and urban communities
- improving on-farm water use efficiency and vegetation management
- developing rural infrastructure
- improving the delivery of government services to rural communities.

The SEQ Regional Plan identifies around 85 per cent of the region as Regional Landscape and Rural Production Area. A proportion of this area comprises protected national and conservation parks, water storages and state forests. The majority, however, is privately-owned farmland, generally designated rural in local government planning schemes.

The community is genuinely interested in the future of rural areas and wants to see rural communities remain sustainable. In these constantly changing times, rural communities and industries are facing financial, economic, social, environmental and climatic challenges. While it is critical for a healthy region to ensure rural communities and industries remain sustainable, rural issues must be considered in the context of national and international economic and social forces.





Along with increasing global competition, key issues affecting the profitability of the rural sector include:

- the accessibility and cost of water
- the availability and affordability of labour
- the increase in regulation
- challenges surrounding climate change and climate variability
- declining terms of trade.

Much of the Regional Landscape and Rural Production Area is already fragmented into small rural allotments (see Map 5), even though the right to build a dwelling has not always been exercised. In some parts of the region, this has been the predominant form of development over the past three decades and has provided lifestyle opportunities.

By prohibiting further fragmentation and urban development in the Regional Landscape and Rural Production Area, the SEQ Regional Plan makes a strong statement about protecting the future of agricultural lands and rural communities.

On the urban fringe, however, where rural lands are close to urban development, community expectations and speculation about the potential for future urban

development are likely to continue. In the past, conflict between rural activities and urban uses has generally seen farming curtailed where housing has been allowed to encroach into agricultural areas. The financial burden of servicing urban encroachment scattered around the urban fringe is not sustainable and is curtailed by the Urban Footprint and the urban consolidation policy framework of the SEQ Regional Plan.

Planning for rural communities—large geographical areas with small and dispersed populations—requires a different approach from past regional initiatives. Rural communities have a low rate base, are highly dependent on resource-based industries and often have a limited capacity to participate in planning and related activities.

The SEQ Regional Plan includes strategies to support rural production areas and proposes a framework on which to develop more detailed planning, with the following objectives:

- protecting productive rural lands from incompatible land uses
- identifying alternative economic uses of rural land

- ensuring suitable management of land at the interface between rural and urban areas
- providing required infrastructure, facilities and transport services in rural areas
- encouraging appropriate growth in rural towns and villages.

Planning for the SEQ region can affect the future of rural areas by:

- reducing development pressure, thereby reducing pressure on agricultural land values
- encouraging efficient use of water and energy in rural communities, agriculture and rural industries
- encouraging rural communities to identify, celebrate and capitalise on their unique characteristics.

Investment strategies through the *South East Queensland Natural Resource Management Plan 2009–2031* (SEQ Natural Resource Management Plan), the *Burnett Mary Natural Resource Management Plan* and the *South East Queensland Healthy Waterways Strategy 2007–2012* also provide an opportunity to achieve positive long-term outcomes that support sustainable rural and regional communities.

5.1 Rural futures strategy

Principle

Recognise the significant and increasing role rural areas and rural landholders play in SEQ; ensure healthy, productive and sustainable rural futures; and enhance the interdependence of urban and rural communities.

Policy

- 5.1.1 Ensure sustainable rural communities consistent with the *Rural Futures Strategy for South East Queensland* (SEQ Rural Futures Strategy).

Notes

The SEQ Rural Futures Strategy highlights the following five areas for action to sustain rural areas:

- economic development
- healthy and productive rural landscapes
- water resources
- community development
- leadership and collaboration.

Programs

- 5.1.2 Implement the SEQ Rural Futures Strategy to coordinate rural policies through planning schemes, policies and other programs.
- 5.1.3 Improve coordination of rural issues and service delivery, rural land use policy and implementation through appropriate engagement with stakeholders.

The strategy includes current programs and proposed actions, including ongoing research and planning, protection of waterways and ecosystems, workforce initiatives, infrastructure provision, social support and promotion to enhance food security, products and activities. It is underpinned by the Sustainable Agriculture Strategy prepared by the Queensland Farmers' Federation.

5.2 Rural planning

Principle

Conserve and manage rural areas to enhance their contribution to the regional economy, rural industries and regional landscape values.

Policies

- 5.2.1 Consolidate future rural population growth within existing towns and villages.
- 5.2.2 Ensure the consolidation of future rural population growth within existing towns and villages does not fragment productive rural land.
- 5.2.3 Encourage the development of sustainable rural areas by supporting innovative planning approaches consistent with the Rural Precinct Guidelines.

- 5.2.4 Minimise the impact of climate change and rising energy costs on regional food production by enhancing and encouraging compatible agricultural enterprises in proximity to urban areas and associated market outlets.
- 5.2.5 Ensure land use and water management policies and regulations do not unreasonably constrain the development of agriculture, agribusiness, appropriate ecotourism and recreation opportunities in rural areas.
- 5.2.6 Protect areas of good quality agricultural land from incompatible development and provide for the expansion of agricultural production.

Program

- 5.2.7 Identify strategic agricultural production areas consistent with the nature and diversity of the region's productive capacity and agricultural land uses.

Notes

The future of rural areas in SEQ depends on sustainable and diverse rural industries, reliable and efficient water resource management, and flexible and responsive rural land use planning. The emerging opportunities from policy developments in natural resource management, such as ecosystem services, carbon trading and 'green' energy production, highlight the need for a systematic approach to rural land use planning and management. This approach includes:

- identifying strategic agricultural production areas through classifying land based on relevant biophysical and socio-economic factors
- recognising the importance of agricultural land and industries near major population centres as a key determinant of future food costs and liveability
- preventing inappropriate fragmentation of rural land
- improving infrastructure and investment opportunities for agriculture
- protecting farming operations from conflict with non-farming or rural lifestyle residents
- enabling rural industries to diversify, adjust, innovate and value-add
- identifying preferred future uses of unproductive lands, recognising that some forms of agricultural production are not necessarily constrained by soil type or fertility
- assisting local government to protect and enhance productive rural lands and their associated environmental and landscape values
- maintaining benefits to the community that are derived from the natural environment.



5.2 Rural planning—continued

The intent, scope, context, matters for consideration and process for rural precinct planning are set out in the *South East Queensland Regional Plan 2005–2026 Implementation Guideline No.6 Rural Precinct Guidelines*.

The *South East Queensland Regional Plan State planning regulatory provisions 2009–2031* (SEQ Regional Plan regulatory provisions) have been amended to reflect the intentions of policies regarding rural planning, particularly the need to facilitate economic diversification and sustainability in rural areas.

To support long-term sustainability of agricultural lands, various local governments have identified areas within their planning schemes that generally correspond with good quality agricultural land or land identified as being predominantly for agricultural purposes. These areas are identified within the SEQ Regional Plan regulatory provisions as rural subdivision precincts. Minimum lot sizes are

established within the relevant planning scheme for each rural subdivision precinct, which respond to the types of rural production prevalent in the area.

Land within a rural subdivision precinct has the potential for further subdivision below 100 hectares, where further subdivision assists in the long-term use of the land for agricultural production and the lot sizes proposed are consistent with the relevant local government planning scheme requirements.

Adopting best practice land management in relation to issues such as stormwater run-off, erosion control, salinity and disturbance of acid sulfate soils, water management, vegetation clearing and stock management can help to maintain and enhance the quality of the region's rural lands and ecosystems, and the services they provide.

5.3 Rural communities

Principle

Ensure rural communities benefit from regional growth, and participate fully in the planning and development of the region.

Policies

- 5.3.1 Provide and maintain appropriate levels of infrastructure and services to rural towns and villages.

- 5.3.2 Accommodate the required growth of rural villages through the planning scheme revision process.

Program

- 5.3.3 Assist rural communities to identify strategies for economic development and growth that capitalise on their rural character, local attributes and cultural heritage values.

Notes

Rural communities generally have less access to social infrastructure and diverse employment opportunities than their city counterparts. Long distances to principal and major activity centres and a lack of public transport services often compound this situation.

To address this, state and local governments will work together to improve infrastructure and services to rural areas. Partnerships between government and local communities can promote leadership and encourage social networking in local communities to enhance communication and facilitate proactive and positive changes. Initiatives to achieve these partnerships include:

- assisting rural communities to respond to changing rural industries and economic circumstances
- improving community capacity to contribute to planning and other regional engagement processes
- investigating alternative strategies for economic development and growth in rural communities
- addressing the potential for social and land use conflict at the interface between urban and agricultural areas.

The regional land use pattern provides sufficient land around rural towns to facilitate future planning and growth of these centres. The intent is to reduce isolated rural residential developments by consolidating growth around discrete, serviceable urban centres. The SEQ Regional Plan also identifies a number of rural activity centres that deliver higher order infrastructure, community services, commercial activities and transport into rural areas.

Local governments will need to demonstrate that:

- extensions to rural villages are required to assist in the provision of housing, employment, services or facilities for the locality and do not undermine the roles of nearby towns or urban areas
- the village's character and surrounding rural production capacity will be protected
- there is insufficient supply within existing and proposed urban lands.



5.4 Rural industries

Principle

Maintain a sustainable rural production sector that capitalises on existing advantages and is ready to meet changing circumstances.

Policies

5.4.1 Strengthen rural industries by increasing compatibility, adaptability and productivity, value-adding and improving access to markets.

5.4.2 Identify and support sustainable, new and innovative rural industries and uses for rural land.

5.4.3 Recognise the potential contribution of places of cultural heritage significance in rural areas to rural economic development.

Program

5.4.4 Promote better understanding, knowledge and community support for agricultural industries.

Notes

The rural sector continues to experience structural adjustment due to a range of factors, including competition, deregulation and changing product demands. The intent of the SEQ Regional Plan is to maintain competitive industries and to transition others to new activities.

Changes in rural areas provide opportunities to develop new activities based on rural and ecotourism, carbon sequestration, green energy production, new agricultural products, sport and recreation activities, the region's unique cultural and heritage values, and local arts and crafts.

Providing an expanded range of services to surrounding areas will generate a variety of employment opportunities.

For example, expansion of industrial and service activity in the Western Corridor should yield benefits for surrounding rural areas.

The cultural heritage and tourism appeal of the region's rural towns and villages are becoming increasingly important. Building awareness of traditional cultural heritage values will add to this appeal. The unique character of rural towns and villages and the diversity of natural features provide significant opportunities to boost these activities.

Access to a reliable water supply as well as infrastructure and services is crucial to the ongoing sustainability of rural industries and communities.



6. Strong communities

Desired regional outcome 6

Cohesive, inclusive and healthy communities have a strong sense of identity and place, and access to a full range of services and facilities that meet diverse community needs.



SEQ's socioeconomic profile will change markedly over the next 20 years. Demographic factors, such as an ageing population, declining fertility rates and changing migration patterns, will increase the number of people living in the region, and increase the number and proportion of smaller households. Economic development, and employment, education and training opportunities will also influence the number and type of people who choose to live in SEQ.

Some sections of the community face social, cultural and locational disadvantages. The availability of affordable housing affects where different people in the community are able to live.

Many live in urban fringe locations and rural areas with limited services and high transport costs. Increasing population density and future urban development creates opportunities for some sections of the community, but disadvantages and limits the choices of others.

Building strong SEQ communities will be assisted by:

- understanding the characteristics and needs of the community to positively inform planning and development processes and outcomes
- providing healthy, safe and inclusive places and spaces

- using community engagement and capacity building processes
- integrating land use planning and social infrastructure planning
- ensuring that all members of the community have access and mobility.

The Queensland Government has committed in *Toward Q2: Tomorrow's Queensland* to delivering world-class education and training, making Queenslanders Australia's healthiest people, and supporting safe and caring communities.





6.1 Social planning

Principle

Consider and respond to changing community characteristics, issues and needs in planning processes to support community wellbeing and quality of life for all.

Policies

- 6.1.1 Consider and incorporate social and community issues and needs in land use and infrastructure planning processes.
- 6.1.2 Identify, acknowledge and respond to the social effects of growth and change in regional communities.
- 6.1.3 Identify and address the social and community needs of higher density development when preparing plans for activity centres and established urban areas identified to accommodate future growth.

Notes

Social planning involves investigating, understanding and responding to social and community issues, as well as the needs and aspirations of people and communities. Consideration of social and community trends, issues and changes in planning processes will help develop better community outcomes.

Important planning information includes current and likely future socio-demographic characteristics, the social impacts of growth and development, and current and emerging

Programs

- 6.1.4 Develop a research and monitoring program for key socioeconomic characteristics and demographic trends affecting SEQ regional communities to provide an evidence base to inform planning and infrastructure provision.
- 6.1.5 Plan for an ageing population, including housing options suitable for older people, retirement and aged-care accommodation, access to services and public transport, and use of ‘universal design’ in development to enable people to ‘age in place’.

community needs. For example, the implications of an ageing population and changes to household size and composition are important land use and infrastructure planning considerations. An ageing population will need access to a diverse range of housing and accommodation choices, appropriate services, and public transport to ‘age in place’.

Consideration of the social and community wellbeing implications of higher density urban development can also inform good planning outcomes. Integrating emerging communities with established communities is important to minimise social exclusion and build community cohesion.



6.2 Addressing disadvantage

Principle

Address issues of social and locational disadvantage in communities.

Policies

6.2.1 Ensure the planning and development of residential areas avoids creating communities of social and locational disadvantage.

6.2.2 Provide adequate and appropriate social infrastructure in development.

6.2.3 Integrate and connect communities in new development with existing or adjacent communities to prevent areas of social and locational disadvantage.

Programs

6.2.4 Investigate the contributing factors to, and spatial patterns of, social and locational disadvantage in SEQ, and the relationship with and implications for land use planning.

6.2.5 Implement best practice social inclusion, and prevention and early intervention programs to positively address social and locational disadvantage.

Notes

Many factors influence social disadvantage, including housing, income, employment, education, health and access to services. Many groups face a range of social, cultural, financial or locational disadvantages. These groups include people on low incomes, unemployed people, people living in rural areas, young people, elderly people, people from a culturally and linguistically diverse background, people from an Aboriginal or Torres Strait Islander background, people with disabilities, people experiencing mental illness, and people who are homeless or at risk of homelessness.

Land use planning outcomes influence spatial patterns of social disadvantage. Groups with the highest needs are often concentrated in urban fringe locations, rural areas, and some suburbs where public transport and services are unavailable or inadequate.

Increased fuel prices as a result of oil-supply vulnerability are likely to become a major contributor to disadvantage. This will significantly affect residents in urban fringe and rural areas

who rely on their cars for transport. Climate change in SEQ will also affect groups in various ways. Disadvantaged groups are some of the most vulnerable to climate change effects.

Preventing areas of future disadvantage requires meeting basic human service needs. These needs include affordable housing, education, training and employment, social infrastructure, health, recreation and leisure opportunities, public transport and community development initiatives.

Mechanisms to achieve integration include physical links between, and access to, neighbouring communities, shared access to services and facilities, and community development and capacity-building programs.

Considering social justice principles, including access, equity, participation and inclusiveness, in development and infrastructure planning will help prevent disadvantage, social polarisation and displacement. It can also increase social diversity and inclusion in new development. Implementing prevention and early intervention programs is crucial to prevent inter-generational disadvantage.



6.3 Healthy and safe communities

Principle

Develop healthy and safe environments that encourage community activity, participation and healthy lifestyles, and prevent crime.

Policies

- 6.3.1 Integrate health and community safety considerations in the design and delivery of broadhectare development, Development Areas, activity centres and other urban areas identified to accommodate future growth.
- 6.3.2 Implement best practice urban design to create built environments that enable walking and cycling, support community safety and provide adequate shade.
- 6.3.3 Provide adequate and appropriate community greenspace for outdoor recreation, built spaces and facilities for recreation and sport, and community facilities and spaces to enable community activity and healthier lifestyles.
- 6.3.4 Plan for broadhectare development and development in established urban areas using the *Crime Prevention Through Environmental Design (CPTED) Guidelines* for Queensland to optimise community safety.

- 6.3.5 Apply a health and social impact assessment framework to planning processes to identify and manage likely health and community wellbeing effects of development.

Programs

- 6.3.6 Research and monitor major broadhectare and redevelopment projects to evaluate the delivery of health and community wellbeing outcomes.
- 6.3.7 Develop an implementation guideline on the development of healthy communities in strategic and statutory land use planning processes.
- 6.3.8 Support initiatives that increase access to fresh food in urban environments, including provision of space for fresh food markets and community gardens.
- 6.3.9 Prevent the spread of mosquito-borne diseases by identifying significant mosquito breeding sites, including temporary water pools, to inform planning and development processes.



6.3 Healthy and safe communities—continued

Notes

There are key links between health, community wellbeing and the physical environment. The health of a community is determined by a range of factors including social disadvantage, population characteristics, social cohesion and sense of community, access to social infrastructure, safety and perceptions of safety, housing affordability and density, transport and accessibility, physical activity and the availability of open space, exposure to pollutants and hazards, and climate change.

Best practice planning and design of the built environment encourages physical activity and healthy lifestyle choices, provides a sense of community safety, and assists in preventing crime. Communities that comprise a range of housing choices, efficient public transport systems, sufficient employment opportunities, appropriate local support services, adequate social infrastructure and strong community networks tend to be safe communities. Community safety is also enhanced through good access and connectivity, adaptability and versatility, pedestrian-focused approaches, sight lines and surveillance, appropriate lighting, and variety of venues for activities.

Sedentary lifestyles and poor diets result in high obesity levels and poor health. Physical activity through everyday life, including work, travel, recreation and sporting activities, leads to improved mental health and reduces the risk of preventable diseases, such as type 2 diabetes and heart disease. Protecting agricultural land and developing urban gardens and spaces for local markets will increase access to fresh, local, seasonal produce.

The *Toward Q2: Tomorrow's Queensland* targets for health involve making Queenslanders Australia's healthiest people, with the shortest public hospital waiting times, and cutting by one-third obesity, smoking, heavy drinking and unsafe sun exposure.

Healthy and safe communities:

- use best practice urban design to create built environments that foster and enhance community safety
- apply the principles and strategies of CPTED guidelines for Queensland to improve safety
- establish safe, convenient and legible pathways and movement systems with good connectivity between activity locations
- provide access and mobility for all community members
- encourage increased physical activity through provision of community greenspace for outdoor recreation, sport and recreation facilities, cycling and pedestrian pathways and networks, and community spaces and facilities
- optimise walking and cycling by providing safe, accessible routes and footpaths that link to local destinations and facilities, such as shops, schools, public transport and local parks
- provide inclusive public spaces for community interaction and activity
- provide access to community services, including health services
- develop and maintain healthy buildings for home and work
- provide adequate shade and shelter to protect people from unsafe sun exposure
- provide accessible and appropriate public transport services that link residential areas with employment, education, services and commercial areas
- conserve agricultural land for food production, provide spaces for urban agriculture such as community gardens, and enable access to fresh, quality, seasonal local produce
- address social and locational disadvantage, particularly for high-needs groups
- address environmental health issues, including noise, odour, air quality and waste management in natural and built environment planning
- consider major emergency situations, such as floods, chemical hazards, fires and traffic accidents, which require efficient emergency services.

The health of the community is also reliant upon appropriate planning and design of water flows to prevent mosquito breeding. Risks of contracting mosquito-borne diseases are increased through residential development located close to major mosquito breeding sites, designs that impede surface water drainage and enable water pooling and water storage practices. Temporary pools of water formed after rain or tidal inundation generally provide greater opportunities for mosquito breeding than permanent water, which usually houses the natural predators of mosquitoes.

6.4 Community engagement, capacity building and identity

Principle

Develop and support strong, functional and connected communities through the process of growth and change in SEQ.

Policies

- 6.4.1 Incorporate community engagement in planning processes and decision-making, enabling local communities to identify, articulate and contribute their views.
- 6.4.2 Identify, reflect and maintain unique and important local characteristics to enhance a strong sense of place and community identity.

- 6.4.3 Provide adequate and accessible public spaces and places for a diverse range of community uses and activities in development.

Programs

- 6.4.4 Implement community development and capacity-building strategies and programs in broadhectare development and development in established urban areas.
- 6.4.5 Implement collaborative community engagement programs to ensure that communities in established urban areas are informed and actively involved in planning for proposed changes in local communities.

Notes

Planning and developing new communities involves not only the built environment, but how people will live and work together, form relationships, develop their community over time, and deal with and respond to change. Strong, functional, connected communities provide a great social and economic benefit to SEQ.

Community engagement refers to the connections between governments and communities regarding policy, program and service issues. This includes information sharing, community consultation and, in some instances, active participation in government decision-making.

Community engagement is a powerful mechanism to identify new approaches and solutions for managing growth and development. Involving people in planning and decision-making processes can improve planning outcomes and create a greater community understanding and ownership of those outcomes.

Community capacity describes the set of skills, relationships and networks in a community. These capacities provide social support, particularly when people need assistance. The more capacity a community possesses, the more likely it is to participate in, and influence decisions and processes for, change.

Toward Q2: Tomorrow's Queensland sets a state target of a 50 per cent increase in the proportion of Queenslanders involved in their communities as volunteers. Volunteering

is an important part of building capacity and resilience in communities.

Developing communities and building capacity are particularly important in new development areas and areas undergoing significant change. Community capacity-building events and activities enable people to participate in community life and create a strong sense of identity and belonging. The *Strong Communities Handbook* provides advice on building community capacity.

Sense of place is found in the distinctive features of an area's physical landscape, built environment, population characteristics, economy, arts and cultural heritage. It is also based upon the relationships, connections and networks between the people who live and work in a community. A sense of belonging to and identifying with a place is an essential part of building a community.

Public spaces and places, which are available for a diverse range of community uses, are also essential in community building. Accessible and informal public space enables people to interact, connect and participate in community activity. Development should include a vital public domain that welcomes and accommodates diverse users and uses.

The success of any development process depends on making changes to the built environment, as well as building inclusive and diverse communities that reflect local character, identity and values.



6.5 Cultural heritage, arts and cultural development

Principle

Identify, protect and manage the region's unique cultural heritage, including historic places, landscapes of significance and traditional Aboriginal culturally significant places, and support the arts and cultural development through the planning and provision of cultural infrastructure and spaces.

Policies

6.5.1 Identify and protect Queensland heritage places and local heritage places and ensure development in or adjacent to those places does not compromise their cultural heritage significance.

6.5.2 Plan for the future provision of arts and cultural infrastructure and facilities, including cultural precincts in developments.

6.5.3 Provide appropriate public spaces for cultural activities, events and festivals when planning communities.

Program

6.5.4 Identify local heritage places of cultural significance through a heritage survey using key historical themes for SEQ.

Notes

SEQ has diverse cultures that demonstrate the unique values, beliefs, ideas, knowledge, symbols, ways of life and traditions of the region's many different communities. Architecture, crafts, design, festivals, multimedia, tourism, heritage, leisure, sport and recreation, and the arts, including public art, all represent culture. Spaces, facilities and infrastructure for cultural activity are focal points for communities to develop cohesion, cultural identity and sense of place.

SEQ has many distinctive places that reinforce the sense of place and identity of local communities through historical and cultural associations. These places, including landscapes, landmarks, streetscapes, buildings and other structures, form an integral part of the region's appeal, image and identity.

Places of significant cultural heritage should be protected and conserved for future generations. Processes of growth and change must not cause important places to lose the history, meaning and community identity that they capture and reflect. The SEQ Natural Resource Management Plan sets targets to retain regionally important landscape heritage.

Redevelopment involving heritage places is particularly complex, but offers the opportunity to bring a vitality and character to communities that is difficult to replicate through new development alone. Planning and design processes should recognise and reflect an area's unique character, historic fabric and potential contribution to the life of the new community.

The *Queensland Heritage Act 1992* provides for the conservation of Queensland's cultural heritage by protecting all places and areas entered in the Queensland Heritage Register. The register comprises state heritage places, archaeological places and protected areas. Development of a place registered under the Act is assessable development.

The Act also requires a local government to keep a local heritage register of places of cultural heritage significance in its local government area.

The Department of Environment and Resource Management is currently undertaking a statewide survey of Queensland's heritage places. Key historical themes that are relevant to the different regions of Queensland have been identified in the *Queensland Cultural Heritage Places Context Study* (Blake, 2005). These themes should be used by a local government when undertaking a local heritage survey of its area.

7. Engaging Aboriginal and Torres Strait Islander peoples

Desired regional outcome 7

Aboriginal and Torres Strait Islander peoples are actively involved in community planning and decision-making processes, and Aboriginal traditional owners are engaged in business about their country.



Approximately 35 per cent of Queensland's Aboriginal and Torres Strait Islander population live in SEQ. This figure includes those who identify as descendants of the region's original inhabitants (traditional owners) and those who moved to the region (historical and contemporary residents).

The intent of this desired regional outcome is that:

- engagement of Aboriginal and Torres Strait Islander communities recognises both traditional owners and historical and contemporary residents as important stakeholders with differing needs and aspirations in relation to land
- all Aboriginal and Torres Strait Islander peoples are able to enjoy a high standard of living similar to that of other residents and participate fully as residents of the region.





7.1 Traditional owner engagement

Principle

Recognise Aboriginal traditional owners as stakeholders, involve them in planning, and understand and respect their relationship with the land, sea and natural resources.

Policies

- 7.1.1 Consult with traditional owners in the development of planning schemes and planning for Regional and Local Development Areas, particularly regarding the inclusion of processes for identifying and conserving Aboriginal cultural heritage sites and landscapes.
- 7.1.2 Recognise traditional owners' procedural rights to be consulted at the outset in relation to matters that may affect their native title rights, the alienation of unallocated state land or traditional cultural heritage values.

Programs

- 7.1.3 Engage with traditional owners through recognised cultural group organisations or the South East Queensland Traditional Owners Alliance.
- 7.1.4 Support traditional owners to engage with local governments in planning, and natural and cultural resource management activities.
- 7.1.5 Identify opportunities for collaborative partnership agreements (such as Indigenous Land Use Agreements) to address, resolve and support traditional owner issues.

Notes

SEQ is home to several traditional owner groups (Map 9). As traditional owners, Aboriginal people have a unique connection to their ancestral lands and have responsibilities to the land under their traditional law and customs.

Consultation processes with traditional owners regarding land and resource planning must be inclusive and culturally appropriate and conducted with the people entitled to speak for country. Organisations and agencies should engage within traditional owner boundaries. This engagement must be effective at regional, sub-regional and local planning levels. Traditional owners build their capacity to engage in these planning processes through the South East Queensland Traditional Owners Alliance, a culturally appropriate engagement framework. Engagement with traditional owners on matters of native title or cultural heritage should be through recognised cultural group organisations. On issues of a regional scale, engagement is most appropriate through the South East Queensland Traditional Owners Alliance.

Involving Aboriginal and Torres Strait Islander peoples in planning empowers their communities to identify their own issues, strategic directions and solutions. This requires appropriate mechanisms that acknowledge the diversity of the communities and the resources they need to participate.

The South East Queensland Traditional Owners Alliance facilitates wider Aboriginal and Torres Strait Islander engagement in the SEQ Regional Plan's implementation and monitoring processes. This transparent and inclusive process uses the strengths of existing engagement processes, including Aboriginal and Torres Strait Islander Partnerships under the Department of Communities.

Traditional owners desire to have their interests and responsibilities acknowledged, respected, and progressed through planning processes. They ask to be involved in all land use planning that relates to areas and values of traditional cultural heritage significance.

Resourcing is an important part of effective engagement. Regional and local land use planning processes must complement other regional traditional owner processes, such as native title and cultural heritage activities.

Map 9: South East Queensland Traditional Owner Alliance sub-regions and groups





7.2 Community engagement

Principle

Provide Aboriginal and Torres Strait Islander peoples who have traditional, historical and contemporary connections to SEQ with the opportunity for active involvement in planning processes.

Policy

7.2.1 Recognise the cultural need for Aboriginal and Torres Strait Islander representatives to obtain group endorsement of consultation responses, and provide periodic forums for the provision of information to the broader community of Aboriginal and Torres Strait Islander peoples.

Programs

- 7.2.2 Establish a regional Aboriginal and Torres Strait Islander coordination mechanism through an agreed engagement framework, with appropriate representatives from relevant state agencies, local governments and traditional owner and Aboriginal and Torres Strait Islander community organisations.
- 7.2.3 Establish a scientific expert panel to coordinate data collection and research.
- 7.2.4 Provide training opportunities to enhance the capacity of Aboriginal and Torres Strait Islander peoples to play a more active role in planning and land management processes.
- 7.2.5 Provide more extensive cultural awareness training to state agencies and local government.

Notes

The policies of the SEQ Regional Plan that address the principle of community engagement provide partnership and governance mechanisms. Localised, place-based partnerships are effective mechanisms to engage Aboriginal and Torres Strait Islander peoples. Local government should promote localised partnerships with the Aboriginal and Torres Strait Islander community. These partnerships should demonstrate an understanding and respect for cultural difference. State and local governments responsible for planning and land management must fully understand and appreciate the valuable contribution that Aboriginal and Torres Strait Islander peoples can provide, and invite them into planning processes at an early stage.

A regional coordination mechanism would report on programs and progress, consult with Aboriginal and Torres Strait Islander representatives about delivering planning and service, and help coordinate actions under the SEQ Regional Plan. The group would include senior officers and agreed representatives from Aboriginal and Torres Strait Islander communities. Any actions that address the needs of Aboriginal and Torres Strait Islander peoples must be effectively monitored and evaluated, and all programs must be adaptively managed. An Aboriginal and Torres Strait Islander scientific expert panel could coordinate the development of an effective system to monitor, evaluate, report on and improve actions and programs.

7.3 Social and economic equity

Principle

Assist Aboriginal and Torres Strait Islander peoples living in SEQ to have equal access to as high a standard of living, good economic prospects and general wellbeing as other residents of the region.

Policies

- 7.3.1 Assess and improve Aboriginal and Torres Strait Islander peoples' access to community services, facilities and social infrastructure.
- 7.3.2 Improve the quality of data relating to Aboriginal and Torres Strait Islander peoples, and use this information to inform and guide local and coordinated regional planning processes, infrastructure and services planning, decision-making, reporting adaptive management and the monitoring of progress towards Closing the Gap targets.
- 7.3.3 Identify and manage the social and economic impacts of development and growth on Aboriginal and Torres Strait Islander peoples living in both urban and rural areas.
- 7.3.4 Recognise economic development for Aboriginal and Torres Strait Islander communities as a priority need to achieve the Closing the Gap targets and to maximise wider community prosperity.

- 7.3.5 Plan for the social infrastructure needs of Aboriginal and Torres Strait Islander communities, including their needs for coordinated facilities, in all social infrastructure planning and in consultation with Aboriginal and Torres Strait Islander communities.

Programs

- 7.3.6 Develop and implement regional and local housing strategies in collaboration with Aboriginal and Torres Strait Islander housing organisations to address the housing and housing affordability needs of Aboriginal and Torres Strait Islander peoples.
- 7.3.7 Address the employment and business development needs of Aboriginal and Torres Strait Islander peoples through the provision of land, employment, business opportunities, development of business skills, training and investment to foster enterprise.
- 7.3.8 Identify localities of extreme poverty, and implement measures to address and manage the support of Aboriginal and Torres Strait Islander peoples with multiple support needs, and break the poverty cycle.
- 7.3.9 Identify opportunities for Aboriginal and Torres Strait Islander enterprises to supply relevant services to state and local government and government-owned corporations through targeted procurement policies.

Notes

The Queensland Government has committed to the Council of Australian Governments' Closing the Gap targets in relation to Aboriginal and Torres Strait Islander peoples, including:

- halving infant mortality rates in 10 years
- halving the gap in reading, writing and numeracy in 10 years
- halving the gap in employment outcomes in 10 years
- closing the life expectancy gap within a generation
- at least halving the gap in Year 12 (or equivalent) student attainment rates by 2020.

To achieve these targets, the government must effectively address the many areas of Aboriginal and Torres Strait Islander disadvantage and enhance Aboriginal and Torres Strait Islander peoples' socioeconomic wellbeing.

Collecting and analysing data about Aboriginal and Torres Strait Islander communities will help the government plan, evaluate and service their needs across agencies and improve information sharing. The Productivity Commission's *Overcoming Indigenous Disadvantage: Key Indicators 2007* details wide-ranging measures of Aboriginal and Torres Strait Islander social and economic equity.

The Queensland Government has published the *Queensland Closing the Gap Report: 2007/08 Indicators and Initiatives for Aboriginal and Torres Strait Islander Peoples*. This first Closing the Gap Report provides a statewide snapshot of the most recent available data on the gap in life outcomes and on Queensland Government strategies for 'closing the gap', aligned with directions identified by the Council of Australian Governments Working Group on Indigenous Reform.

Aboriginal and Torres Strait Islander peoples must be able to access the same range of services, housing and economic opportunities available to the wider community.

The government will consider both urban and rural Aboriginal and Torres Strait Islander communities, and consider specific cultural values and needs in the delivery of services. This may require tailoring policy responses and service delivery mechanisms to suit particular communities. Programs to address extreme poverty and multiple support needs should be culturally sensitive and supportive of the family unit and community participation. To break the poverty cycle, programs around educational attainment, training participation and business development can be implemented and geared towards meeting critical skills shortages.

Levels of workforce participation, employment and business ownership among Aboriginal and Torres Strait Islander peoples are lower than those among the wider community. Improvements in Aboriginal and Torres Strait Islander health, labour force participation and educational opportunities will result in significant benefits for the wider community.

Aboriginal and Torres Strait Islander employment and economic development can be promoted through a commitment to business partnerships in a wide range of ways. The Queensland Government's Looking After Country Together program offers options to develop better employment and business outcomes for Aboriginal and Torres Strait Islander peoples. The purchasing power of and business partnerships with government and industry, including targeted procurement policies and the engagement of Aboriginal and Torres Strait Islander consultants and contractors, can support increased employment and enterprise development. Linking training for long-term unemployed Aboriginal and Torres Strait Islander people to job opportunities and workplace mentoring, and programs of innovative enterprise training and investment can assist in fostering enterprise development.



7.4 Cultural values

Principle

Recognise, protect and conserve traditional Aboriginal cultural values in land, water and natural resources, and historical or contemporary Aboriginal and Torres Strait Islander values in places.

Policies

7.4.1 Protect and maintain traditional Aboriginal cultural landscapes and culturally significant places in land use, planning and management arrangements in partnership with the traditional owners of those landscapes and places, and maintain or improve traditional owners' access to cultural resources.

7.4.2 Manage areas of high historical or contemporary cultural significance for Aboriginal and Torres Strait Islander communities in collaboration with those communities.

Program

7.4.3 Implement the *South East Queensland Traditional Owner Cultural Resource Management Plan* to support Aboriginal traditional owner issues in relation to land, water and natural resources.

Notes

Cultural heritage is important to Aboriginal and Torres Strait Islander peoples as it provides present and future generations with a sense of identity. The Queensland Government has legislated to protect, conserve and manage Aboriginal cultural heritage across the state through the *Aboriginal Cultural Heritage Act 2003*.

The Queensland Government's Cultural Heritage Grants program and Looking After Country Together program contribute to managing natural and cultural resources and conserving places of cultural heritage significance. The Looking after Country Together program provides Aboriginal and Torres Strait Islander people with access to and involvement in managing land and sea country. It also provides Aboriginal and Torres Strait Islander people with the resources and skills to plan for and sustainably manage land and sea country to meet their objectives.

The *South East Queensland Natural Resource Management Plan 2009–2031* (SEQ Natural Resource Management Plan) includes a target for implementing the *South East Queensland Traditional Owner Cultural Resource Management Plan*.

Traditional owners have intimate traditional relationships with all aspects of their country and regard all natural resource assets—such as land, water and biodiversity—as cultural resources. A knowledge of cultural places and their values is often confidential and difficult to obtain. Traditional owners aspire to systematically collecting traditional knowledge of places, landscapes and biological relationships.

Partnerships between the Queensland Government and Aboriginal and Torres Strait Islander communities would provide opportunities to share information and effectively manage cultural values and heritage. Information about places of cultural significance must be managed in a way that satisfies the traditional custodians of the area, and enables those managing the land to access sufficient data to manage effectively and adaptively. State and local government policy, planning and land management arrangements must acknowledge and protect Aboriginal cultural heritage, and places of cultural significance to Aboriginal and Torres Strait Islander peoples.

8. Compact settlement

Desired regional outcome 8

A compact urban structure of well-planned communities, supported by a network of accessible and convenient centres and transit corridors linking residential areas to employment locations establishes the context for achieving a consolidated urban settlement pattern.



SEQ is the third largest urban region in Australia and is experiencing sustained growth pressure. What, where and how we build to accommodate more people in SEQ will have major effects on quality of life.

SEQ has developed historically in a dispersed, low-density settlement pattern, which has moved outward into the regional landscape. This pattern has become unsustainable. The natural landscape and regional ecosystems are experiencing increasingly adverse effects, and SEQ residents are experiencing increasing traffic congestion and, therefore, longer journeys to and from work.

In response, the SEQ Regional Plan concentrates urban development in the Urban Footprint and redirects an increased proportion of new growth to existing communities. Containing urban growth pressures will preserve the region's landscape, open spaces and farmland, and provide significant environmental quality and health benefits. *Toward Q2: Tomorrow's Queensland* makes a commitment to preserving land for nature conservation and public recreation.

The SEQ Regional Plan's balanced approach to settlement ensures the efficient use of land and infrastructure. It does this by requiring the efficient use of infrastructure in the city before new infrastructure is built further out.

Development Areas provide additional land supply in areas within the Urban Footprint adjacent or proximate to existing infrastructure networks. This will allow new road and public transport

connections to be made in a timely and cost-effective manner, reducing reliance on private vehicle travel in new communities. New communities should be designed as attractive, walkable neighbourhoods that support community life.

Development Areas, regional activity centres and other suitable established urban areas, are the focus for accommodating regional dwelling and employment targets, and will accommodate projected growth to 2031.

In addition, if required, further lands are recognised as potentially suitable for accommodating urban growth. Such lands are within the Regional Landscape and Rural Production Area (RLRPA) and are designated as Identified Growth Areas (IGAs). For an IGA to be further considered for urban development within the life of the SEQ Regional Plan, extensive investigations are required in relation to land capability and suitability, infrastructure requirements, the principles used for defining the boundary of the Urban Footprint, and other relevant matters described in the local government sub-regional narratives.

Transport plays a fundamental role in SEQ's sustainability and is best supported in a compact urban form. The SEQ Regional Plan outlines a self-contained development pattern that places regional activity centres at strategic locations on the transport network. This reduces the need for travel and provides transport alternatives to private car use. Reduced car use will also contribute to achieving the *Toward Q2: Tomorrow's Queensland* target to cut the carbon footprint by one-third by 2020.

Providing mixed land uses is another important factor in creating better places to live. Placing a mix of uses in close proximity makes alternatives to driving—such as walking or cycling—more viable. This also creates a more diverse and sizable population, and a commercial base to support viable public transport. Transit oriented communities have mixed uses at key public transport stops, such as rail stations, to create quality lifestyle alternatives for residents. Provision of housing options should include consideration of the costs of access to employment, facilities and services.

Changing household demographics, including an ageing population and more diverse households, are increasing the demand for wider housing choice in SEQ. The balanced growth approach of the SEQ Regional Plan provides housing choices for all SEQ residents—such as a garden apartment, new unit, or traditional suburban home—and accommodates growth at the same time. In this way, diverse housing choices help provide affordable housing and can also mitigate the environmental costs of car-dependent development, use infrastructure resources more efficiently, and ensure a better jobs to housing balance.



8.1 Compact development

Principle

Conserve land by making the most efficient use of land allocated for urban development.

Policies

8.1.1 Accommodate a higher proportion of growth through infill and redevelopment of existing urban areas to meet the dwelling targets in Table 3.

8.1.2 Focus higher density and mixed-use development in and around regional activity centres and public transport nodes and corridors.

8.1.3 Include in Development Areas a diversity of uses and employment opportunities at densities that support walkable communities, shorter vehicle trips and efficient public transport services.

8.1.4 Achieve a minimum dwelling yield of 15 dwellings per hectare net for new residential development in Development Areas.

Program

8.1.5 Monitor the rates of development in broadhectare and infill areas and the availability of land stocks on a regular basis by establishing an SEQ Growth Management Program.

Notes

The population of SEQ is expected to increase from 2.8 million in 2006 to 4.4 million in 2031. The SEQ Regional Plan provides sufficient land to accommodate the additional 754 000 dwellings required to 2031, taking into account land required for residential, employment and other purposes, as well as physical constraints. Urban development capacity is provided in the Urban Footprint.

The historically low density settlement in the region provides significant opportunities for infill development. In addition, large areas of remnant broadhectare lands are suitable for further development. Through the effective use of infill, remnant broadhectare and broadhectare lands, the Urban Footprint can accommodate projected growth to 2031.

An SEQ Growth Management Program will annually monitor the supply of land and dwellings in broadhectare and existing urban areas. The region's dwelling capacity will be reviewed at each five-year SEQ Regional Plan review to maintain a sufficient housing supply.

To promote a balanced settlement pattern and more compact development within the Urban Footprint, the SEQ Regional Plan:

- sets targets by local government area to contribute to an increase in the proportion of additional dwellings constructed through new development or redevelopment in existing urban areas to 50 per cent by 2031 (see Table 3)
- requires new residential developments in Development Areas to achieve a minimum net dwelling yield of 15 dwellings per hectare (with the potential for higher densities as appropriate through the planning process). This will help to provide a mix of dwelling types to match the community's changing needs, household sizes and structures
- requires higher density residential development to be focused within and around regional activity centres, and public transport nodes and corridors. This will improve access to existing and planned facilities and services
- restricts further land allocation for rural residential development and promotes a more sustainable use of existing rural residential areas.

Table 3: Dwellings by local government area (2006–2031)

| | 2006 | 2006–2031 | | |
|-----------------------|---|----------------------------|------------------------------------|--|
| | Existing dwellings <small>Source: Australian Bureau of Statistics (ABS) 2006 Census, for 2006 existing dwellings</small> | Total additional dwellings | Infill and redevelopment (minimum) | Balance areas and/or additional in existing urban area |
| Local government area | | | | |
| Brisbane | 397 007 | 156 000 | 138 000 | 18 000 |
| Gold Coast | 202 588 | 143 000 | 97 000 | 46 000 |
| Ipswich | 52 357 | 118 000 | 18 000 | 100 000 |
| Lockyer Valley | 11 554 | 11 500 | 0 | 11 500 |
| Logan | 90 179 | 70 000 | 28 000 | 42 000 |
| Moreton Bay | 123 900 | 84 000 | 35 000 | 49 000 |
| Redland | 49 779 | 21 000 | 15 000 | 6 000 |
| Scenic Rim | 13 652 | 15 000 | 2 000 | 13 000 |
| Somerset | 7 818 | 6 500 | 0 | 6 500 |
| Sunshine Coast | 130 016 | 98 000 | 37 000 | 61 000 |
| Toowoomba SSD | 45 538 | 31 000 | 4 000 | 27 000 |
| Total | 1 124 388 | 754 000 | 374 000 | 380 000 |

8.2 Containing growth

Principle

To promote liveability and transport efficiency and reduce car dependence and private vehicle travel, locate urban development in the Urban Footprint either within or near existing communities to utilise their infrastructure and services, or within existing activity centres and at key locations along planned public transportation infrastructure.

Policies

8.2.1 Accommodate regional growth in locations that provide superior transportation choices or otherwise reduce car use, particularly through supporting growth in established urban areas and redevelopment in and around existing urban centres, and along priority transit networks and other high-frequency transit corridors.

8.2.2 Make Development Areas contiguous with existing communities wherever possible, or otherwise provide development with direct transport linkages to established urban areas early in the development.

8.2.3 Ensure physical and social infrastructure can be adequately funded and delivered before permitting development of Development Areas.

8.2.4 Proponents must demonstrate how necessary infrastructure and services for broadhectare areas outside current state and local government infrastructure delivery programs will be delivered and funded.

Notes

The following are the principles to define the boundary of the Urban Footprint in the SEQ Regional Plan.

General principles

1. The Urban Footprint is a tool for managing, rather than simply accommodating, regional growth.
2. The Urban Footprint sets the context to achieving a pattern of development that is consistent with the strategic directions and regional policies set out in the regional plan.
3. The Urban Footprint should accommodate the region's urban development needs to 2031 based on population, housing and employment projections, and reasonable assumptions about future growth.
4. Opportunities for increasing the capacity of the existing Urban Footprint should be given higher priority than expanding the Urban Footprint, and it should only be expanded if there is insufficient capacity to accommodate the planned distribution of regional growth.
5. Economic opportunities in rural areas should be accommodated where there is adequate or planned infrastructure to service the development and where the development will not prejudice orderly planning of the locality.
6. Minor adjustments should be made to include land in or remove land from the Urban Footprint to reflect changed circumstances including new or better information, to correct existing anomalies or to recognise constraints.

Operational principles

7. Areas to be considered for inclusion in the Urban Footprint should:
 - be physically suitable
 - exclude areas with an unacceptable risk of natural hazards including predicted impacts of climate change
 - exclude areas with significant biodiversity values

- be appropriately separated from incompatible land uses

- be either a logical expansion of an existing urban area, or of sufficient size to support the efficient provision of social and economic infrastructure.

8. New Urban Footprint areas should be located to:

- achieve a balanced settlement pattern across SEQ and within sub-regions over the planning period
- maintain a well-planned region of distinct cities, towns and villages
- maintain the integrity of inter-urban breaks
- minimise impacts on natural resources
- maximise the use of committed and planned major transport and water infrastructure
- enable the efficient provision of physical and social infrastructure, including public transport
- have ready access to services and employment
- ensure significant non-residential activities achieve specific locational, infrastructure and site requirements.

9. Priority for new Urban Footprint areas should be given to Identified Growth Areas (where supported by specific investigations).

10. The boundary of the Urban Footprint should be:

- cadastrally 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
- consistent with existing planning scheme zonings or development commitments
- continuous around each discrete urban area.



8.3 Urban character and design

Principle

Design and site development to reflect SEQ's subtropical climate, reinforce local character and achieve innovation and design excellence.

Policies

- 8.3.1 Ensure that new development and redevelopment in established urban areas reinforce the strengths and individual character of the urban area in which the development occurs.
- 8.3.2 Ensure that new government buildings respond with high-quality design to the urban context in which they are to be located, and that particular attention is afforded to making high-quality public spaces.
- 8.3.3 Ensure all development and appropriate infrastructure, such as public transport stations, incorporate subtropical design principles, including orientation, siting and passive climate control.

- 8.3.4 Achieve design excellence for all new prominent buildings and public spaces in the Brisbane central business district, regional activity centres and transit communities.
- 8.3.5 Provide an accessible and high-quality public realm in all Development Areas by allocating or revitalising open space and creating well-designed public places.

Programs

- 8.3.6 Prepare a Model Code for Smart Growth to guide state and local governments on sustainable approaches to planning of Regional and Local Development Areas and development standards for new urban areas.
- 8.3.7 Utilise the Board for Urban Places to deliver high-quality urban design outcomes in the region's urban environment.

Notes

The Urban Design Alliance of Queensland outlines the following fundamental ideas that can be used as a framework to achieve desirable urban qualities. Cities and towns must be:

- sustainable
- liveable
- viable
- responsible
- memorable.

The Queensland Government established the Board for Urban Places to advise on high-quality urban design and to provide general and project-specific advice on urban design, planning, architecture, landscape architecture, sustainability and built environment issues.

Subtropical environment

Increased energy consumption has become a substantial national trend. Despite this, the orientation, siting and design of buildings to respond to local climatic conditions are largely neglected. The building industry, designers, developers and owners need to consider local climatic factors during design and construction.

Climate-responsive building—or passive climate control— involves using natural methods to reduce energy consumption by designing, constructing and using materials appropriate to a specific climate. SEQ is Australia's only subtropical metropolitan region. Design must be more responsive to the subtropical environment and appropriate design principles should guide all planning and design considerations.

Subtropical design principles for SEQ

- Recognise sub-regions: recognise and reflect SEQ's diverse climatic, landscape, cultural, and habitat sub-regions when applying design principles.

- Respect topography: protect the integrity and character of the hills, mountains and ridgelines that frame and define the subtropical environment.
- Diversify the built environment: incorporate diverse building densities, heights, types, and scales into new development.
- Consider local character and design: recognise how contemporary design and appropriate building materials contribute to the subtropical environment's character and diversity.
- Integrate with nature: design for appropriate climate-based orientation, provide shade and allow the breeze, sunlight and natural environment to penetrate.
- Acknowledge informality: recognise the informal relationships among the natural, built and rural environments.
- Use vegetation: use extensive native vegetation and large shade trees in private and public spaces, particularly along pedestrian and cycling corridors.
- Ensure open space diversity: diversify, integrate and design open space to form networks.
- Incorporate access to open space: reflect the proximity of nature in subtropical environments and SEQ's outdoor-based lifestyle in the access to open space.
- Design for water: reflect the importance and presence of water, and provide public access to any natural or artificial waterways.
- Develop outdoor centres: include outdoor dining, entertainment, recreation, sheltered public transport access and shaded pedestrian pathways to create informality and a village-like character.
- Develop outdoor meeting places: incorporate outdoor meeting places into building and design.

8.4 Urban greenspace

Principle

Provide an integrated, high-quality, urban community greenspace network to cater for community and environmental needs in development areas and existing communities.

Policies

- 8.4.1 Identify and respond to community needs for urban community greenspace, generated as a result of urban development, especially in activity centres and areas of higher density residential development.
- 8.4.2 Ensure urban community greenspace is integrated into the urban structure of development areas to provide for land use efficiencies and long-term sustainability.
- 8.4.3 Integrate planning and delivery of urban community greenspace networks with regional landscape areas and the regional community greenspace network.

- 8.4.4 Facilitate adequate and timely provision of urban community greenspace through appropriate infrastructure charging and other mechanisms.

Programs

- 8.4.5 Establish partnerships between urban community greenspace providers across governments, business and the community.
- 8.4.6 Identify new standards of service based on quality of experience, functions, diversity of settings, and connectivity of urban community greenspace networks.
- 8.4.7 Identify and improve links between urban community greenspace networks in adjacent local government areas.

Notes

Urban greenspace is publicly accessible land for community activities including sport, recreation, outdoor education, community services and tourism. It is used by a wide range of people living and working in urban areas and contributes significantly to quality of life.

Urban greenspace at regional, district and local levels can be created efficiently through careful planning and site-responsive design. Urban greenspace can contribute to the legibility, identity and sense of place that helps build and maintain communities.

Climate change and other emerging global issues have highlighted some other benefits of urban greenspace such as urban water management, cooling services for hot cities and space for community gardens.

The need to protect the region's unique biodiversity, landscapes and natural areas from the impacts of urban growth is also being increasingly recognised. The biodiversity and scenic values of the region's urban areas support recreation and tourism, and help to define the character of the region's major urban centres. The retention of natural features and conservation values is highly respected by the community, with a balance needing to be struck between retaining bushland and providing parkland for active community use.

There is also a growing awareness of the need for urban community greenspace to accommodate an expanding range of outdoor recreation activities, including walking, cycling, dog walking, mountain biking, skate boarding and rock climbing.



8.5 Housing choice and affordability

Principle

Provide a variety of housing options to meet diverse community needs, and achieve housing choice and affordability.

Policies

- 8.5.1 Prioritise the short- to medium-term supply of broadhectare land in SEQ.
- 8.5.2 Provide housing choice through a range and mix of dwelling type, size and location in residential developments.
- 8.5.3 Support an increased provision of affordable housing through community-based, not-for-profit entities and housing cooperatives.

8.5.4 Encourage all major development to incorporate affordable housing, including appropriate housing for the entry buyer and low-income housing markets.

8.5.5 Consider affordable housing in decisions on the disposal or redevelopment of government property and surplus land.

Programs

8.5.6 Monitor housing prices, land availability and other factors that affect housing costs as part the Queensland Housing Affordability Strategy.

8.5.7 Prepare a Model Code for Smart Growth to guide state and local governments on sustainable approaches to planning and development standards for residential subdivision, and dwelling location and design.

Notes

Providing diverse and affordable housing options is an important issue and key challenge both nationally and in SEQ. A range of housing choices helps create diverse communities and prevent social polarisation and displacement.

With significant population growth, SEQ is undergoing economic, social and demographic change. Traditional households of couples with children are decreasing, and the number of people living alone, without children or as lone parents, is increasing. This household change is creating demand for more housing options, including more affordable housing. Understanding these changes and the implications for housing demand and supply at a local level can help determine the type of housing needed in new development.

Some groups are at risk of housing stress, including working families, specific industry workers, Aboriginal and Torres Strait Islander families, the unemployed and young single people on fixed incomes. These groups constitute the bottom 40 per cent of household income distribution, and often pay more than 30 per cent of their household income in rent or on home loan repayments for appropriate housing in the private market.

Queensland Housing Affordability Strategy

The strategy will ensure that state land and housing is brought to market quickly and at the lowest cost. This will create a more competitive and responsive land and housing market by reducing the timelines and associated holding costs of bringing new housing to the market.

Through the strategy, the Queensland Government:

- established an Urban Land Development Authority (ULDA)
- changed planning legislation to improve the quality and timeliness of planning and assessment processes
- implemented measures to change planning and assessment management practices.

The strategy will also increase the short- to medium-term supply of SEQ's greenfield (broadhectare) land to bring appropriate and available land in the Urban Footprint to market in a timely, cost-effective and efficient manner.

Other relevant strategies include:

- regulating infrastructure charging plans across Queensland
- identifying and developing appropriate, under-utilised government land for urban proposals
- enabling local governments to facilitate private sector infrastructure financing.

Urban Land Development Authority

The ULDA works with local and state government, community, local landholders and industry representatives to deliver commercially viable developments that include diverse, affordable, sustainable housing, using best-practice urban design.

Within SEQ, the ULDA is currently focusing on Bowen Hills, Northshore Hamilton, Woolloongabba and Fitzgibbon.

8.6 Activity centres and transit corridors

Principle

Focus employment, infill housing and community services in well-planned, vibrant and accessible regional activity centres and along high-frequency transit corridors.

Policies

- 8.6.1 Ensure that development supports the activity centres network and the transport system.
- 8.6.2 Locate major employment and trip-generating activities in regional activity centres and on priority transit corridors and other high-frequency transit corridors.
- 8.6.3 Encourage mixed-use development along priority transit corridors and other high-frequency transit corridors.

8.6.4 Ensure that new state government facilities for health, education, justice, community and administration and employment activities are located within regional activity centres on priority transit corridors and other high-frequency transit corridors.

8.6.5 Exclude out-of-centre land use and development that would detrimentally impact on activity centres.

8.6.6 Ensure optimal use of transport and service availability in regional activity centres and corridors by delivering appropriate residential densities and by maximising business location opportunities.

Program

8.6.7 Prepare detailed land use and infrastructure plans for regional activity centres to guide land use, transport, infrastructure delivery, quality urban design and public spaces.

Notes

Regional activity centres are accessible locations that have concentrated businesses, services and facilities for employment, research and education, as well as higher density residential development serving a regional population. The SEQ Regional Plan proposes a strong network of regional activity centres connected by quality public transport to create compact, self-contained and diverse communities. Regional activity centres are also a key land use element to create an efficient public transport system.

To achieve these objectives, regional activity centres need to be more than retail and service providers. Regional activity centres can attract high-end creative and knowledge-based businesses, and advanced business services. To create regional economic activity and generate local jobs, regional activity centres must provide attractive, quality and affordable premises for small businesses and for creative, knowledge-based and new technology businesses. They should also provide opportunities to expand home-based businesses into commercial premises.

The regional activity centres network encourages centres that:

- create economic growth by co-locating a mix of land uses
- concentrate goods and services more efficiently
- provide appropriate locations for government investment in public transport, health, education, cultural and entertainment facilities

- provide a focus for community and social interaction
- encourage multi-purpose trips and shorter travel distances to reduce demand for private travel
- integrate land use and transport to support walking, cycling and public transport
- accommodate higher density residential development, employment and trip-generating activities.

The transport and transit components of the SEQ Regional Plan will be underpinned by the development of *Connecting SEQ 2031: An Integrated Regional Transport Plan for South East Queensland*. Priority transit corridors are key public transport routes where mixed-use, public transport supportive activities and development are to occur.

Local government planning schemes should allow for a mix of land use (tertiary education, office, local retail, entertainment, high density residential and professional services) that generates high demand for public transport within 400 to 800 metres of stops or stations in these transit corridors.

Similar land use outcomes are supported along other transit corridors and in other locations such as principal regional activity centres in SEQ. However, the priority transit corridors are seen as the best opportunity for short- to medium-term change and may be extended in the future.

Out-of-centre development is inconsistent with the SEQ Regional Plan's strategic intent, as it can diminish the vitality of activity centres and detract from economic growth by diluting public and private investment in centre-related activities, facilities and infrastructure.



8.6 Activity centres and transit corridors—continued

Large format retail premises, such as bulky goods retail activities, can occupy large sites and should be located on a centre's periphery. If there is no room in a centre, the out-of-centre location of these large premises should be assessed in terms of community need and potential impact on the:

- primacy and functionality of surrounding centres
- maintenance of pedestrian convenience and transport system efficiency
- amenity of surrounding residential neighbourhoods.

In preparing planning schemes, local governments should develop measures to support and reinforce the roles of activity centres. This includes identifying activity centre boundaries and determining the potential extent of each centre's growth, including residential development opportunities. They should consider urban design principles, and the quality, functionality and interrelationships between building forms and public spaces.

Activity centres network

Map 10 and Map 11 show SEQ's activity centres network. The network is based on the following definitions, and incorporates existing and planned activity centres.

Primary activity centre

The Brisbane central business district (CBD) is the region's primary activity centre, accommodating the largest and most diverse concentration of activities and land uses. For some activities, it has a statewide function—it is the key focus of government administration, retail, commercial, and specialised personal and professional services. In addition, it accommodates cultural, entertainment, health and education facilities of state, national and international significance.

The CBD is the focus of the region's radial public transport system. As it is the centre of highest employment mix and density, and it supports a large, in-centre residential population, the CBD generates and attracts a large number of transport trips.

The role of Brisbane's CBD as the primary activity centre has expanded over time into the surrounding frame area (including Fortitude Valley, Spring Hill, Milton, Albion, Newstead, Woolloongabba, Bowen Hills, South Brisbane and West End). The frame area provides distinct commercial, legal, government, retail, community and entertainment precincts, and significant residential communities. The increasing role of the frame area should be acknowledged and supported with appropriate land use forms of development and services.

Principal regional activity centres

SEQ's principal regional activity centres serve catchments of regional significance and accommodate key employment concentrations. They also serve business, major comparison and convenience retail, and service uses. These centres

provide a secondary administrative focus, accommodating regional offices of health, education, cultural and entertainment facilities that have governmental and regional significance. Outside the Brisbane CBD, principal regional activity centres serve as key focal points for regional employment and in-centre regional development. As major trip generators, these centres typically have existing or planned, dedicated public transport, including rail, bus or light rail, and comprise key nodes in the regional public transport system. Residential development densities in principal regional activity centres should be around 40–120 dwellings per hectare (net) or greater.

Major regional activity centres

These centres complement the principal regional activity centres by serving catchments of sub-regional significance and accommodating key employment concentrations. They also provide business, service, and major retail and convenience functions. With a secondary, sub-regional administration focus, they accommodate district or branch offices of government facilities, and cultural and entertainment facilities of regional significance. These centres are typically located around key suburban or inter-urban public transport stops, and provide frequent public transport services to link the centre to surrounding communities. Residential development densities in major activity centres should be around 30–80 dwellings per hectare (net) or greater.

Specialist activity centres

As centres of regional economic significance, these provide a primary focus for specialised economic activity, employment or education rather than having a retail function. The core emphasis of these centres results in high levels of trip generation.

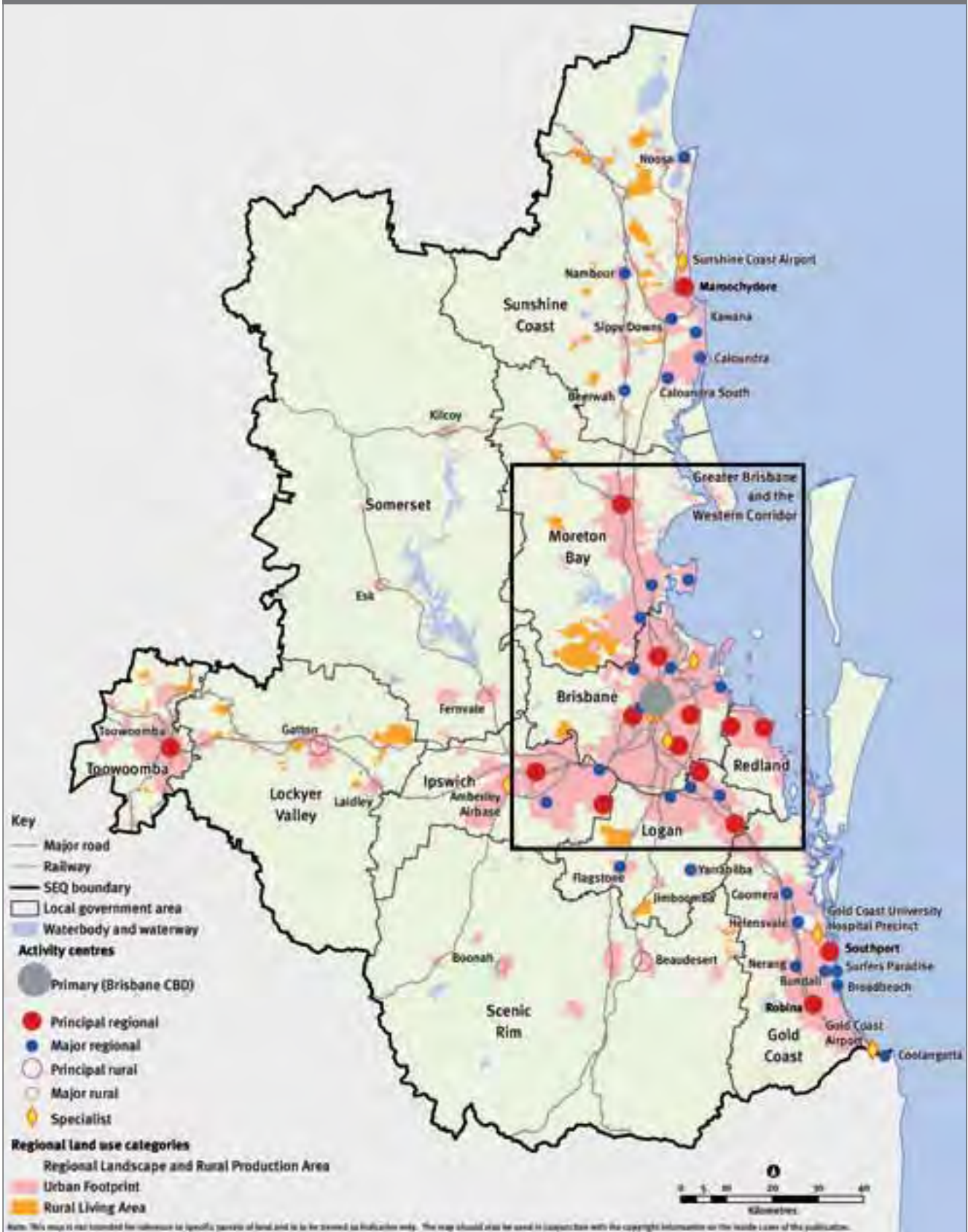
Principal rural activity centres

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. Principal rural activity centres have excellent roads and basic public transport links. Government has provided additional land within the Urban Footprint to encourage appropriate investment and residential development to support each centre's growth.

Major rural activity centres

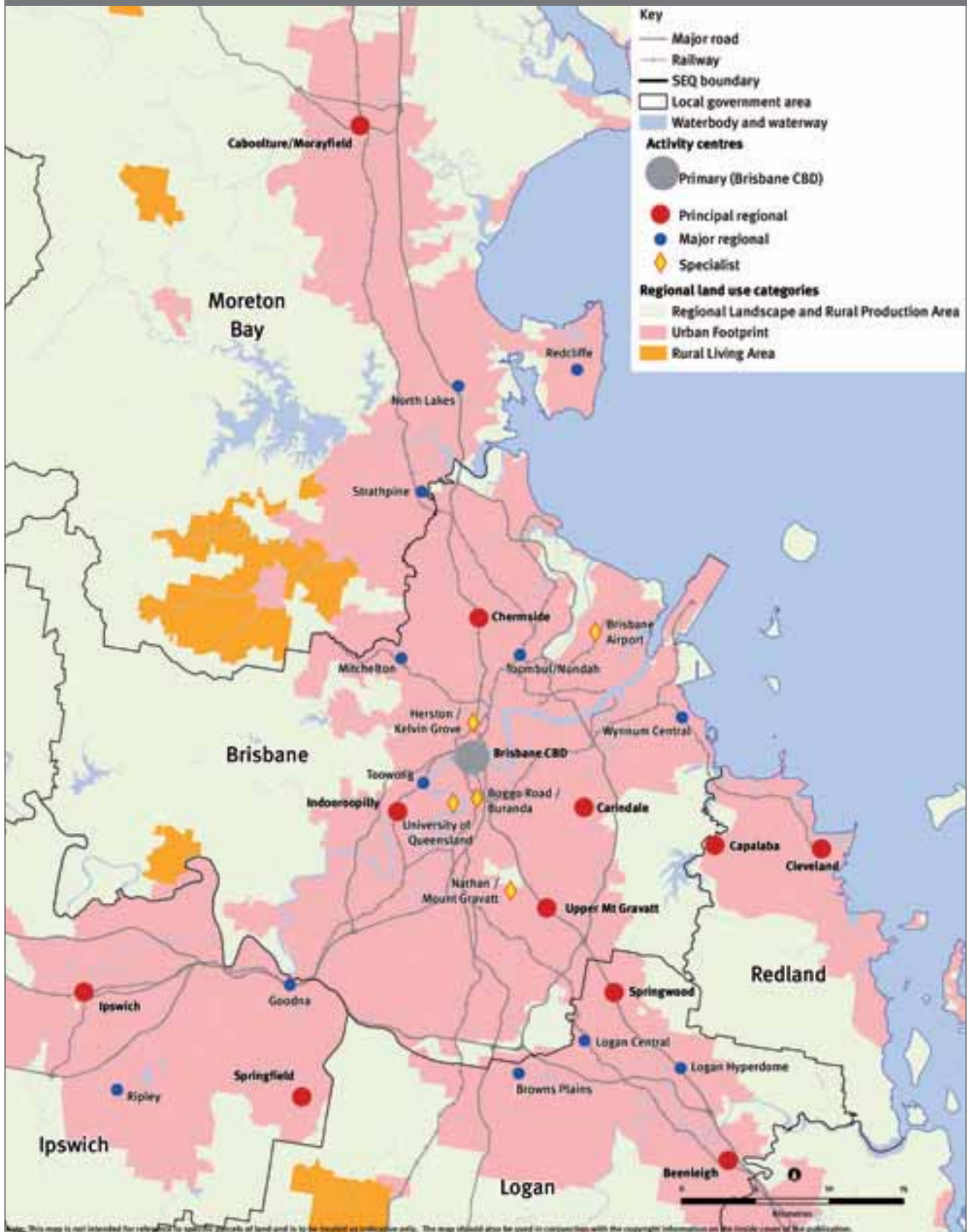
Rural towns that provide more than one function to the surrounding rural catchment are major rural activity centres. They provide concentrated retail, commercial, community and some government services. They also have excellent road connections and possibly public transport services.

Map 10: Activity centres network





Map 11: Activity centres network—Greater Brisbane and the Western Corridor



8.7 Centres that support business

Principle

Principal and major regional activity centres located on priority transit network and other high-frequency transit corridors should provide for the future growth of a broad range of business uses to support employment growth.

Policies

8.7.1 Consider whether an activity centre is on an existing or proposed priority transit network or other high-frequency transit corridor when making a decision on a relevant planning scheme amendment or development application.

8.7.2 For any extension of more than 10 000 sq m to an existing retail centre in an activity centre, provide sufficient land with street frontage to accommodate non-retail business premises.

Programs

8.7.3 Review activity centres to ensure that each has sufficient suitable land for creative and knowledge-based businesses into the future.

8.7.4 Assess activity centres for their future growth potential, based on drivers of demand, possible future jobs growth, accessibility and land available for growth.

Notes

Retail centres are to be designed to enhance connectivity with surrounding communities and include publicly accessible spaces for social interaction. Active street frontages are incorporated wherever appropriate and opportunities are taken to include a mix of uses and employment opportunities. The intent is to enable residents, business people and workers to meet and interact, build social capital, and create networking and business opportunities.

Policy 8.7.2 is intended for planning authorities to have regard for when making decisions on planning scheme

amendments and development applications. The policy seeks to ensure that activity centres support business and employment growth, and not retail alone.

The policy asks for land that is well located and has sufficient street frontage to accommodate affordable office premises to be identified and secured. This land must be equivalent to at least 15 per cent of the proposed increase in retail floor space. Alternatively, the policy could be met by building up to two storeys, as long as the buildings occupy no more than 40 per cent of site cover.

8.8 Mixed-use activity centres

Principle

Include a broad mix of land uses in activity centres and structure them as mixed-use centres in a predominantly main-street format to best serve their surrounding communities.

Policies

8.8.1 Provide for a range of land uses to be incorporated into activity centres appropriate to their roles and functions in the network.

8.8.2 Develop new activity centres with street-fronting retail layouts instead of enclosed or parking-lot dominant retail formats.

8.8.3 Provide activity centres with attractive, high-amenity public areas at locations that encourage and support social interaction, casual meeting and active lifestyles.

8.8.4 Transform activity centres that are dominated by enclosed retail into a main-street format as redevelopment occurs by including active street frontages, integrating development with surrounding public spaces and activities, and introducing more employment opportunities and a wider range of services.

Notes

Mixed-use centres on priority transit corridors and other high-frequency transit corridors improve environmental, economic and social outcomes for regional communities. This results in:

- improved support for public transport, cycling and walking
- increased urban and streetscape amenity, and public realm, with an enhanced sense of place and community ownership
- support for a wider variety of uses, local employment and small businesses
- an appropriate setting for higher density housing.

All centres should be planned as activity centres, not just shopping centres, and provide for high-yielding employment uses as well as retail and residential land uses.

Enclosed retail formats are generally not supported because they connect poorly to the surrounding communities, do not have streets for social interaction and do not support sufficient non-retail jobs.

If existing retail-dominated centres undergo necessary expansion, developers should take the opportunity to introduce active street frontages, more employment and a wider range of services. This enables residents and workers to meet and interact, builds social capital, and creates networking and business opportunities.



8.9 Integrated land use and transport planning

Principle

Ensure new development utilises existing infrastructure or can be provided with timely transport infrastructure, community services and employment.

Policies

- 8.9.1 Prioritise new broadhectare development sites with access to existing or planned transport infrastructure.
- 8.9.2 Undertake land use and transport planning concurrently and sequence development with timely infrastructure provision.
- 8.9.3 Plan new public transport routes, facilities and high-frequency services to ensure safe and convenient passenger accessibility, and support the interrelationship between land use and transport.
- 8.9.4 Connect active transport routes to improve accessibility and encourage transport use by a broader range of people.

8.9.5 Apply transit oriented development principles and practices to the planning and development of transit nodes, having regard for local circumstances and character.

8.9.6 Manage car parking provision in regional activity centres and high-capacity transport nodes to support walking, cycling and public transport accessibility.

8.9.7 Ensure all new development within walking distance of a transit node or regional activity centre maximises pedestrian amenity, connectivity and safety.

Programs

8.9.8 Prioritise amendments to planning schemes to support delivery of transit oriented development outcomes in activity centres and identified nodes on priority transit corridors.

8.9.9 Identify areas in consultation with local government that are suitable for the application of transit oriented development principles.

Notes

Land use, transport and employment integration all play a key role in achieving social, economic and environmental sustainability for SEQ. By shaping the development pattern and influencing the location, scale, density, design and mix of land uses, integrated planning can create complete communities.

Integrating land use and transport reduces the need for travel; results in shorter journeys; provides safer and easier access to jobs, schools and services; supports more efficient land and existing infrastructure use; and maintains the environmental benefits of compact development.

Accommodating future residential and employment growth in areas with access to high-frequency public transport and a mix of land uses promotes social equity and travel choice, and maximises efficient use of existing and planned infrastructure.

Transit oriented development principles

Transit oriented development principles (Table 4) are to be applied to precincts within a comfortable 10-minute walk of a transit node. Principles ensure mixed-use residential and employment areas are designed to maximise the efficient use of land through high levels of access to public transport. A transit oriented development precinct has a walking and cycle-friendly core with a rail or bus station, and is surrounded by relatively high-density residential development, employment or mixed uses.

Prerequisites for transit oriented precincts include the following:

- they are or will be serviced by quality and high-frequency public transport
- they have the capacity for development density and intensity levels to support public transport
- they can provide a vital and active, pedestrian-friendly, walkable catchment that is centred around a public transport node or corridor.

Transit oriented development in SEQ will be based around frequent and high-capacity public transport systems, primarily rail and busway. Regional activity centres are primary locations for the application of transit oriented development principles. It is proposed to connect transit precincts of different scales and types into 'transit corridors' across sub-regions in SEQ.

Transit oriented development precincts can be categorised in terms of the role they play (Table 5).

Local governments should use transit oriented development principles for appropriate locations (Tables 4 and 5) in their areas when preparing local planning strategies, planning schemes and amendments. They should determine the specific scale, intensity and land use mix for each precinct through the planning process.

8.9 Integrated land use and transport planning—continued

Table 4: Transit oriented development principles for South East Queensland

| Location | |
|------------------------------------|--|
| Infrastructure and services levels | Locate development around nodes or corridors where infrastructure capacity exists or can be created. Prioritise locations with high levels of transit service frequency. |
| Development levels | Ensure transit oriented development occurs at a scale that is appropriate for the location. |
| New development | Apply transit oriented development principles in new communities where transit nodes exist or are proposed. |
| Land use | |
| Type | Ensure transit oriented development precincts are dominated by land uses that support transit. |
| Extent | Transit oriented development precincts focus on the area within 5 to 10 minutes of the transit node considering the nature of the topography. |
| Density | Incorporate higher density residential uses in transit oriented development precincts to increase vitality and provide more convenient access to services and transport. Use the following baseline density guidelines: <ul style="list-style-type: none"> ■ activity centres: 40–120 dwellings per hectare (net) or greater ■ suburban and neighbourhood locations: 30–80 dwellings per hectare (net) or greater ■ priority transit corridors: 40 dwellings per hectare (net) or greater |
| Intensity | Incorporate high-employment intensities and a mix of employment opportunities. |
| Mix | Provide and integrate a mix of uses to create a greater variety of services catering for the diverse needs of a vibrant community. Provide timely and convenient access to services and facilities required to support people's daily needs, including an appropriate mix of commercial and retail services, jobs, community infrastructure and open space relevant to the context of the surrounding area. |
| Continuity | Encourage continuous activity in transit oriented development precincts to provide a sense of vitality and safety. |
| Design | |
| Adaptability | Ensure development delivers a built form that is robust and flexible, allowing development to be adapted or redeveloped over time to vary uses, increase densities or increase employment intensity. |
| Built form | Ensure development features high-quality subtropical design that maximises amenity, street activity and pedestrian connectivity. |
| Public realm | Provide for a high-quality public realm to meet the needs of the surrounding community, including open space, pedestrian areas and transit access. Deliver design that promotes social interaction and inclusion, physical activity and a sense of place and identity. |
| Integration | Ensure design seamlessly integrates transit nodes and the community. |
| Safety and accessibility | Ensure development promotes a high sense of personal and community safety, and equitable access to all public areas. |
| Parking | Locate, design, provide and manage car parking in transit oriented development precincts to support walking, cycling and public transport accessibility. |
| Transport | |
| Mode share | Create an increased mode share for walking, cycling and public transport by providing high levels of accessibility and public amenity within precincts and to stations and surrounding areas for cyclists and pedestrians, with priority for pedestrians. |
| Transport efficiency | Facilitate a high level of intermodal connection. |
| Social | |
| Social diversity and inclusion | Ensure development creates an environment that supports social inclusion and diversity of different age, cultural, employment and income groups. Provide a mix of housing types, tenures and affordability to support social diversity. Promote physical and social connections between new and existing communities. Ensure community development initiatives are carried out as an integral part of community building. |
| Process | |
| Coordination | Planning for development in transit oriented development precincts requires the coordinated effort of all stakeholders, including state agencies, local government and the development industry. |
| Community engagement | Engage with the community likely to experience change early and throughout planning and development processes to promote a sense of ownership and involvement. |
| Timeframes | Transit oriented development outcomes take time to deliver, and precincts mature over time. |



8.9 Integrated land use and transport planning—continued

Table 5: Transit oriented development precinct typology

| Type | Guidance |
|-----------------------------|---|
| City centre | Metropolitan capital with excellent transit connections and existing high-density and mixed-use built form. |
| Activity centre | <p>This broad typology includes principal and major regional activity centres designated in the SEQ Regional Plan. These centres comprise:</p> <ul style="list-style-type: none"> ■ traditional town centres undergoing renewal ■ major regional shopping centres adapting to become more transit-oriented ■ infill opportunities to expand existing centres ■ new activity centres within Development Areas where identified in the activity centres network. <p>These centres should provide a comprehensive range of retail, commercial, services, community facilities and other employment opportunities. High to medium densities are appropriate in these precincts; however, the scale of development will vary significantly in different centres depending on the context and transit services. In most cases the transit services will need to be improved to support transit oriented development and to reflect the important role of these centres as key destinations that support large catchments.</p> |
| Specialist activity centres | This type includes institutional uses, such as hospitals and universities, which generate significant levels of activity and transit demand. They do not include major retail centres. The institution may anchor supporting uses but have greater potential to develop a full mix of uses. They can support a transit node because their many users come from a wide range of destinations. |
| Urban | <p>This type of precinct includes inner urban areas with frequent transit services that are well connected to employment hubs and key destinations. Due to their accessible location and excellent transit services, they can support high densities and a diverse range of land uses.</p> <p>Urban precincts can accommodate high-density residential and commercial uses, as well as shops and services to support the large local population.</p> |
| Suburban | <p>This type of precinct includes locations with excellent development potential. They are located on transit stations or corridors, and have reasonable services to support a significant provision of residential use and a good mix of other uses.</p> <p>Suburban precincts act as a hub for surrounding suburbs and should provide a range of shops, employment opportunities and community facilities.</p> |
| Neighbourhood | <p>This type of precinct includes locations with adequate transit services and the development potential to support a primarily residential community. However, constraints or inadequate access make these unsuitable as hubs or destinations for a wider suburban catchment.</p> <p>Neighbourhood precincts should provide a basic mix of uses to meet local residents’ needs, but will remain primarily residential with only moderate densities.</p> |

8.10 Development Area delivery

Principle

Development Areas, in addition to regional activity centres and other suitable established urban areas, are the focus for accommodating regional dwelling and employment targets, and require comprehensive planning to coordinate future development with infrastructure delivery.

Policies

- 8.10.1 Undertake necessary land use and infrastructure planning for all Development Areas using smart growth principles and practices.
- 8.10.2 Facilitate the achievement of regional dwelling and employment targets through Development Areas.
- 8.10.3 Ensure delivery of Development Areas is coordinated with the provision of public transport.
- 8.10.4 Ensure infrastructure delivery is timed and sequenced with the development.

8.10.5 Ensure state and trunk infrastructure planning, and associated costing and funding arrangements are determined prior to development.

8.10.6 Complete infrastructure agreements in conjunction with Development Area plans, wherever appropriate.

8.10.7 Identify and protect Identified Growth Areas for accommodating long-term growth beyond the life of the plan.

Program

8.10.8 Establish an SEQ Growth Management Program and update on an annual basis to monitor land supply and to inform the delivery of development in existing urban areas and broadhectare areas consistent with the intentions of the regional plan.

Notes

Development Areas are fundamental to the delivery of dwelling and employment targets in the SEQ Regional Plan. Their identification in the SEQ Regional Plan means that the state government is committed to ensuring that they can be delivered through timely planning processes. The government will use the SEQ Growth Management Program to monitor progress and intervene, if necessary, to ensure that land supply outcomes are achieved. Development Areas and Identified Growth Areas are shown in Map 12.

Planning and timing of delivery of Development Areas needs to be coordinated to ensure that the local environment is protected, land uses are optimally distributed and infrastructure is provided in an efficient and timely manner. Development Areas may be:

- contiguous to existing urban development and require infrastructure extensions
- proximate to established urban areas but still require significant infrastructure augmentation such as new headworks for water or sewerage, or road and public transport infrastructure
- remote from established urban areas and require significant extensions to existing transport networks and new urban infrastructure networks.

It is proposed to undertake the planning of Development Areas through planning initiated and led by councils, developers or the state government as appropriate.

Planning for a Development Area includes analysing the Development Area and its context, considering council and state agency policies and requirements, and examining infrastructure needs, staging, timing and funding.

Planning outcomes and requirements will vary in form and content depending on the scale and significance of a Development Area. Table 6 identifies Development Areas within the Urban Footprint and categorises them in terms of their predominant activity and whether they are regionally or locally significant, as follows:

- Regional Development Areas are likely to require substantial state infrastructure and are expected to yield regionally significant dwelling and employment yields.
- Local Development Areas are significant in the delivery of dwelling targets and employment for particular local government areas.

Plans for a Development Area can be:

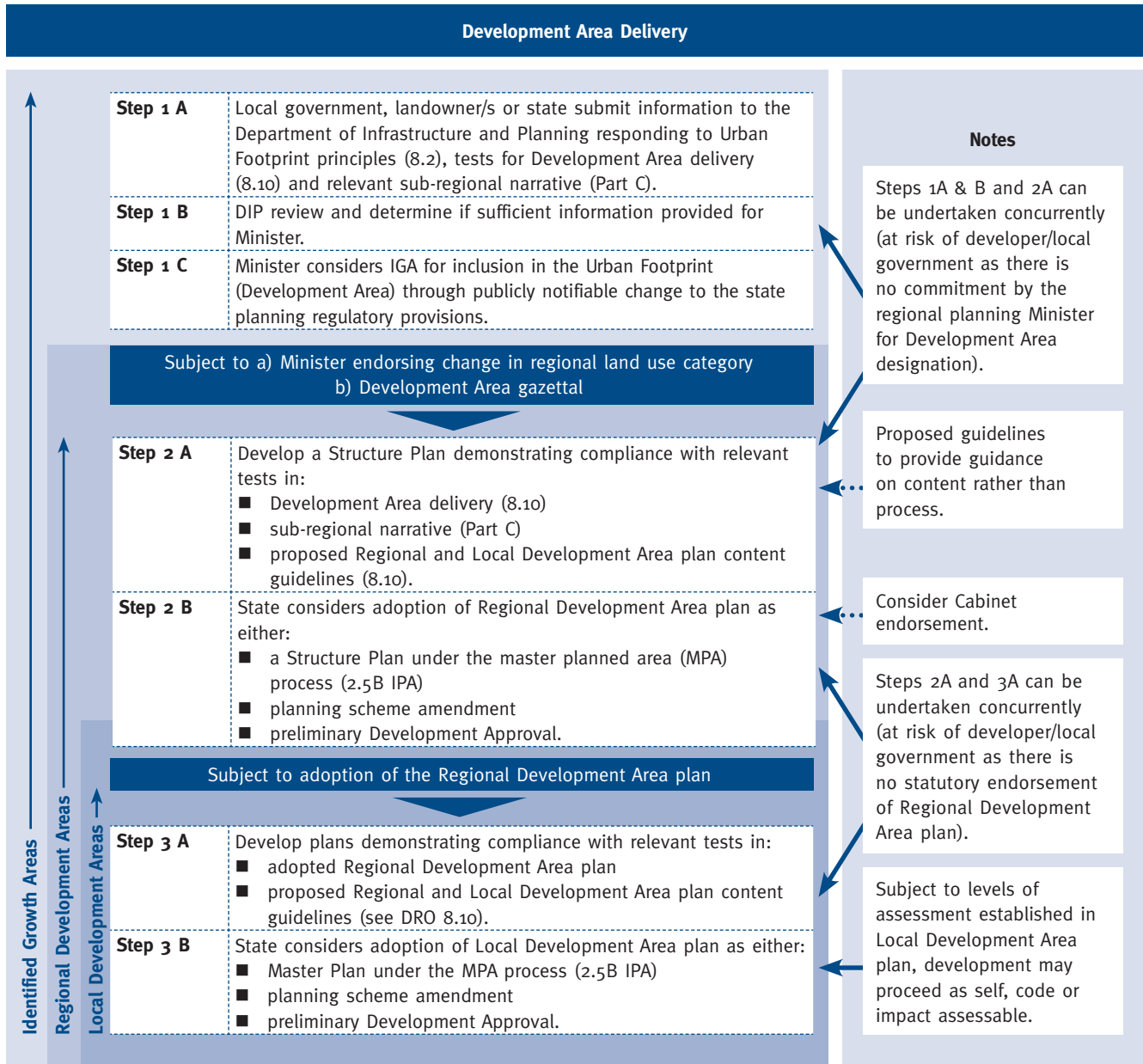
- prepared and approved formally as a Structure Plan under the *Integrated Planning Act 1997* (IPA)—where the Minister declares an area as a master plan area
- prepared informally and then used as a basis for submitting a proposed planning scheme amendment or an application for a preliminary approval.

This is further illustrated in Figure 3.



8.10 Development Area delivery—continued

Figure 3: IPA Approvals framework for Development Areas



8.10 Development Area delivery—continued

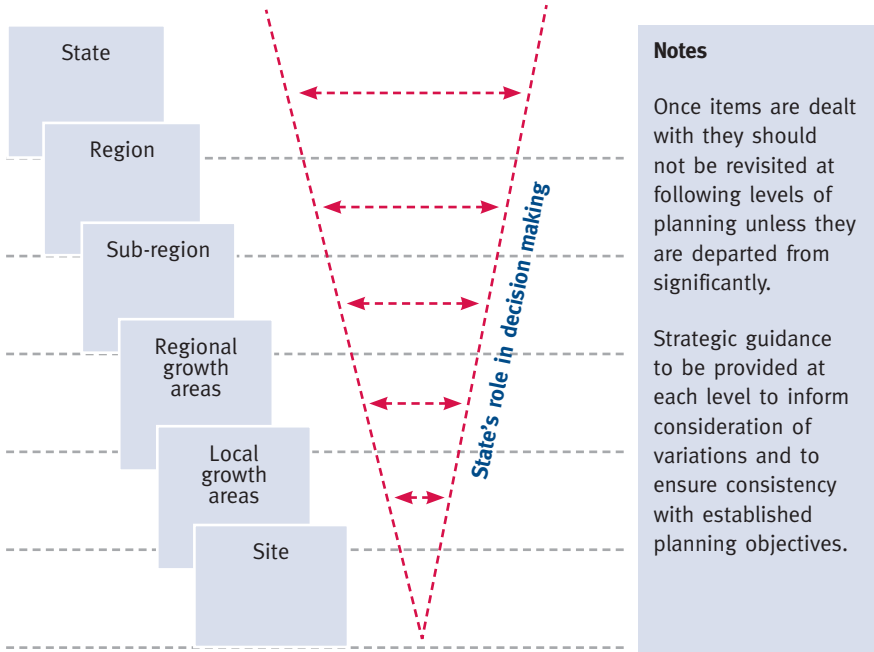
Scale is important in Development Area planning. Regional Development Areas (such as Ripley Valley and Caloundra South) are initially planned at a broad scale, typically through plans that look at the strategic elements necessary to coordinate future urban development such as:

- the pattern of neighbourhoods around town and neighbourhood centres
- arterial roads
- the protection of natural features such as water courses and vegetation
- major open spaces and parklands
- major public transport routes and facilities
- the pattern and disposition of land uses
- schools and community facilities
- staging, timing and responsibilities for proposed infrastructure, including any infrastructure agreements.

Planning of each stage of Local or Regional Development Areas is carried out through plans that may include:

- neighbourhood plans around proposed neighbourhoods and town centres
- existing and proposed commercial centres
- natural features to be retained
- street block layouts
- the street network including street types
- transportation corridors, public transport network, and cycle and pedestrian networks
- land uses including residential densities, and estimates of population and employment yield
- schools and community facilities
- public parklands
- urban water management areas
- local infrastructure needs, timing and proposed delivery mechanisms.

Figure 4: State agency interests



Where possible, planning for state interests will be resolved in the initial planning stage, reducing the role of the state in subsequent detailed planning. Figure 4 gives an overview of how the state's role in decision making should reduce at more detailed levels of planning, with the notable exception of proposals for state-delivered infrastructure such as a hospital.

The Department of Infrastructure and Planning will work to ensure that state interests are included at the appropriate level in order to avoid delays, particularly delays resulting from revisiting strategic level inputs during subsequent detailed planning stages. Figure 4 illustrates the appropriate level of state government involvement proposed in establishing land use plans. Plans for Regional Development Areas will be approved by the state government to ensure all relevant agency inputs have been properly considered and resolved.

New planning guidelines for Development Areas will be prepared to:

- guide who should initiate and undertake land use and infrastructure planning, and how key stakeholders should work together, such as through the early establishment of taskforces
- guide the content of Regional and Local Development Area plans
- guide the process for agency inputs into Regional and Local Development Area plans
- clarify the way in which relevant factors need to be considered when assessing a Regional or Local Development Area plan
- ensure that Regional or Local Development Area plans work efficiently with statutory approvals processes, so that steps properly undertaken in Regional or Local Development Area plans do not need to be repeated in the IPA approvals process.



8.10 Development Area delivery—continued

The immediate aim of the SEQ Regional Plan is for the planning for the Regional Development Areas identified in Table 6 to be prepared. This is required to achieve on-going land supply through the delivery of several large master-planned communities across the SEQ region. The Department of Infrastructure and Planning will collaborate with state agencies, local government and land owners to enable development where consistent with an endorsed Regional Development Area plan.

Infrastructure agreements

Through the SEQIPP, the Queensland Government is committed to significant infrastructure expenditure, which will provide many benefits to sections of the community. In these instances, the Queensland Government considers it reasonable for beneficiaries to bear some of the cost of infrastructure provision.

Where new major infrastructure is required to lead regional development ahead of full anticipated demand, landowners and developers of broadhectare or redevelopment areas who will benefit must contribute to infrastructure provision through an infrastructure agreement. Planning outcomes for Regional and Local Development Areas will be approved only when a satisfactory infrastructure agreement accompanies them. The agreement outlines contributions towards priority state infrastructure and services where required.

The Queensland Government and developers or landowners will negotiate an agreement on an area-by-area basis, taking into account the particular circumstances and exact nature of each infrastructure commitment.

Table 6: Development Areas within the Urban Footprint

| Regional Development Areas | | |
|--|--|--|
| Residential | Employment | Residential and employment |
| Nil | Ebenezer (Ipswich) Bromelton (Scenic Rim) Elimbah East (Moreton Bay) | Ripley Valley (Ipswich) Caloundra South (Sunshine Coast) Palmview (Sunshine Coast) Park Ridge (Logan) Flagstone (Logan) Coomera (Gold Coast) Maroochydore (Sunshine Coast) Yarrabilba North (Logan) |
| Local Development Areas | | |
| Residential | Employment | Residential and employment |
| Kinross Road (Redland) South East Thornlands (Redland) Bahrs Scrub (Logan) Canungra (Scenic Rim) Beaudesert (Scenic Rim) Victoria Point (Redland) | Gatton North (Lockyer Valley) Steiglitz (Gold Coast) | Nambour (Sunshine Coast) Narangba (Moreton Bay) Greenbank Central (Logan) Plainland (Lockyer Valley) |

Map 12 shows both Development Areas, which are inside the Urban Footprint, and Identified Growth Areas, which are outside the Urban Footprint. Development Areas are gazetted by the regional planning Minister and further details (including boundaries) can be found in the relevant gazette notice.

Identified Growth Areas are shown indicatively on this map. They will be subject to further review before their boundaries are finalised and the Minister considers them for inclusion as a Development Area.

Map 12: Development Areas and Identified Growth Areas





8.10 Development Area delivery—continued

Identified Growth Areas

Table 7 identifies areas outside the Urban Footprint which, subject to further investigations, may accommodate growth beyond 2031. The long-term viability of urban development of IGAs will be protected by retaining IGAs within the Regional Landscape and Rural Production Area (RLRPA) to limit further development and fragmentation within the life of the plan. Urban development within an IGA before 2031 will only occur in exceptional circumstances, subject to achieving compliance with the Urban Footprint principles and relevant investigations contained within the sub-regional narratives. Any further consideration of an IGA for urban development will also take into account proximity to existing and planned urban infrastructure networks and associated costs of expanding the network to accommodate growth in the IGA, and achieving a compact urban settlement pattern in the region.

Further investigations are required to determine which of the two residential and employment IGAs on the Sunshine Coast will be seriously considered to accommodate long-term growth. To inform this decision, investigations into the Caloundra South (Halls Creek) and Beerwah–Caloundra South Corridor IGAs will need to consider each site’s ability to comply with the Urban Footprint principles and requirements contained within the Sunshine Coast sub-regional narrative.



Table 7: Identified Growth Areas outside the Urban Footprint

| Identified Growth Areas outside the Urban Footprint (within the Regional Landscape and Rural Production Area) | | |
|--|--------------------------------|---|
| Residential | Employment | Residential and employment |
| New Beith–Round Mountain (Logan) | Greater Bromelton (Scenic Rim) | Yarrabilba (Logan) |
| Westbrook (Toowoomba) | North Maclean (Logan) | Greater Flagstone (Logan) |
| Lanefield–Grandchester (Ipswich) | Beerwah (Sunshine Coast) | Caboolture West (Moreton Bay) |
| Beaudesert South (Scenic Rim) | Purga (Ipswich) | Greenbank (Logan) |
| | Ormeau (Gold Coast) | Caloundra South–Halls Creek (Sunshine Coast) |
| | | Beerwah–Caloundra South Corridor (Sunshine Coast) |

8.11 Rural residential development

Principle

Contain and limit areas allocated for rural residential development to ensure efficient provision of services and infrastructure and limit further land fragmentation.

Policies

8.11.1 Restrict further rural residential development to the identified Rural Living Area and in the Urban Footprint where lands are unsuitable for urban use.

8.11.2 Facilitate opportunities to consolidate existing rural residential development in the Urban Footprint or convert it to an appropriate urban use wherever possible.

Program

8.11.3 Support the conversion of rural residential lands for urban development by facilitating the orderly planning and delivery of land use frameworks and infrastructure.

Notes

Rural residential development is large lot residential subdivision in a rural, semi-rural or conservation setting. Allotments usually have a power supply but a limited range of other services, such as reticulated water and sewerage.

Until now, a significant proportion of new development in the region's rural and semi-rural areas has been rural residential. Sufficient land is zoned or identified as rural residential to satisfy demand beyond the period of the SEQ Regional Plan. The SEQ Regional Plan restricts the amount of committed rural residential land and enables existing areas to be appropriately consolidated by:

- stopping land being further allocated for rural residential development
- restricting future rural residential development to areas within the rural living areas and, in limited cases, the Urban Footprint

- investigating options to consolidate or convert to appropriate urban uses any rural residential areas within the Urban Footprint.

While rural living is important to the lifestyle of people in the region and provides choices in living opportunities, it has not always been well planned or located. If any more land in the Regional Landscape and Rural Production Area is converted to rural residential uses, potential problems are likely to emerge, including:

- scattered communities without access to services and facilities
- lost productive agricultural land in some areas
- declining rural character and lost regional liveability
- potential poor land management resulting in land degradation, loss of biodiversity and declining water quality
- fragmented land on the urban fringe that may be more suitable for future urban development
- long commutes to work.



9. Employment location

Desired regional outcome 9

Plan for employment to support a strong, resilient and diversified economy that grows prosperity in the region by using its competitive advantages to deliver exports, investment and sustainable and accessible jobs.



In recent years, SEQ's economy and labour markets have grown faster than the Australian average. This has been driven by a rapidly growing population and the need for services to support Queensland's resources boom.

SEQ's economy is based predominantly on services, although the nature of economic activity and employment vary throughout the region. The top four sectors for employment in SEQ are retail trade, health care and social assistance, manufacturing and construction.

Tourism in SEQ contributes more than \$5.2 billion to Queensland's economy and directly employs more than 68 000 people. The rural economy also plays a significant role in the region and will expand through capitalising on existing advantages, creating greater diversity, increasing adaptability and productivity, value-adding and improving access to markets.

To sustain the region's high living standards, it is necessary to strengthen and diversify the region's economy. *Toward Q2: Tomorrow's Queensland* sets a target that Queensland will be Australia's strongest economy and recognises that innovation and skills are necessary to improve productivity.

To continue economic growth and development, the government must:

- set aside sufficient land for future economic use
- provide infrastructure and services, such as transport and freight networks and information and communication technology
- create knowledge centres based on educational, scientific and technological institutions
- provide competitively priced services, including wastewater, water and power.

Continuing housing growth will increase population-led jobs in emerging residential areas. Creating appropriate business settings in the planning of new developments will stimulate further investment in these areas.

Creating highly skilled jobs in knowledge-based industries will be important to achieve regional economic diversification. Attractive living and working environments, and lifestyle opportunities, are essential to create communities with high levels of self-contained employment.

Employment is not evenly distributed across the region. To achieve balanced growth, consideration needs to be given to the identification of additional business and industry needs in appropriate locations throughout SEQ.



9.1 Balanced and diverse employment

Principle

Develop a diversified regional economy within each sub-region that retains local jobs and builds on regional and sub-regional competitive advantages and specialisations.

Policies

- 9.1.1 Support expansion of the services sector and growth of specialised technology-based manufacturing with supportive locations and infrastructure.
- 9.1.2 Target development of high value-added and knowledge-based industries, and facilitate private sector investment in the region's economy.
- 9.1.3 Plan for balanced employment growth within each sub-region that builds on competitive advantage, including securing and protecting appropriate locations for future employment and enterprise expansion.

Programs

- 9.1.4 Maintain the SEQ Regional Plan Economic Development Opportunities Profiles through the SEQ Growth Management Program.
- 9.1.5 Consider employment needs and employment land requirements, including type, location and timing, when preparing local government strategic frameworks.
- 9.1.6 Develop industry clusters and partnerships, targeting industries relevant to each sub-region's competitive advantages and market opportunities.
- 9.1.7 Initiate and implement projects that support economic development of the Western Corridor.
- 9.1.8 Local governments to demonstrate employment self-containment in planning decisions, including planning scheme review.

Notes

Land capacity for employment is provided within the Urban Footprint to 2031. The urban settlement pattern supports the protection, expansion and enhancement of existing land and identifies further land to accommodate anticipated growth for economic and employment needs.

The plan advocates that job creation and employment diversification opportunities are maximised in all new major urban development areas and regional activity centres, including town centres, major industrial areas, ports and knowledge centres.

Opportunities for sustainable economic growth are supported through the identification and planning of appropriate land areas with sufficient diversity to accommodate a range of industrial, commercial and retail models.

The dominance of the services sector in the SEQ economy will strengthen, especially in advanced business services, knowledge-intensive industries and design-based and creative industries that are trade exposed and compete in the global economy.

The region supports manufacturing and expanding food, pharmaceutical and energy-related industries that also compete in the global economy through applied research, tailored design solutions and appropriate technologies.

To drive the future services sector and specialised, technology-based manufacturing growth, the SEQ region must:

- provide business settings that accelerate innovation and creativity, and adopt appropriate technologies by traditional and new economy industries

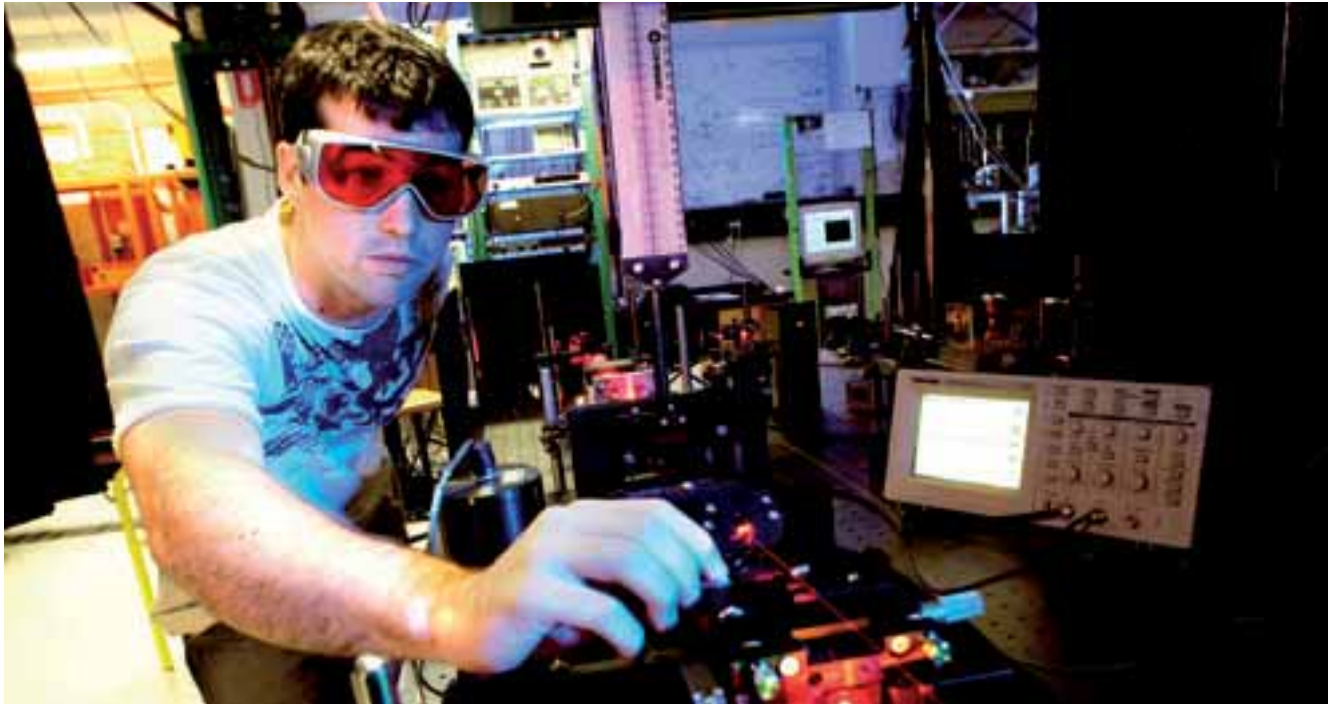
- provide highly effective and efficient transport infrastructure, and make the best use of high-frequency public transport, active transport networks and freight routes
- provide world-class, low-cost, high-speed telecommunications infrastructure
- support the clustering of public and private research institutes, businesses that use the latest technology, and advanced business and support services.

The SEQ Regional Plan provides for employment growth through:

- providing for employment opportunities in transit corridors, Development Areas, activity centres, and enterprise precincts
- planning for industry and business lands and clusters of science and technology, and clusters of health, education and training, and protecting these lands and clusters from incompatible development
- facilitating rural enterprises, recreation and tourism activities in the rural areas of the region.

Employment is not evenly distributed across the region. In particular there is need for:

- office-based businesses and government and community services in centres outside the Brisbane CBD, particularly in high growth areas such as the Sunshine Coast, Moreton Bay, Gold Coast, Ipswich, Toowoomba and Logan
- manufacturing and logistics employment in the Sunshine Coast, Ipswich, Moreton Bay, Gold Coast, Scenic Rim, Toowoomba, Lockyer Valley, Somerset and Logan.



9.1 Balanced and diverse employment—continued

Consideration therefore needs to be given to identifying employment requirements for each sub-region—particularly in areas of high population growth. This will ensure that sufficient land is set aside for future employment use.

To achieve this, local government will consider employment needs and requirements for employment land—including type, location and timing—when preparing strategic frameworks. This will position local government to ensure that there is sufficient employment land available across each sub-region.

SEQ Regional Plan Economic Development Opportunities Profiles

Economic development opportunities throughout SEQ have been identified and mapped, with profiles prepared for each site or area.

Locations recognised as ‘new economy’ science and technology opportunity areas have been mapped and profiles prepared (see Map 13 and Map 14). These areas occur where the government and private sector organisations have invested major research infrastructure and where land must be secured to create future creative industry, science and knowledge-based hubs in SEQ.

The plan also identifies locations for catalytic new health, education and training opportunity areas, such as hospitals, education or training institutes, which could provide the stimulus and focus for future ‘new economy’ business clusters (see Map 15 and Map 16).

Map 17 and Map 18 combine the economic development opportunities clusters into larger employment opportunity

precincts for local area planning by local government. The relevant science and technology; health, education and training opportunities comprising each employment opportunity are listed in Table 8.

Enterprise opportunity areas are also identified (see Map 19) where business and industry benefiting from high-quality access to regional freight corridors, proximity to workforce, and separation from conflicting uses are expected to cluster.

The opportunities have been included in the SEQ Regional Plan to outline locations for economic development in SEQ, and alert state and local governments to existing and prospective locations. This will ensure that these areas are not lost to other uses before having regard for their potential for economic development and employment.

Local government should have regard to the profiles when drafting planning schemes in order to draft statutory provisions that will facilitate appropriate uses and prevent incompatible uses. In this way essential land can be set aside for long-term economic development and employment.

The profiles are meant to be dynamic and are proposed to be released with and updated annually through the SEQ Growth Management Program in consultation with other agencies and local government. The update will review the opportunity area to see if it is still relevant to be listed, reflect any changes within the opportunity areas to be retained, and list new opportunity areas as they arise. In this way industry, and state and local government will have an up-to-date snapshot of key enterprise opportunities throughout SEQ—facilitating planning and investment for employment and enterprise activity.

9.1 Balanced and diverse employment—continued

Table 8: Employment Opportunity Areas

| Employment opportunity areas Maps 17 and 18 | Science and technology opportunity areas Maps 13 and 14 | Health, education and training opportunity areas Maps 15 and 16 |
|---|---|--|
| B1 Boggo Road / Buranda | B13 Pharmaceutical, Biomedical Education and Research, Princess Alexandra Hospital B14 Ecosciences Precinct, Boggo Road | B9 Princess Alexandra Hospital B10 Ecosciences Precinct, Boggo Road |
| B2 Chermside | | B13 Prince Charles Hospital |
| B3 Herston / Kelvin Grove | B9 Qld Academy for Creative Industries / Institute of Health & Biomedical Innovation, Kelvin Grove B10 Qld Institute of Medical Research / Australian eHealth Research Centre, Herston | B6 Royal Brisbane and Royal Womens Hospitals |
| B4 Toowong | B5 Information Technology, Toowong | B15 Wesley Hospital B3 Qld Academy of Science, Mathematics and Technology, Toowong |
| B5 Nathan / Coopers Plains | B15 Griffith Knowledge Precinct B16 Health and Food Science Precinct, Coopers Plains B17 Innovation Park, Nathan | B11 Griffith University, Nathan B12 Griffith University, Mount Gravatt |
| B6 Pinjarra Hills | B4 UQ Pinjarra Aquatic Research Station | |
| B7 South Brisbane | B12 Education and Training Precinct, South Bank | B7 Queensland Children's Hospital, South Brisbane B8 Enterprise and Training Precinct, South Bank |
| B8 University of Queensland, St Lucia | B8 Qld Biosciences Precinct, UQ, St Lucia | B1 UQ St Lucia Campus |
| B9 Eight Mile Plains / Rochedale | B6 Brisbane Technology Park, Eight Mile Plains | |
| B10 Australia TradeCoast | B1 Skills Tech Campus, Eagle Farm | |
| I1 Amberley | I1 Amberley Aerospace and Defence Support Centre | |
| I2 Ipswich CBD | | I3 Ipswich Hospital I4 UQ Ipswich Campus |
| I3 Springfield | | I1 Springfield Education City I2 Springfield Health City |
| L1 Meadowbrook | | L1 Griffith University Campus and Hospital, Meadowbrook |
| M1 North Lakes | | M1 North Lakes Health Precinct |
| G1 Coomera | G1 Film and television training | G1 Film and Interactive Media Cluster G7 Coomera TAFE |
| G2 Robina | | G2 Robina Hospital G6 Bond University, Robina |
| G3 Southport | G2 Gold Coast Hospital and Knowledge Precinct G3 Qld Academy of Medicine and Health Sciences | G3 Griffith University, Gold Coast G4 Gold Coast University Hospital and Knowledge Precinct G5 Qld Academy of Medicine and Health Sciences |
| LV1 University of Queensland, Gatton | LV1 CSIRO, Gatton LV2 UQ School of Veterinary Science | |
| S1 Sippy Downs | S2 Information and Communication Technology Business Hub, Sippy Downs | S1 University of Sunshine Coast, Sippy Downs |
| S2 Kawana | | S2 Sunshine Coast University Hospital |
| T1 University of Southern Queensland, Toowoomba | T1 Tor Street Laboratories | T1 USQ Campus, Toowoomba |
| T2 Toowoomba Health Hub | | T2 Toowoomba Health Hub |



9.2 Innovation and technology

Principle

Plan for existing and emerging clusters of science and technology, and health, education and training, and protect them from incompatible development.

Policies

9.2.1 Secure locations with significant investment in science and technology, and health, education and training infrastructure, and allow for future expansion of these activities together with complementary businesses and services.

9.2.2 Protect science and technology, and health, education and training clusters as identified in the SEQ Regional Plan Economic Development Opportunities Profiles from incompatible development when making a decision on a planning scheme amendment or development application.

Programs

9.2.3 Create attractive business environments for each cluster that support creativity, innovation, research and development, and are attractive to new business founders and to employees with creative, business, research, technical, technology and trade skills.

9.2.4 Facilitate the provision of infrastructure support (including advanced telecommunications and high-frequency public transport services) to underpin the international competitiveness of the new economy clusters.

Notes

The private sector and the state and federal governments have invested heavily to create specialised science, innovation and technology hubs; new health, education and training institutes; and centres of business excellence. The continuing growth of Queensland's international reputation for research and development, and economic specialisations, is crucial to the region's future competitive advantage.

To retain and grow the region's global business competitiveness and create region-wide employment outcomes, locations with the best opportunities to commercialise applied research and knowledge-intensive industry clusters must be secured. These must also be linked into a network of appropriately located business enterprise areas.

These specialised science, innovation and technology activities must be able to expand at these locations, with complementary co-locating businesses and services, to create new hubs of knowledge economy activity. This is essential to achieve efficient business, commercialise applied research, stimulate creativity, and to accelerate innovation and the early adoption of appropriate technologies.

Strategically located land for existing and future innovation, science and technology hubs should be protected for the long-term from inappropriate use and the encroachment of incompatible land uses. Any proposal that could erode the future use of such land for industry and business purposes should be reviewed against the long-term business and employment needs for the land.

New and emerging business clusters are characterised by their strong relationships with education, research and development, skills development and the community. Maps 13–16 provide a snapshot of opportunity areas.

It is recognised that health, education and training institutes could provide the stimulus and focus for future 'new economy' business clusters. *Toward Q2: Tomorrow's Queensland* recognises that research and development, innovation and skills programs improve competitiveness

and productivity. *Toward Q2: Tomorrow's Queensland* sets a target to increase by 50 per cent the proportion of Queensland businesses undertaking research and development or innovation by 2020.

SEQ competes directly with other Australian regions, as well as major North American, European and Asian cities. The SEQ region therefore needs to provide lifestyle and residential choices, as well as attractive working environments that appeal to new business founders, researchers and people with scarce creative, technical, technological and trade skills who want to live and work where they choose.

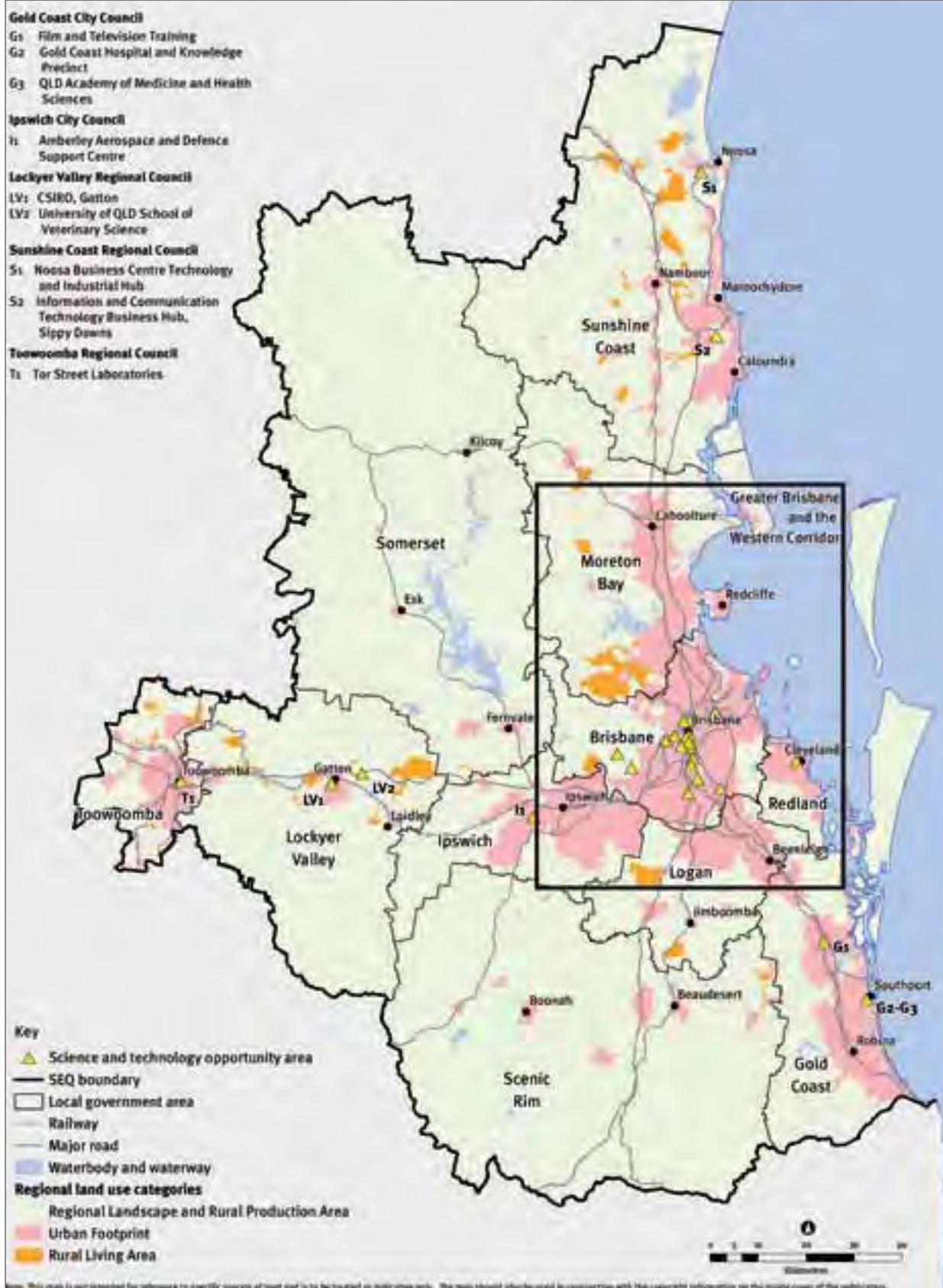
The Brisbane CBD and surrounding inner suburbs accommodate a range of specialised employment precincts including globally recognised knowledge clusters, a developing information and communications technology sector, and substantial research and development activity.

Other research and development opportunities in the science and technology sector are located in other areas of Brisbane such as the Princess Alexandra Precinct, Mount Gravatt and Nathan campuses of Griffith University, Pullenvale, Murarrie and Coopers Plains.

Other centres of applied research, commercialisation and business incubation are located at the University of the Sunshine Coast, Bond University and Griffith University's Gold Coast campus. The ongoing development of university campuses at Ipswich, Springfield and Gatton will be a key factor in diversifying economic activity, future business and industry development, and increasing access to education and training in the Western Corridor.

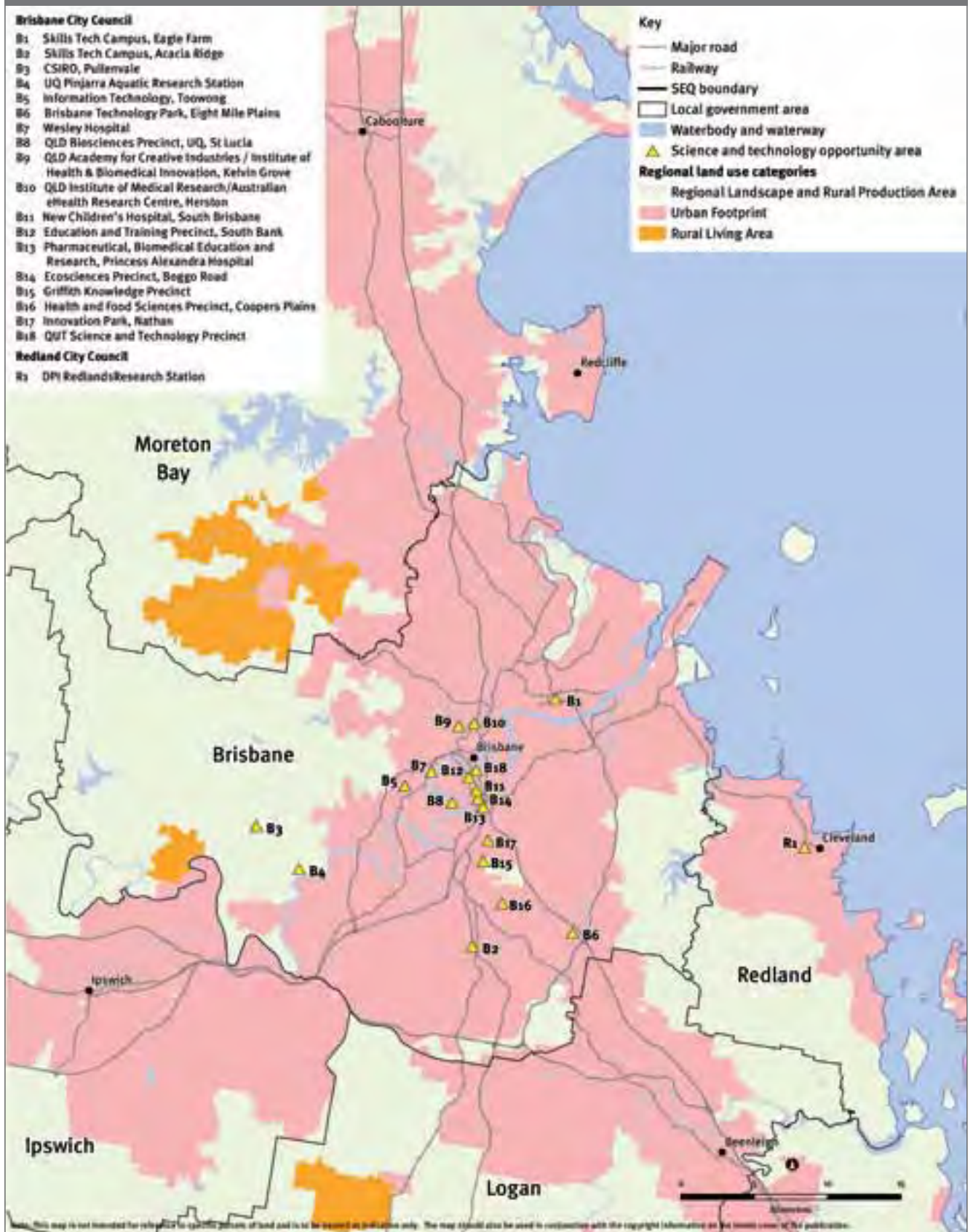
The Gold Coast is also home to a thriving information and communications technology industry, with its creative industry, film, cinema and software product hub, and other concentrations of technology-based enterprises associated with leisure and entertainment industries.

Map 13: Science and technology opportunity areas

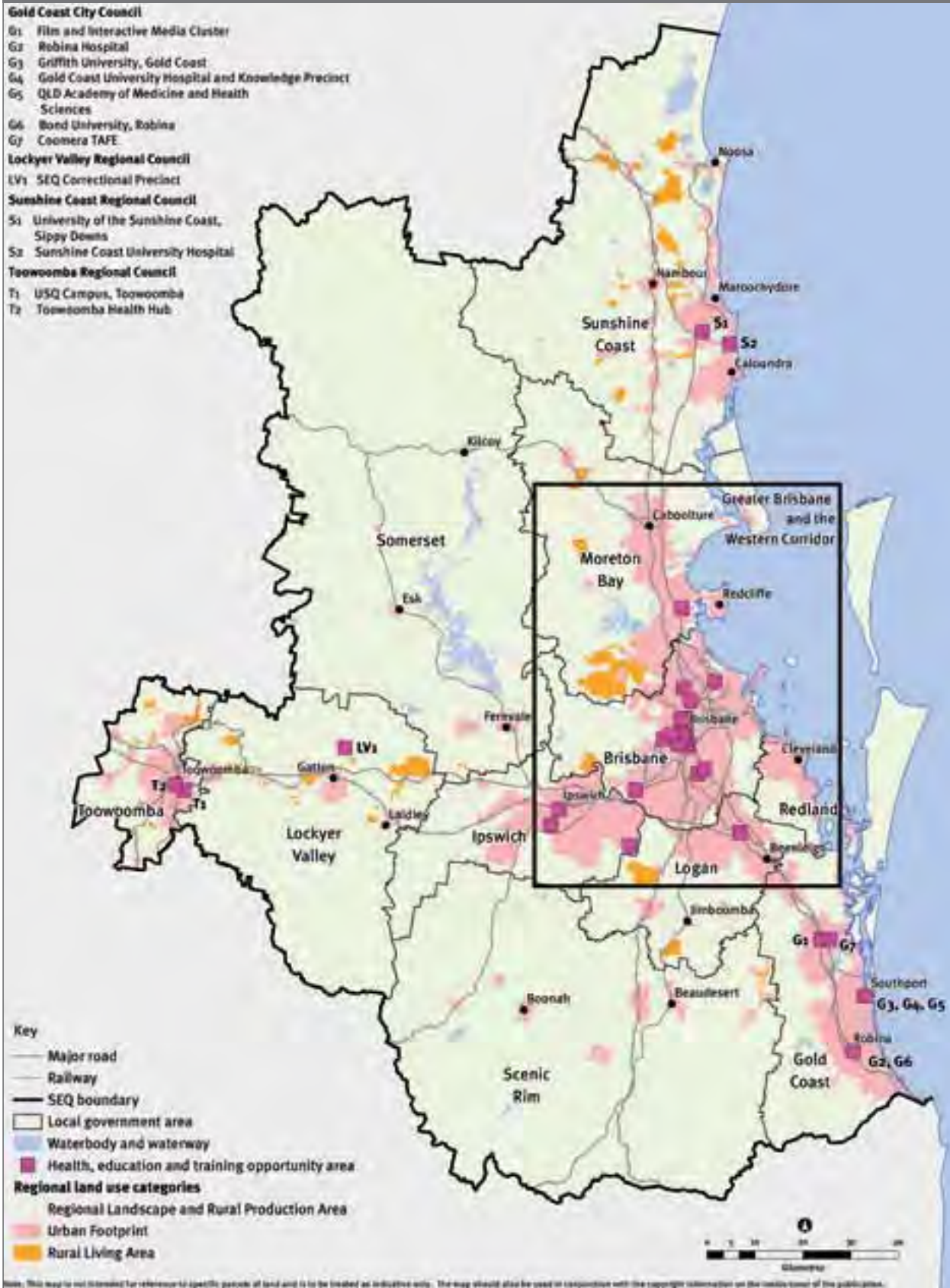




Map 14: Science and technology opportunity areas—Greater Brisbane and the Western Corridor

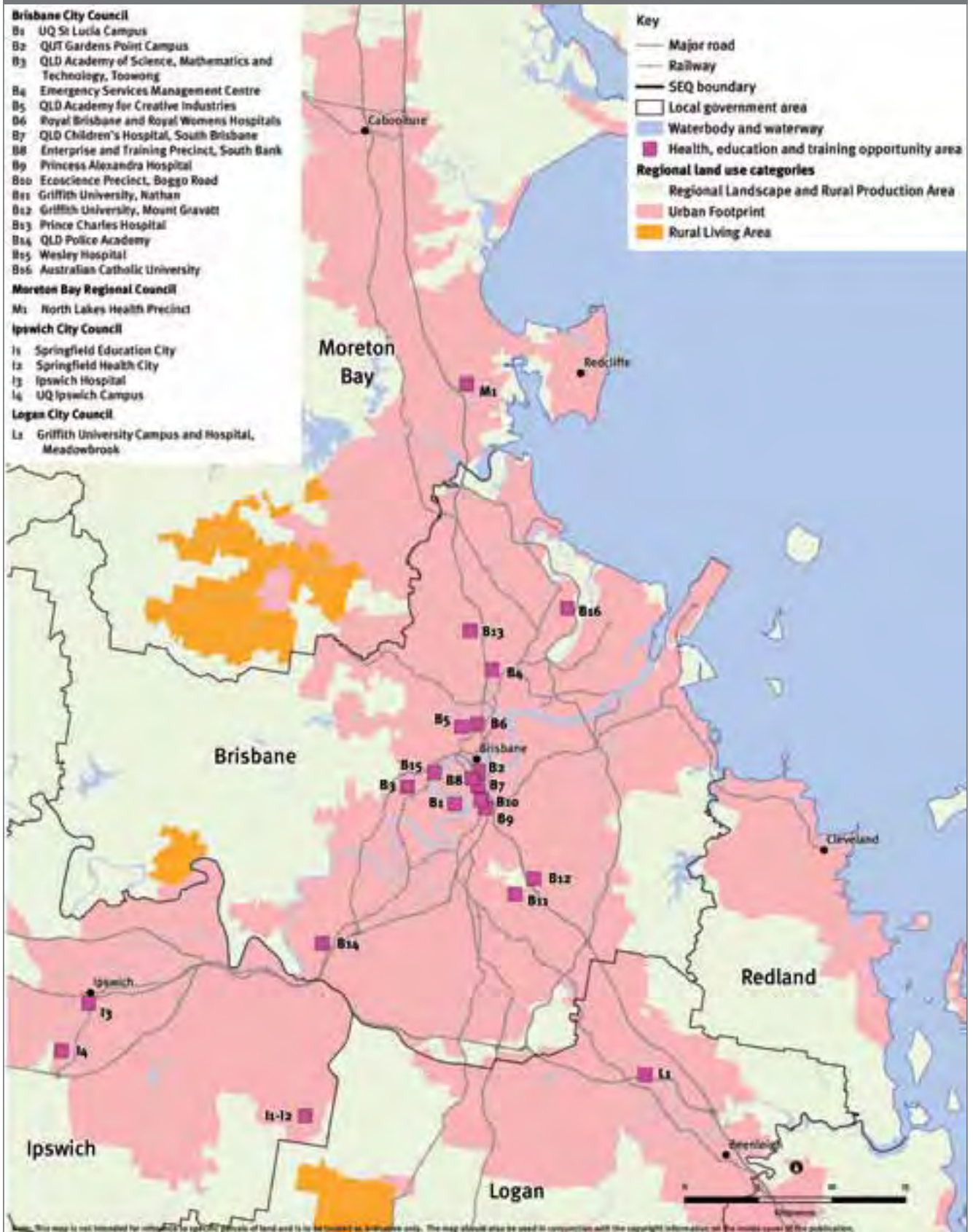


Map 15: Health, education and training opportunity areas





Map 16: Health, education and training opportunity areas—Greater Brisbane and the Western Corridor

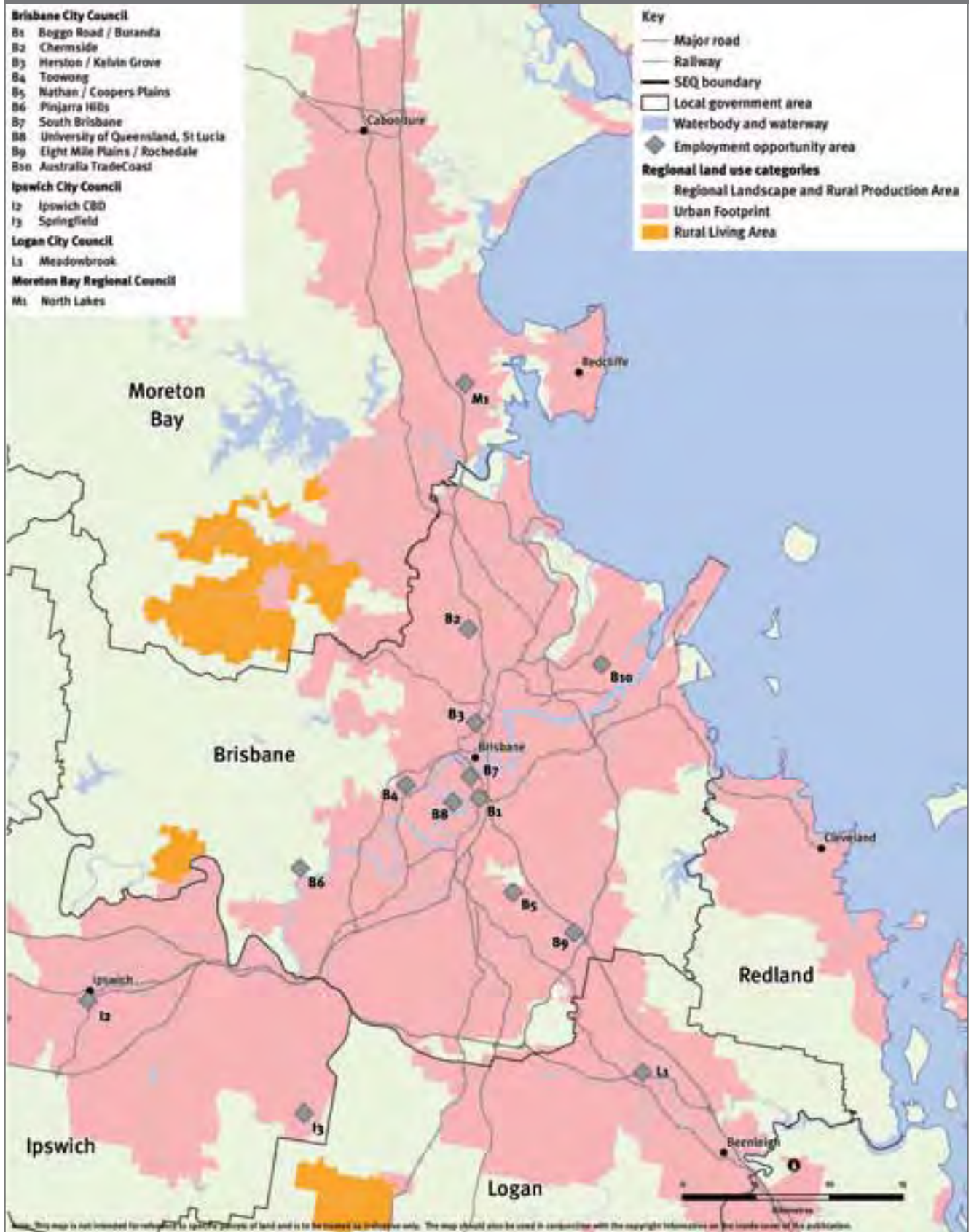


Map 17: Employment opportunity areas





Map 18: Employment opportunity areas—Greater Brisbane and the Western Corridor



9.3 Enterprise opportunities

Principle

Provide sufficient land for business and industry to enable diversified, broad-based, future economic and employment growth across the region.

Policies

- 9.3.1 Secure strategically located land and facilitate planning for future business and industry uses to meet current and future needs of business and industry requirements, including long-term provision beyond the timeframe of the SEQ Regional Plan.
- 9.3.2 Protect sites and areas suitable for enterprise location from incompatible development, as identified in the SEQ Regional Plan Economic Development Opportunities Profiles, when making a decision on a planning scheme amendment or development application.

- 9.3.3 Protect and ensure the long-term security of transport terminals (including ports), other utilities and special uses.
- 9.3.4 Encourage the relocation of large-scale industrial, warehousing, transport and storage businesses from inner suburbs to release these sites for higher and better use.

Programs

- 9.3.5 Facilitate planning and provide infrastructure support to underpin the competitiveness of enterprise areas.
- 9.3.6 Create attractive enterprise business environments that support business and industry, and complementary activities.
- 9.3.7 Monitor industrial land supply through the SEQ Growth Management Program.

Notes

SEQ's long-term economic future depends on improving the competitiveness of local trade-exposed businesses. They must be able to expand in particular locations, such as land for marine industries requiring deep water frontage, or land for freight and logistics centres requiring rail and regional road access. This includes land for export and knowledge-based businesses requiring ready port and airport access.

Strategically located land in areas with good motorway, regional arterial, port, airport or rail access should be secured for business and industry serving the wider region, or importing and exporting goods and services outside SEQ.

Providing a broad range of economic and employment opportunities in each part of the region will reduce long-distance commuting and employment difficulties, and help grow local business.

The Western Corridor and the Australia TradeCoast will provide substantial opportunities for enterprise growth.

The state government has also committed to significant employment growth in the Western Corridor, identifying large areas of land for large-scale industries and logistics. These areas are adequately separated from sensitive land uses and have excellent freight transport links to state and national highways and rail networks. The Western Corridor will also accommodate significant residential growth, providing easy access to a workforce with the appropriate mix of skills for local industries. Additionally, the *South East Queensland Infrastructure Plan and Program* prioritises investment in transport infrastructure, and training and upgrading skills in the Western Corridor.

The Australia TradeCoast, which includes Brisbane Airport and the Port of Brisbane, is Queensland's gateway to the world and SEQ's main industrial, export and logistics hub. It is an essential driver of the region's economic growth and a significant employment generator. The area has potential to further develop as a major industrial and logistics hub on a national and international scale.

Additional lands will be required to ensure greater sub-regional self-containment of industry and business growth. An increasingly pressing need exists to provide sites for regional logistics operations that will support the rapidly growing population and emerging industries on the Sunshine Coast.

Scarce land for business and industry at strategic locations must not be squandered on land uses and activities that

may have many other locational options. Strategically located land for existing and future business and industry use should be protected for the long-term from inappropriate use and the encroachment of incompatible land uses. Any proposal that could erode the future use of such land for industry and business purposes should be reviewed against the long-term business and employment needs for the land.

Complementary and competing businesses and support services should be co-located in attractive business environments. This will draw new business investment, and attract experienced employees with scarce business, technical, technology and trade skills.

High-impact and large-scale transport, manufacturing and logistics industries often have specific site and location requirements. These include adequate road access; rail access; access to high-capacity power and water supplies; access to the coast, deep water frontage, or proximity to a port; or access to airport or interstate transport services. Certain industrial activities also require spatial separation from sensitive land uses, such as residential areas. This is also relevant for activities with possible off-site impacts or those which operate outside normal business hours.

Investigations are underway in southern Queensland to identify a 50-year landbank for large-scale and high-impact industries to service the SEQ region. Studies are required to determine the suitability of areas within the region for these types of industries. Such investigations would typically address a wide range of environmental, land use, social, and infrastructure issues.

Providing sufficient land for future large logistics operations is important to SEQ's continuing economic health and export future. Major opportunities exist for a multi-modal inland port at Charlton–Wellcamp in Toowoomba and at Ebenezer–Purga in the Western Corridor. Bromelton, located on the standard gauge rail link near Beaudesert in the region's south, offers opportunities for longer term industrial development, particularly in large-scale logistics and light industry.

Morayfield Business Park Enterprise, Wulkuraka Industrial Area, Coolum Industrial Area, Steiglitz Enterprise Areas and North MacLean Opportunity Area are considered for long-term development.

Enterprise opportunity areas have been identified in the SEQ Regional Plan Economic Development Opportunities Profiles (see Map 19).



Map 19: Enterprise opportunity areas



10. Infrastructure

Desired regional outcome 10

Plan, coordinate and deliver regional infrastructure and services in a timely manner to support the regional settlement pattern and desired community outcomes.



Toward Q2: Tomorrow's Queensland sets a target for 2020 that Queensland is Australia's strongest economy with infrastructure that anticipates growth. Within the context of the SEQ Regional Plan, this includes economic (transport, water and energy), social (education, health, emergency services and corrective services) and environmental (natural areas, open space and recreational opportunities) infrastructure that supports sustainable regional growth. One of the challenges of rapid population growth with a dispersed low-density urban settlement pattern in SEQ has been providing well-located and timely infrastructure. New development should be situated in locations that allow efficient infrastructure extensions, and its form and density must support cost-effective infrastructure provision.

Key challenges for infrastructure include:

- maximising the use of existing infrastructure by managing it efficiently and effectively

- using demand management strategies to maximise the use of existing infrastructure and minimise the need for new infrastructure
- establishing a balance between upgrading existing infrastructure and prioritising, coordinating and funding new infrastructure projects
- giving priority to development in infrastructure-rich areas
- avoiding, minimising and offsetting the impacts of infrastructure
- developing innovative funding and delivery mechanisms.

The timely provision of appropriate infrastructure is also critical to achieving the Queensland Government's economic development and employment objectives. For example, industrial development in the Western Corridor is dependent on the availability of transport, power and water infrastructure.

Development proposed without existing or planned infrastructure will have to demonstrate how infrastructure can be provided and funded prior to the development being approved.

The Smart State Strategy supports education, training and skills, research and development, and innovation projects. It provides funding initiatives for infrastructure to support research facilities and technology incubators.

The *South East Queensland Infrastructure Plan and Program* (SEQIPP) outlines the Queensland Government's infrastructure priorities to support the SEQ Regional Plan. It establishes priorities for regionally significant infrastructure within a 20-year planning timeframe. The SEQIPP ensures state agencies align their infrastructure and service priorities with the SEQ Regional Plan. It also provides coordination of infrastructure and services provided by state agencies, government-owned corporations, local government and the private sector.





10.1 Supporting regional growth

Principle

Use infrastructure to support desired regional growth and help create a more compact urban pattern, cohesive urban and rural communities, and regional economic development.

Policy

10.1.1 Identify and plan infrastructure that supports the SEQ Regional Plan, shapes the preferred settlement pattern and provides greater certainty for development.

Notes

Toward Q2: Tomorrow's Queensland sets a target for 2020 that Queensland is Australia's strongest economy with infrastructure that anticipates growth. The Queensland Government has made a commitment to long-term infrastructure planning through SEQIPP. However, to remain effective, this relies on sharing information among state agencies and local government to identify, fund and deliver significant infrastructure sequenced with development.

Program

10.1.2 Upgrade infrastructure and services in a timely manner to facilitate greater development and redevelopment in established urban areas, including in activity centres.

Use of infrastructure programs to support and direct development can substantially influence the preferred settlement pattern and urban form. This includes broadhectare areas, urban infill and redevelopment sites and activity centres.

The location and timing of infrastructure delivery can also drive economic development activities and the distribution of employment opportunities.

10.2 Infrastructure planning, coordination and funding

Principle

Coordinate, prioritise and sequence infrastructure through strategic plans, programs, budgets and statutory planning.

Policy

10.2.1 Coordinate and integrate the planning and delivery of infrastructure services at regional, sub-regional and local levels.

Programs

10.2.2 Use information from the SEQ Growth Management Program, including demographic forecasts and additional dwellings in existing urban areas, to inform infrastructure planning and service delivery.

10.2.3 Update the SEQIPP annually to support the implementation of the SEQ Regional Plan.

10.2.4 Align and coordinate infrastructure plans, priorities and budgets of state agencies with the SEQ Regional Plan and SEQIPP.

10.2.5 Identify the best delivery options and funding mechanisms for infrastructure projects with due consideration of benefits, public interests and risk management.

10.2.6 Develop mechanisms such as State Infrastructure Agreements for Development Areas where appropriate.

Notes

Significant cost and service efficiencies can be achieved by improving coordination among individual infrastructure agencies and among infrastructure, land use and economic planning agencies.

The SEQIPP is the principal mechanism for identifying, prioritising and delivering infrastructure projects to support the SEQ Regional Plan. The SEQIPP is based on the principle that strategically focused infrastructure investment will help to lead and support the preferred pattern of development and achieve key policy outcomes. In some instances, this means implementation ahead of existing need.

Infrastructure coordination takes place at national, state, regional and local levels. To ensure coordination with federal and local government, the Queensland Government will continue to cooperate and consult extensively with stakeholders, industry and interest groups to achieve a shared understanding of infrastructure issues and priorities.

Funding of regional infrastructure must address whole-of-life costs to ensure equity between current and future beneficiaries and users. Where appropriate, options for

funding and delivery of these projects will be evaluated through the Queensland Government's value for money framework. This framework promotes innovation and ensures maximum effectiveness of planned investment.

A number of funding and charging mechanisms are used to finance infrastructure projects and services. These include federal and state taxes, local government rates, state agency funding, special-purpose levies, user charges, private investment, public private partnerships and developer contributions. The Queensland Government has a process to identify projects that are suitable for public private partnerships.

Where the Queensland Government is providing new infrastructure to lead development ahead of anticipated demand, landowners and developers of new areas who stand to benefit significantly will be required to contribute to capital works infrastructure provision through mechanisms such as a State Infrastructure Agreement, or contribute works or land in lieu. In some instances, mechanisms such as State Infrastructure Agreements can support the timely delivery of infrastructure programs ahead of anticipated demand.

10.3 Managing demand

Principle

Manage demand and influence consumer behaviour to maximise the use and benefits of existing infrastructure, and minimise the need for additional infrastructure and services.

Notes

Demand management aims to make better use of existing infrastructure by modifying consumer behaviour, rather than directing limited resources towards major new or upgraded infrastructure. It is commonly considered in relation to transport, water and energy resources.

Demand management initiatives can include a broad range of economic, social planning and regulatory tools, for example:

Policy

10.3.1 Incorporate demand management principles in transport, water, energy, built and other infrastructure planning.

- educational or incentive measures to bring about voluntary changes to consumer behaviour, including reductions in use
- the introduction of technology to make better use of existing resources
- restrictive or pricing measures designed to reflect the true cost or increase the comparative attractiveness of alternatives.

10.4 Protecting key sites and corridors

Principle

Identify, protect and manage key infrastructure sites and corridors.

Policy

10.4.1 Identify, preserve and protect key sites, corridors and buffer areas for current and future regional infrastructure and services.

Notes

To achieve the strategic intent of the SEQ Regional Plan, sites and corridors for infrastructure such as transport and freight networks, pipelines, dams, transmission lines, outdoor recreation trails and biodiversity networks must be identified and preserved well ahead of time. The SEQIPP identifies a number of investigations where, dependent on circumstances, it would be prudent to preserve potential corridors and sites at an early stage.

Environmental offsets are a key mechanism to counterbalance any unavoidable loss of environmental values. Offsets requirements arising from infrastructure development are subject to the *Queensland Government*

Programs

10.4.2 Identify opportunities for co-location of joint infrastructure services, sites and corridors.

10.4.3 Minimise impacts from essential economic infrastructure by providing offsets in accordance with the principles of the *Queensland Government Environmental Offsets Policy* and relevant specific issue offset policies.

Environmental Offsets Policy and relevant specific-issue offset policies including Vegetation Management, Koala Habitat, Marine Fish Habitat and proposed Biodiversity Offsets policies. Offsets may also be provided to enhance community facilities and recreational opportunities.

Co-locating infrastructure has the potential to reduce the need for new infrastructure sites and corridors, thereby reducing the overall cost to the community. For example, emergency services, transport and public utilities could be co-located in generic infrastructure corridors.



10.5 Energy

Principle

Provide energy generation production, transmission and distribution capacity to meet the needs of a growing population and support the use of viable low emission energy sources where appropriate.

Policies

- 10.5.1 Identify and prioritise additional electricity transmission lines, substations and auxiliary infrastructure required to support the preferred pattern of development.
- 10.5.2 Identify, preserve and acquire sites and corridors for substations, easements and other necessary energy infrastructure.
- 10.5.3 Ensure energy infrastructure agencies address long-term regional energy needs.

10.5.4 Ensure the use of gas as an additional energy source is considered for new developments.

10.5.5 Increase the proportion of energy derived from low emission and renewable sources to reduce greenhouse gas emissions from electricity use.

10.5.6 Encourage opportunities for low emission, renewable and decentralised sources of energy supply and supporting infrastructure.

Program

10.5.7 Identify and protect optimal locations for low emission, renewable energy resources, taking into consideration needs and constraints arising from market mechanisms, infrastructure and growth.

Notes

As a result of national competition reforms, the electricity industry in Queensland operates as an open market. The Queensland Government's principal role in this market is to ensure a supportive investment climate exists to encourage timely investment to meet emerging demands.

The Queensland climate strategy includes a comprehensive package of initiatives designed to secure the state's stationary energy supply, and balance the government's climate change response, while maintaining economic prosperity. The policy measures will ensure that the Queensland stationary energy sector makes an equitable contribution to meeting a national greenhouse gas reduction target of 60 per cent below 2000-level emissions by 2050. This will be achieved by accelerating the development and widespread deployment of low emission and renewable technologies.

The electricity generation sector is competitive, with substantial private sector interest in providing future generating capacity. The Queensland Government monitors investment activity to ensure there is adequate generation capacity for the region as it grows.

Powerlink's annual transmission network planning process takes into account forecasts of future electricity demand growth and anticipated power generation developments, including from

renewable sources. New large-scale generation developments are likely to occur in locations that are outside the major electricity consumption centres in SEQ. As such, a stronger transmission grid will be needed to transport electricity to consumers from new generators such as wind farms, geothermal (hot rocks) and large-scale solar thermal as well as clean coal and low CO₂ emission gas generators. Powerlink's annual transmission network planning process is already designed to accommodate market-driven changes in generation and should be able to effectively manage the impact of changes in the generation mix in response to climate change and carbon emissions. Significant new distribution infrastructure will also be required.

Demand for gas in SEQ is increasing. As a result, challenges for the gas industry in this region include:

- ensuring transmission and distribution infrastructure can keep pace with future demand requirements and changing customer use patterns, especially in the domestic, commercial and small industrial sectors
- expanding and optimising the use of gas distribution networks
- maintaining growth in exploration and production of gas for the SEQ market
- providing a sound legislative and regulatory base for future growth of competitive gas markets.

10.6 Information and communication

Principle

Provide affordable access to high-speed broadband telecommunications.

Program

10.6.1 Expedite the deployment of high-speed broadband telecommunications in SEQ.

Notes

The Australian Government has principal responsibility for the policy and regulatory environment of the telecommunications industry. State and local governments are constrained in the range of actions available to influence investment in telecommunications infrastructure.

In recent years, the policy environment has been progressively deregulated. While a more competitive marketplace for telecommunications infrastructure has developed, the incumbent provider is still the primary supplier of the connection to the individual or end user, mainly existing copper wire connections.

There is duplicated access to advanced fibre optic telecommunications in many metropolitan areas, but gaps in infrastructure provision to most outlying and more remote areas. Fibre optic cable is still considered to be the optimal technology to provide the next generation broadband. However, other technologies, such as asymmetric digital subscriber line (ADSL) and wireless technology, will also be used in particular situations to satisfy demand, particularly in multistorey buildings, and outlying and remote areas.

At present in Queensland, different processes are applied by state and local governments when assessing approvals for telecommunications infrastructure. State and local governments are working together to review this, with the aim of providing a consistent approach to infrastructure approvals across the state.

Broadband services are an indispensable component of business growth and efficiency in modern economies, as well as being a powerful enabling technology for the information and communication technology (ICT) industry and an important ICT industry sector in their own right. The need for broadband has been recognised by the Australian Government through its commitment to a national broadband network costing \$4.7 billion and servicing 98 per cent of the homes and businesses across Australia. The Australian Broadband Guarantee funding program of \$270.7 million over the next four years currently provides the basis for this improvement.

The Queensland Government has also instituted improvements in the telecommunications infrastructure in Queensland through initiatives such as the Reef Network, SmartNet and Northern.net.



10.7 Waste

Principle

Reduce the need for new landfill sites by minimising waste and associated environmental impacts and maximising re-use and recycling.

Policies

10.7.1 Promote policies that recognise waste as a resource and encourage re-use and recycling of waste to reduce the proportion going to landfill.

10.7.2 Minimise greenhouse gas emissions by diverting green and organic waste from landfill, and by implementing capture and re-use of landfill gas.

10.7.3 Use demand management and pricing policies to encourage better industry and community waste management practices.

10.7.4 Develop an integrated and coordinated system for waste management across the region to encourage efficiencies, economies of scale and innovation.

10.7.5 Make provision for location of adequate sites for future resource recovery facilities across the region, including, where appropriate, creation of resource recovery precincts.

10.7.6 Adopt local solutions for waste management and resource recovery, except where sufficient economies of scale can be gained in regional facilities located close to transport infrastructure.

10.7.7 Adopt full-cost waste disposal pricing to balance the true cost of waste management and encourage waste reduction, re-use, and recycling.

Notes

The expanding population of SEQ results in more waste being produced every year. Finding ways to curb waste production and make better use of finite and precious resources is a key issue for the future sustainability of the region.

Some of the challenges for SEQ are:

- identifying appropriate locations for waste and resource recovery infrastructure within planning schemes
- stimulating investment in new resource recovery infrastructure
- improving resource recovery from households, business and building construction
- maximising transport efficiencies in the waste industry
- finding ways to reduce greenhouse gas emissions from landfills and throughout product lifecycles
- educating consumers about purchasing choices and consumption.

The *State of Waste and Recycling in Queensland 2006* report gives a high-level overview of annual rates of waste generation, recycling and waste sent to landfill.

The Environmental Protection (Waste Management) Policy 2000 and the Environmental Protection (Waste Management) Regulation 2000 establish waste management practices in Queensland to provide improved environmental outcomes. Developed in conjunction with local government and industry, this legislation benefits Queensland communities by improving

the way waste services are planned and managed, and ensuring practices for the disposal of waste are safer and more cost-effective.

The policy provides a preferred waste management hierarchy and principles for achieving good waste management. The waste management hierarchy moves from the most preferred to least preferred method:

- waste avoidance
- waste re-use
- waste recycling
- energy recovery from waste
- waste disposal.

The principles for achieving good waste management include:

- the 'polluter-pays principle'—all costs associated with waste management should, where possible, be met by the waste generator
- the 'user-pays principle'—all costs associated with the use of a resource should, where possible, be included in the price of goods and services developed from that resource
- the 'product-stewardship principle'—the producer or importer of a product should take all reasonable steps to minimise environmental harm from the production, use and disposal of the product.

These principles and the waste management hierarchy provide a basis for waste management programs that may be required as a condition of approval for an environmentally relevant activity for industry, voluntary industry waste reduction programs, and state and local government waste management strategic plans.

10.8 Social infrastructure

Principle

Plan and coordinate the effective and timely provision of social infrastructure.

Policies

- 10.8.1 Identify and plan for social infrastructure provision in sequence with residential development.
- 10.8.2 Provide social infrastructure that is well located and accessible in relation to residential development, public transport services, employment and educational opportunities.
- 10.8.3 Identify and secure sites for social infrastructure, particularly in broadhectare developments located in outlying areas with high service and transport needs, and in development in activity centres and established urban areas identified to accommodate further growth.
- 10.8.4 Provide multipurpose, flexible and adaptable social infrastructure that can respond to changing and emerging community needs over time.
- 10.8.5 Co-locate and integrate community facilities and services to improve service delivery, and form accessible hubs and focal points for community activity, where appropriate.

10.8.6 Identify opportunities to use surplus government land or infrastructure for community purposes.

10.8.7 Engage in partnerships with the private, public and non-government sectors to collaboratively plan and deliver affordable and accessible social infrastructure.

Programs

- 10.8.8 Update and implement the *South East Queensland Regional Plan 2005–2026 Implementation Guideline No. 5: Social Infrastructure Planning* to inform planning for new development.
- 10.8.9 Develop a recreation and sport infrastructure planning implementation guideline.
- 10.8.10 Establish a coordination mechanism to improve information sharing and collaboration between all levels of government, non-government and the private sector for the planning and delivery of social infrastructure.
- 10.8.11 Undertake research into best practice, contemporary models of social infrastructure planning and provision.
- 10.8.12 Develop strategies to address gaps in current social infrastructure planning and provision, including cemeteries.

Notes

Social infrastructure refers to the community facilities, services and networks that help individuals, families, groups and communities meet their social needs and maximise their potential for development, and enhance community wellbeing. They include:

- universal facilities and services such as education, training, health, open space, recreation and sport, safety and emergency services, religious, arts and cultural facilities, and community meeting places
- lifecycle-targeted facilities and services, such as those for children, young people and older people
- targeted facilities and services for groups with special needs, such as families, people with a disability, Aboriginal and Torres Strait Islander peoples and culturally diverse people.

(Source: *South East Queensland Regional Plan 2005–2026 Implementation Guideline No.5: Social Infrastructure Planning*).

Investment in social infrastructure is essential for the health, wellbeing and economic prosperity of communities. It plays an important part in bringing people together, developing social capital, maintaining quality of life, and developing the skills and resilience essential to strong communities.

Key challenges in social infrastructure planning and provision in SEQ include:

- ensuring that existing social infrastructure has the capacity to respond to the diverse and changing community needs of the growing population in SEQ
- gaining access to and providing social infrastructure in rural and urban fringe areas
- finding available space and land for social infrastructure in established urban areas where land is limited and expensive

- gaining maximum benefit and resource efficiencies through new models of social infrastructure development and provision.

To address these challenges, it is necessary to:

- provide social infrastructure in a timely, efficient, coordinated and integrated way
- ensure social infrastructure is accessible through the integration of land use and infrastructure planning
- ensure new developments include the timely provision of social infrastructure
- secure additional space, and retain, redevelop and retrofit existing social infrastructure in development in established urban areas to address changing community needs
- provide additional and accessible social infrastructure in urban-fringe developments, rural areas and urban areas of social disadvantage.

Social infrastructure must be responsive to changing demographics and community needs. For example, an ageing population requires innovative service responses to meet changing needs. New models for the use of, and access to existing and proposed community facilities and services will be required to maximise community benefit. Flexible, adaptable, multipurpose and multifunctional facilities are better able to respond to changing needs over time.

Social infrastructure should be safely and conveniently located, accessible to public transport and pedestrian and cycle paths, and integrated with adjacent and compatible land uses. Integrating and co-locating services and facilities allows a number of uses to occur in one locality or hub. Locating facilities and services in a common space or area can assist in cost-effective delivery, enhancing access and maximising community use.

Collaborative partnerships across government, non-government and private sectors are increasingly required to fund, manage and deliver social infrastructure.



11. Water management

Desired regional outcome 11

Water in the region is managed on a sustainable and total water cycle basis to provide sufficient quantity and quality of water for human uses and to protect ecosystem health.



SEQ contains some of the most valuable waterways and bays in the state. They provide many ecosystem services such as water supply and water quality, recreational opportunities, scenic amenity, transport and food production, and have internationally recognised environmental values. The sustainable management of water and waterways requires protecting the health of aquatic ecosystems so these services can continue to meet human needs.

Freshwater is a limited resource—a fact made very real to the community by the effects of the SEQ millennium drought. Population growth and climate

change will put even more pressure on the state's water resources. The response to the drought and ongoing water supply challenges has included a demand management program; a range of infrastructure projects, which form the SEQ Water Grid; and extensive institutional changes. These measures are described in the *draft South East Queensland Water Strategy* (draft SEQ Water Strategy), which aims to improve standards of water security and management to ensure a sustainable water supply.

To manage water sustainably, it is necessary to address the total water

cycle. This includes managing water resources, land use, waterways, and water quality, to protect the significant aquatic environmental values that underpin the economy, lifestyle and wellbeing of the region's residents. The *SEQ Healthy Waterways Strategy 2007–2012* (SEQ Healthy Waterways Strategy) addresses aquatic ecosystem health and water quality issues in SEQ, and provides measures to avoid or ameliorate the impacts of human activities on waterways under an adaptive management framework.



11.1 Total water cycle management

Principle

Plan and manage water as a valuable and finite regional resource on a total water cycle basis.

Policies

- 11.1.1 Incorporate total water cycle management and water sensitive urban design principles in land use and infrastructure planning.
- 11.1.2 Ensure that planning and management of urban stormwater complies with the design objectives as set out in the *South East Queensland Regional Plan 2009–2031 Implementation Guideline No.7: Water Sensitive Urban Design*.

Programs

- 11.1.3 Undertake sub-regional total water cycle planning for key development areas and where major water infrastructure is planned, to establish objectives, design parameters and a framework for works delivery.
- 11.1.4 Develop and implement local total water cycle plans to integrate water cycle management issues not addressed by regional and sub-regional planning.

Notes

Total water cycle management recognises the interrelationships between the human uses of water and its role in the environment. Key principles include:

- natural cycles—minimising the alteration to natural flow and water quality regimes
- sustainable limits—ensuring that the volume of water extracted from a source is sustainable for the community and the environment
- demand management—reducing demand by minimising water use and losses, and maximising efficient use and re-use
- diversity in new supplies—considering all potential sources of water when new supplies are needed, including re-using water and stormwater
- water quality—managing the water cycle at all phases to preserve water quality for the community and the environment.

Total water cycle management encompasses all aspects of water management. This subsection provides a framework for integrating planning by organisations responsible for aspects of the water cycle. The following subsections address elements of the water cycle, and include specific mechanisms for implementation.

In selected areas where large-scale development and significant infrastructure is to occur, the Queensland Water Commission will lead the development of sub-regional total water cycle management plans. The sub-regional plans will integrate land use policy and decisions with waterway health and water supply planning for urban and rural purposes, and involve the key organisations responsible for managing the water cycle. Plans will specify the location of key infrastructure, where major wastewater recycling will occur, and high-level objectives for development to protect water quality and to capture and use stormwater. The outcomes from sub-regional planning will be recommended for inclusion in the Regional Water Security Program under the *Water Act 2000*.

For areas that are not covered by sub-regional plans, decision-making should also be based on total water cycle management principles and should involve the relevant entities with responsibilities for the water cycle. Local governments should develop total water cycle management plans that address their core responsibilities for the water cycle, while considering how they integrate with facets of the water cycle managed by other entities.

Councils' total water cycle management plans will inform planning schemes and development assessment decisions as well as local government works programs. Councils will continue to have a controlling influence over stormwater and local water cycle management through planning instruments. Local governments are required to develop stormwater management plans under the Environmental Protection (Water) Policy. These plans should be incorporated into local government total water cycle management plans, along with other relevant plans such as catchment management plans.

Water sensitive urban design (WSUD) integrates total water cycle management into the urban built form to minimise the effects of development on the natural water cycle and environmental values, and to address water supply and use. All development in SEQ is to incorporate total water cycle management principles and water sensitive design.

Specific requirements for urban development and stormwater are set out in the *South East Queensland 2009–2031 Regional Plan Implementation Guideline No. 7: Water sensitive urban design—design objectives for urban stormwater management*. This document sets minimum urban stormwater management design objectives for water quality, waterway stability and waterway management. The Healthy Waterways Partnership has published a range of design and implementation guidelines to assist the uptake of WSUD by local governments and developers.



11.2 Water supply planning

Principle

Supply sufficient water to support a comfortable, sustainable and prosperous lifestyle, while meeting the needs of urban, industrial and rural growth, and the environment.

Policies

- 11.2.1 Identify and protect existing and proposed water infrastructure sites and buffer areas from encroachment by development that may compromise their viability.
- 11.2.2 Ensure the timing and sequencing of water supply planning is consistent with the framework for urban settlement established within the SEQ Regional Plan.
- 11.2.3 Integrate water supply planning with planning for other elements of the water cycle through sub-regional and local total water cycle planning.

- 11.2.4 Allocate water for all users through water resource planning, including the provision of environmental flows that protect the biological diversity and health of natural ecosystems.

Programs

- 11.2.5 Secure future water supply by finalising the draft SEQ Water Strategy and updating and implementing the Regional Water Security Program.
- 11.2.6 Undertake detailed planning and assessment to meet the local water and sewage distribution needs for the region, within the context of regional, sub-regional, local land use and total water cycle plans.
- 11.2.7 Deliver the SEQ Water Grid in accordance with the Water Regulation 2002.
- 11.2.8 Complete detailed investigations of potential sources of water supply, including centralised and decentralised sources.

Notes

The Queensland Water Commission (QWC) was created in June 2006 to ensure a secure water supply for SEQ. The Commission developed the draft SEQ Water Strategy, to provide a plan to meet future water supply requirements to 2056. The draft strategy builds on the significant developments that have already occurred in response to the millennium drought. It includes a water supply guarantee with specified levels of service to be achieved by ensuring that available supplies always exceed demand, and water is used efficiently.

New institutional arrangements for water supply comprise a bulk supply entity (Seqwater), a manufactured water entity (WaterSecure) a bulk distribution entity (LinkWater) and the SEQ Water Grid Manager. New retailer-distributor entities, owned by councils, will be established to manage local water and sewage infrastructure, as well as water sales. These entities will be based on geographic groupings of councils, to provide more coordinated service delivery.

The Regional Water Security Program will detail supply and demand measures required to achieve water security for the region. It is guided by sub-regional planning, and can specify key water cycle objectives that must be reflected in land use and infrastructure planning. Within this framework, planning and development to ensure that local water and sewage infrastructure and services are sufficient will need to be undertaken by the relevant entities.

Land use planning must protect existing and future sites for water supply infrastructure from encroachment by development that would compromise their viability. The

location of potential desalination sites is being investigated by the QWC, with interim advice released in February 2009. Sites will be classified as priority or reserve. Priority sites will be identified as potential responses to a short-term gap in supply (for example as a result of severe drought), while reserve sites are not expected to be required within the life of the SEQ Regional Plan. Final priority and reserve sites should be incorporated into planning schemes in consultation with the QWC.

Forecasts indicate that supply infrastructure will not need further augmentation until between 2028 and 2042, unless brought forward as part of the response to a severe drought. The draft SEQ Water Strategy provides a planning framework for bringing on supplies at appropriate times to meet projections of normal demand, and options for filling a potential short-term gap in supply.

The *Water Act 2000* establishes a system for the planning, allocation and use of water. Sustainable management under the Act requires that water be allocated for the wellbeing of the people of Queensland and the protection of the biological diversity and health of natural ecosystems, within limits that can be sustained indefinitely. Catchment-based water resource plans take into account surface water, groundwater and overland flow, and provide for environmental needs as well as human uses by providing secure water entitlements with a specified probability of supply. Water resource plans have been completed for the Moreton, Gold Coast, Logan and Mary basins in the region. Groundwater areas identified on Map 20 are managed by the state government, and legislative approvals may be required for taking water from these resources.

Map 20: Water resources and water grid





11.3 Efficient water use

Principle

Achieve targeted reductions in water consumption to decrease pressure on water supplies and the environment.

Policies

- 11.3.1 Ensure that new and refurbished buildings meet the water efficiency and water savings target requirements of the Queensland Development Code.
- 11.3.2 Exceed the water savings target in broadacre development, where cost-effective compared with alternative sources of supply.

- 11.3.3 Utilise water use targets to inform water supply and infrastructure planning and financial assessment.

Programs

- 11.3.4 Implement programs that facilitate non-residential users, including businesses, to move to best practice water use.
- 11.3.5 Implement demand management programs to meet the water use targets in the draft SEQ Water Strategy.
- 11.3.6 Design and manage water distribution infrastructure to meet efficiency and loss-reduction targets.

Notes

Demand management measures significantly reduced water consumption during the millennium drought under the Target 140 provisions, from an average of 296 litres per person per day before restrictions were introduced, to 129 litres for the year to end July 2008. These measures included:

- regulations to achieve structural water efficiency
- rebate schemes to achieve water efficiency in homes and businesses
- community education and behavioural change campaigns
- water restrictions.

At the height of the drought, dam levels sank to below 20 per cent capacity. The drought ended on 20 May 2009, when combined dam levels reached 60 per cent—five years to the day since dam levels were last at this level. With the drought officially over, restrictions will be replaced across SEQ by ongoing permanent water conservation measures from 1 December 2009.

The draft SEQ Water Strategy includes a demand management program to ensure that demand remains at least 24 per cent lower than it was before the millennium drought. The residential consumption target will be 230 litres or less per person per day on average across the region. Many households, particularly those with efficient appliances and alternative water sources, will achieve well below 230 litres. To achieve these savings, efficient water use must be considered as part of planning new communities and

designing new buildings. New detached houses in SEQ must meet the water savings target by supplying 70 000 litres of non-grid water per year, while each townhouse must supply 42 000 litres. Water sensitive urban design options to achieve the targets include internally connected rainwater tanks, communal rainwater tanks, stormwater harvesting, and dual-reticulation recycled water systems.

Sub-regional or local planning may specify solutions for local water supply, or development proponents should consider the most appropriate option to achieve the water savings target on a site-specific basis. Larger scale developments provide the opportunity to install cost-effective infrastructure, which exceeds the water savings target, and options should be considered as part of development planning.

From 1 January 2008, installation of rainwater tanks is mandatory on targeted categories of new commercial and industrial buildings. Rainwater tanks must be plumbed into toilet cisterns, washing machines and an external tap. All new buildings and refurbished bathrooms must have water-efficient showers and toilets under the Queensland Development Code.

All businesses must use water efficiently. Non-residential activities that use more than 10 million litres per year must complete a water efficiency management plan that demonstrates how they are achieving, or will achieve, best practice water use. Businesses using more than one million litres per year must have water-efficient appliances such as low-flow taps, trigger sprays, showerheads, urinals and cooling towers.

11.4 Waterway health

Principle

Protect and enhance the ecological health, environmental values and water quality of surface and groundwater, including waterways, wetlands, estuaries and Moreton Bay.

Policies

- 11.4.1 Ensure that development is planned, designed, constructed and operated in accordance with best practice environmental management to protect environmental values and meet the water quality objectives of all regional surface waters, groundwaters, wetlands and coastal waters.
- 11.4.2 Identify areas with high probability of acid sulfate soils and comply with the requirements and management measures in State Planning Policy 2/02: Planning and managing development involving acid sulfate soils.
- 11.4.3 Avoid impacts on wetlands, waterways and associated buffers.
- 11.4.4 Minimise impacts from required community infrastructure located in a wetland or waterway buffer on water quality, natural hydrological processes, ecological functions and ecosystem services.

11.4.5 Identify nutrient hazard areas and ensure development and activities are located, designed and managed to avoid the mobilisation and release of nutrients that increase the risk of algal blooms.

11.4.6 Avoid allocating areas identified as High Ecological Value (HEV) waters for urban purposes.

11.4.7 Ensure that the development of urban land draining directly to HEV waters demonstrates achievement of the relevant urban stormwater design objectives.

Programs

11.4.8 Protect, manage and rehabilitate riparian areas to maintain and enhance their water quality, scenic, biodiversity, ecological, recreational and corridor values.

11.4.9 Monitor environmental values and the achievement of water quality objectives to assess the health of waterways and the effectiveness of management actions.

11.4.10 Implement actions to achieve the targets in the *South East Queensland Natural Resource Management Plan* (SEQ Natural Resource Management Plan), including actions in the SEQ Healthy Waterways Strategy.

Notes

Water quality objectives are currently managed through the:

- *Environmental Protection Act 1994*
- Environmental Protection Regulation 2008
- Environmental Protection (Water) Policy 1997.

Environmental values for water are set under the Environmental Protection (Water) Policy 1997, with more detailed objectives set for key water quality parameters. Legislative and management decisions must take account of these values. Avoiding impacts from development within and close to waterways and wetlands will help to preserve the water quality, natural hydrological processes, ecological functions and ecosystem services of these important landscape elements.

Through WetlandInfo, the state government provides assistance for wetland management, including mapping and classification of wetlands. Key wetlands are identified on a map of referable wetlands.

A wetland buffer has two components:

- a support area adjacent to the wetland, which maintains and supports the environmental values of the wetland
- a separation area around the support area, which protects the wetland from external threats.

Examples of the role of the support area include:

- maintaining hydrological processes (connectivity, hydrological regimes)
- supporting biodiversity by providing habitat for semi-aquatic wetland dependent species
- allowing for wetland migration due to, for example, erosion or sea level change
- adding to the aesthetic qualities of a wetland
- providing roost sites for waterbirds
- shading fish habitats
- maintaining bank stability and condition.

The separation distance role includes:

- trapping and filtering sediments of surface run-off travelling to the wetland from surrounding land
- providing a physical barrier to herbicide and pesticide spray drift from adjacent crop dusting activities
- providing an attractive visual barrier to other adjacent land uses.

The increasing frequency and severity of algal blooms in SEQ, including the toxic cyanobacterium *Lyngbya majuscula*, pose threats to natural environments, human health, tourism and local communities. Nitrogen, phosphorus, iron and organic matter (dissolved organic carbon) are nutrients of concern that contribute to the growth of coastal algae.



11.4 Waterway health—continued

The *South East Queensland Regional Coastal Management Plan (2006)* contains maps that indicate hazardous nutrient export areas in SEQ. They also provide guidance for planning and development and link to technical guidelines such as methods for developing detailed (planning-scheme scale) hazard maps and best practice management of nutrients of concern (particularly iron and organic matter).

HEV waters are defined in the Environmental Protection (Water) Policy 1997 as effectively unmodified or other highly valued systems, typically (but not always) occurring in national parks, conservation reserves, or in remote or inaccessible locations. A number of HEV waters have been identified in SEQ, including Eastern Moreton Bay, Upper Enoggera Creek and the upper Noosa River. To protect identified HEV waters, land use allocations proposed for land in HEV waters should be for purposes other than urban development—for example, conservation, environmental, wilderness or low-impact rural purposes. Land that drains directly to a HEV water is land that does not drain via another waterway or drainage line into the HEV area.

Regional, sub-regional and local land use planning must consider the impact on environmental values of stormwater pollutants, changes to natural flow regimes and encroachment on waterways and wetlands. The impacts associated with both the construction and operational phases of development are to be addressed through water sensitive urban design including compliance with *South East Queensland Regional Plan 2009–2031 Implementation Guideline No. 7: Water sensitive urban design—design objectives for urban stormwater management*.

Programs to improve the management of existing uses and repair degraded areas include the Healthy Waterways Strategy and the SEQ Natural Resource Management Plan. The Healthy Waterways Ecosystem Health Monitoring Program Report Card provides an annual assessment of the health of fresh and tidal waters in SEQ to guide future management actions.

11.5 Drinking water catchment protection

Principle

Manage risks in drinking water catchments to achieve acceptable water quality.

Policy

11.5.1 Identify and protect existing and potential drinking water catchments from inappropriate land use.

Programs

11.5.2 Manage risks to water quality from existing land uses in drinking water catchments.

11.5.3 Address management of catchment risks in drinking water quality management plans.

11.5.4 Operate water storages, treatment plants and distribution infrastructure to ensure safe drinking water quality.

Notes

The *Water Supply (Safety and Reliability) Act 2008* includes provisions dealing with drinking water that aim to protect public health by requiring drinking water service providers to:

- undertake monitoring and reporting on drinking water quality
- develop and implement a Drinking Water Quality Management Plan approved by the Office of the Water Supply Regulator.

Catchment management is a core element of managing the quality of drinking water, and is achieved by managing existing uses, planning new development to manage risks, and rehabilitating catchments. Local government planning schemes must identify drinking water catchment areas and include appropriate development controls. Planning studies in these areas must consider how to avoid future types or scales of development that would pose an unacceptable risk to water quality. Where development is permitted, strict

controls may be required to protect the natural water cycle. Infrastructure should also be located and designed with regard to water quality risks.

Seqwater has prepared guidelines on how to address development in drinking water catchments. These guidelines should be considered in planning and development assessment decisions for all land from which water flows to drinking water supplies. Map 20 illustrates the catchment areas for key storages and distribution channels.

Management of existing uses and rehabilitation is core business for drinking water providers. It will form part of their drinking water quality management plans. Actions under these plans will be complemented by programs under the SEQ Healthy Waterways Strategy, the SEQ Natural Resource Management Plan and local government management plans. Rehabilitation, such as tree planting, can have multiple benefits, including sequestration of carbon and protection of habitat, as well as improved water quality for consumption and ecosystem health.

11.6 Overland flow and flood management

Principle

Provide necessary flood immunity for infrastructure and buildings, and resilience to potential climate change flooding, while seeking to maintain the natural flow regime.

Policies

11.6.1 Avoid areas of unacceptable flood risk, including additional risks from climate change, and areas where development may unacceptably increase flood risk elsewhere.

11.6.2 Achieve acceptable flood immunity through water sensitive movement and detention infrastructure that minimises alterations to natural flow regimes, including floodplain connectivity.

Programs

11.6.3 Identify areas of flood risk, including the projected effects of climate change, and undertake programs to mitigate the risk.

11.6.4 Prepare for and respond to flooding events.

Notes

Flooding is unavoidable in certain storm events. However, planning and development decisions can reduce the occurrence and severity of floods, minimise impacts, and provide a level of flood immunity.

State Planning Policy 1/03: Mitigating the adverse impacts of floods, bushfires and landslides specifies requirements for development in flood hazard areas. The policy states that planning schemes should include strategies to address how development will be managed in a flood hazard area to achieve an acceptable level of risk on and off-site.

Development in a flood hazard area should be avoided if the earthworks and infrastructure required to attain an acceptable level of flood immunity significantly alter the natural flow regime and have an unacceptable effect on environmental values. Where feasible, natural flow

and inundation patterns should be restored, including connectivity between rivers and floodplains and beneficial flooding of agricultural areas. This will also minimise the concentration of flows and flooding downstream. The flood hazard area should be determined based on a defined flood event, taking into account the effects of climate change on rainfall and storm surges.

The natural overland flow regime can also be altered by development outside flood hazard areas, such as increased run-off from impervious areas as part of urban development, and harvesting or interference with overland flows as part of agricultural activities. In urban areas, these flow alterations should be managed by using water sensitive urban design. All development should be assessed to ensure flow alterations are acceptable in relation to flood risk and environmental flows. Overland flow is regulated in the Moreton Basin under the *Water Resource (Moreton) Plan 2007*.

11.7 Rural water

Principle

Supply and use rural water in an efficient and sustainable way.

Policy

11.7.1 Incorporate total water cycle planning and rural water supply opportunities in planning processes for the Regional Landscape and Rural Production Area.

11.7.3 Create tradeable water entitlements under water resource planning processes.

11.7.4 Investigate opportunities to provide recycled water for rural irrigation.

11.7.5 Improve the efficiency of rural water use, particularly irrigation systems, through information and incentives.

Programs

11.7.2 Support land management practices to protect waterway health through voluntary uptake of industry-led programs and incentives.

Notes

Rural communities need reliable and safe water supplies to meet domestic needs and support a diversity of agricultural pursuits. Access to water has proved to be a major challenge for the rural sector in SEQ. In 2005, rural production in this area of the state accounted for about 150 000 million litres, or 24 per cent, of the region's water use.

The draft SEQ Water Strategy contains options for improving the reliability of supply and, where possible, providing additional supplies. With limits on the supply of water in the region, water efficiency is as important for rural industries as it is for urban users. The SEQ Irrigation Futures initiative helps rural industries to be more productive with the water available and prepares them for future water trading.

Opportunities to supply recycled water for rural production will be investigated as part of sub-regional total water cycle planning, which may also reduce nutrient loads in waterways. As with new and existing urban development, planning and management is necessary to ensure that rural activities do not further degrade waterway health. The SEQ Healthy Waterways Partnership runs the Healthy Country program to facilitate improved management practices in rural areas, to maintain and improve water quality and waterways.

Water resource plans and resource operations plans for the region will progressively convert existing water authorities to secure water entitlements with a clear volume, and a specified probability of supply for tradable water allocations. These conversions will apply to priority areas including surface water and groundwater.



12. Integrated transport

Desired regional outcome 12

A connected and accessible region based on an integrated transport system that is planned and managed to support more compact urban growth and efficient travel; connect people, places, goods and services; and promote public transport use, walking and cycling.



The quality of life for people living in SEQ relies on a transport system that connects the wider community with goods, services and employment.

An effective, integrated network of roads, railways, ports and airports supports the competitiveness of industry and business. Public transport provides access for the whole community, including those who do not have access to a private vehicle or who choose not to drive. Active transport networks, such as walking and cycling routes, provide flexibility as well as significant health and environmental benefits.

Transport has some negative impacts including greenhouse gas emissions, air and noise pollution, accidents and congestion. These impacts must be managed effectively to ensure SEQ's future sustainability.

Car use in SEQ is growing. Private cars will continue to be used into the future for the majority of trips in SEQ. However, with oil supply vulnerability, dependency

on cars will cause financial stress to urban-fringe communities and vulnerable groups. The alternatives—public transport, walking and cycling—are more sustainable transport modes and must be made more viable and attractive.

There will be a major increase in the freight task, particularly associated with continued growth in the Australia TradeCoast area and the Western Corridor. Conflicts between the passenger and freight tasks are already evident on the road and rail networks.

These have the potential to increase as the region develops.

The foundations are in place for an integrated transport system in SEQ. Brisbane City saw a 40.9 per cent rise in public transport patronage in the 10 years to 2007—the highest of any Australian city and more than twice the national average. A strong busway network has been started in the Brisbane area, and the TransLink Transit Authority (TransLink) is delivering an integrated public transport system to increase bus,

ferry and train use across the TransLink area. Further planned investment in public transport infrastructure and services, especially the development of a high-frequency bus and rail network across SEQ's urban areas, will make public transport and active transport more attractive choices in the future. At the same time, new roads, better orbital road networks and improvements to existing roads are being planned to improve regional connections.

The transport components of the SEQ Regional Plan will be underpinned by the development of *Connecting SEQ 2031: An Integrated Regional Transport Plan for South East Queensland* (Connecting SEQ 2031). This will be the primary transport plan for the region and aims to manage congestion in the region, improve freight movement and increase the use of public transport, cycling and walking.

All levels of government will continue to have a role in managing and developing the SEQ transport system.



12.1 Integrated transport planning

Principle

Support integrated land use and transport planning, regional connectivity and greater levels of trip self-containment within sub-regions.

Policies

- 12.1.1 Develop interconnected and coordinated rail and busway networks to provide high-quality, dedicated passenger transport links across all the region's major urban areas.
- 12.1.2 Plan new public transport routes, facilities and high-frequency services, including priority transit corridors, to ensure safe and convenient passenger accessibility, and support the interrelationship between land use and transport.

12.1.3 Support transit oriented communities and regional activity centres with priority public transport networks and services and safe cycling and walking routes.

12.1.4 Ensure the planning and development of urban areas supports walking, cycling and public transport.

12.1.5 Provide a multi-modal transport network to connect established urban areas to new broadhectare and employment areas.

12.1.6 Align transport plans, policies and implementation programs at regional and local levels across all modes.

Program

12.1.7 Finalise and release Connecting SEQ 2031 to manage congestion, improve freight movement and increase the use of public transport, cycling and walking.

Notes

The SEQ Regional Plan emphasises the need for better integration of transport and land use planning. Integrated transport planning recognises the complementary roles that roads, public transport, cycling, walking and land use arrangements play in a sustainable transport system.

The ability to achieve the compact urban settlement pattern advocated in desired regional outcome 8 is subject to a significant shift in the region's transport framework, with a strong emphasis on improving the public transport system. Policy directions include more compact forms of urban development, self-containment of travel and developing public transport spines for the Sunshine and Gold Coasts, and expanding Brisbane's busway and passenger rail network. Fast passenger rail travel between all of the region's major urban centres will be the backbone of the public transport system. The planned strategic transport network of 2031 for the region and sub-regions is shown on Map 21, Map 22, Map 23 and Map 24.

The SEQ Regional Plan identifies some of the tools that will be used to ensure better integration of land use and transport planning in urban developments. These include the planning process for broadhectare areas and developing State Infrastructure Agreements.

Transit oriented communities and regional activity centres are essential components of urban structure and form. Transport investment by the Queensland Government, particularly in public transport, will support transit oriented communities, regional activity centres and priority transit corridors.

Priority transit corridors will be identified in Connecting SEQ 2031. They are key public transport routes where mixed-use, public transport supportive activities and development are to occur within 400–800 m of public transport stops and stations. Development should achieve land use densities within these corridors of 40 dwellings per hectare or greater.

Jobs should be located in highly accessible locations, such as regional activity centres and high-frequency and priority public transport corridors, to maximise transport investment benefits. However, some areas will need to cater for employment that predominantly depends on private cars and commercial vehicles. Consideration must be given to the capacity of the transport system to deal with the resultant increase in travel demand.

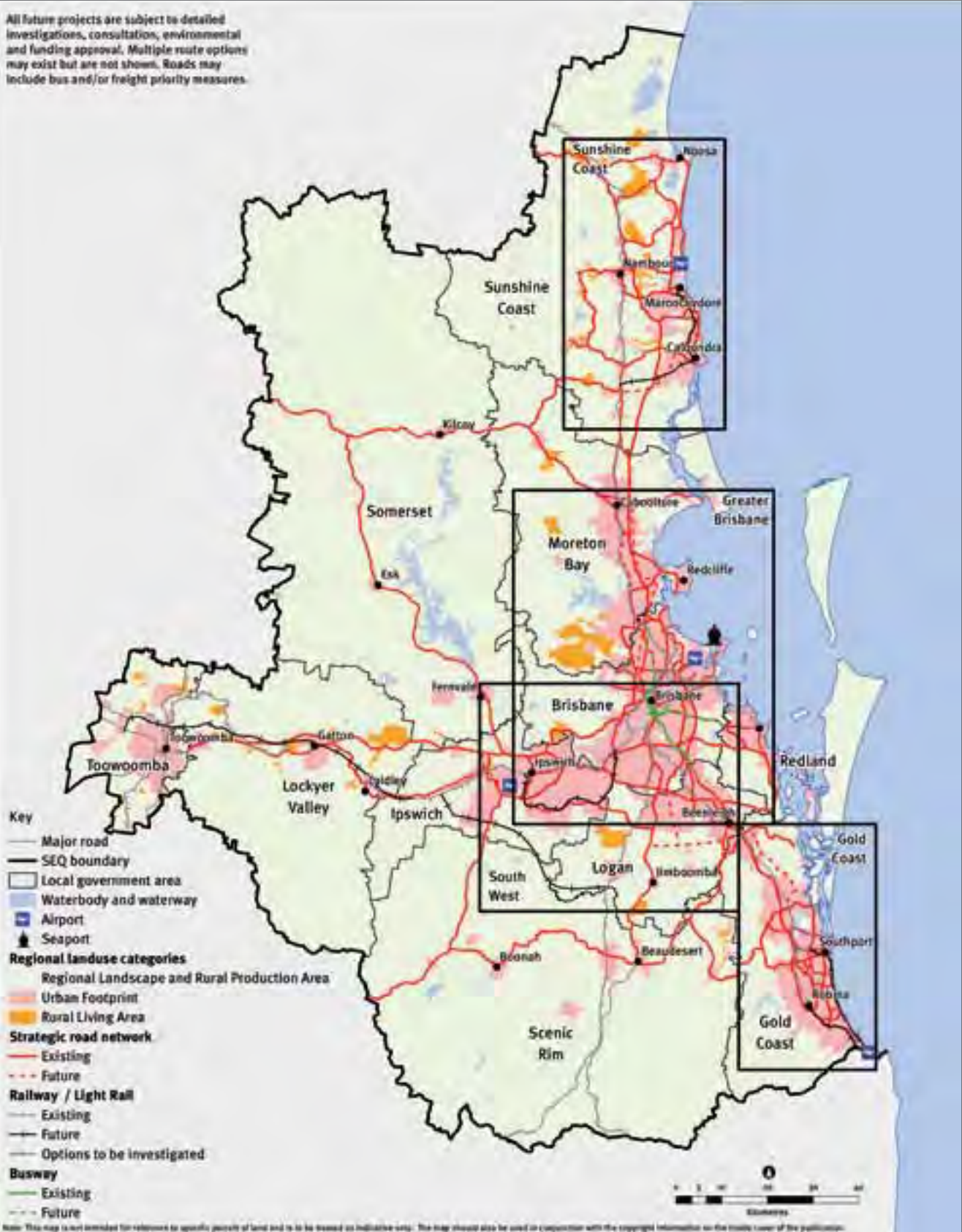
Every community has individuals and groups for whom transport choice is limited—these include the elderly, disabled, young and people without private transport. A community-based transport solution, which can be initiated at a local level, may provide access to activities and services, reducing community isolation and encouraging social interaction.

To provide further detail on implementing the integrated transport and land use aspects of the SEQ Regional Plan, the Department of Transport and Main Roads will develop Connecting SEQ 2031. The transport policies and regional transport infrastructure priorities of Connecting SEQ 2031 are intended to guide future SEQ Infrastructure Plan and Program (SEQIPP) reviews. Connecting SEQ 2031 will be supported by integrated local transport plans which local government will prepare and update.

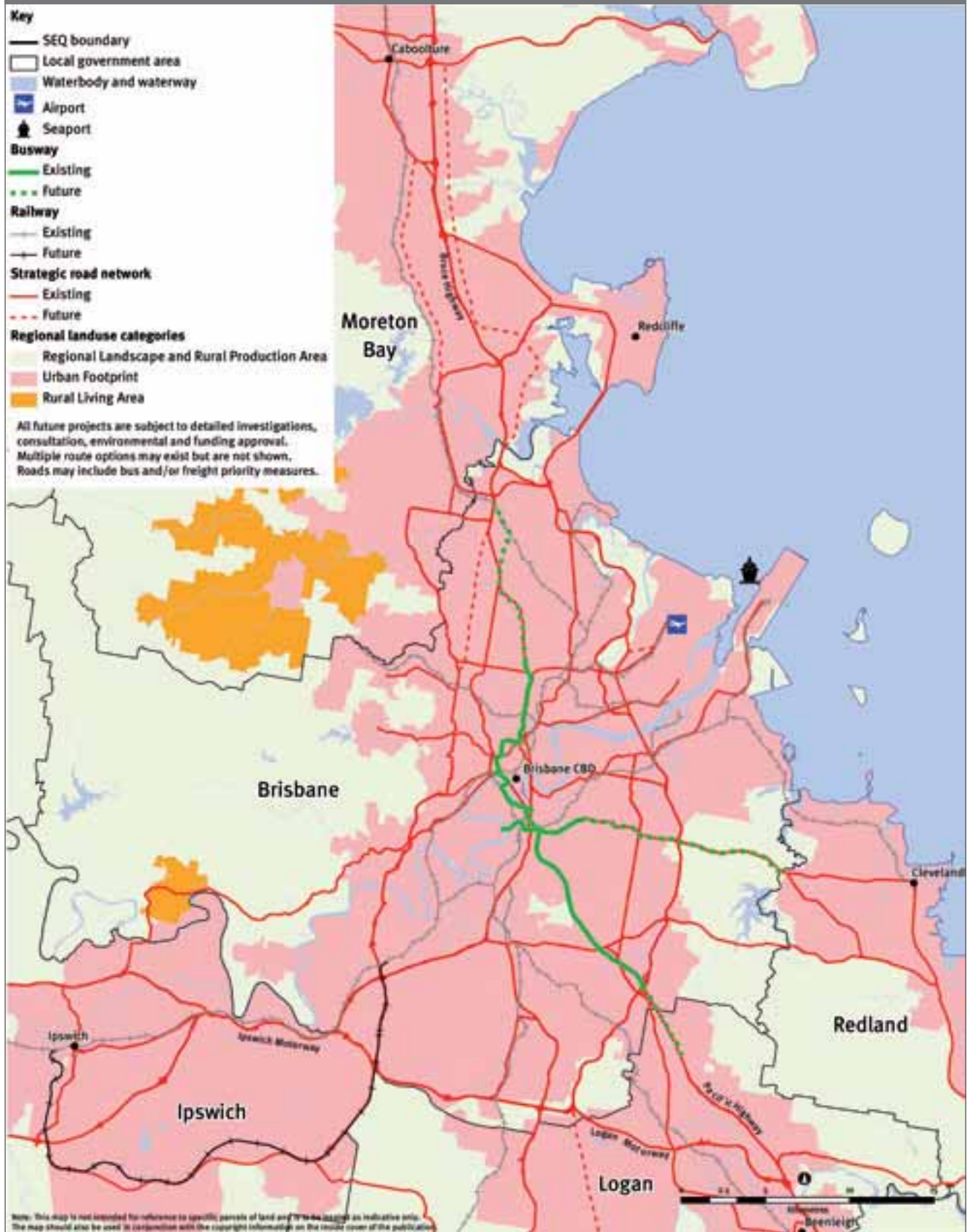


Map 21: Strategic transport network 2031

All future projects are subject to detailed investigations, consultation, environmental and funding approval. Multiple route options may exist but are not shown. Roads may include bus and/or freight priority measures.

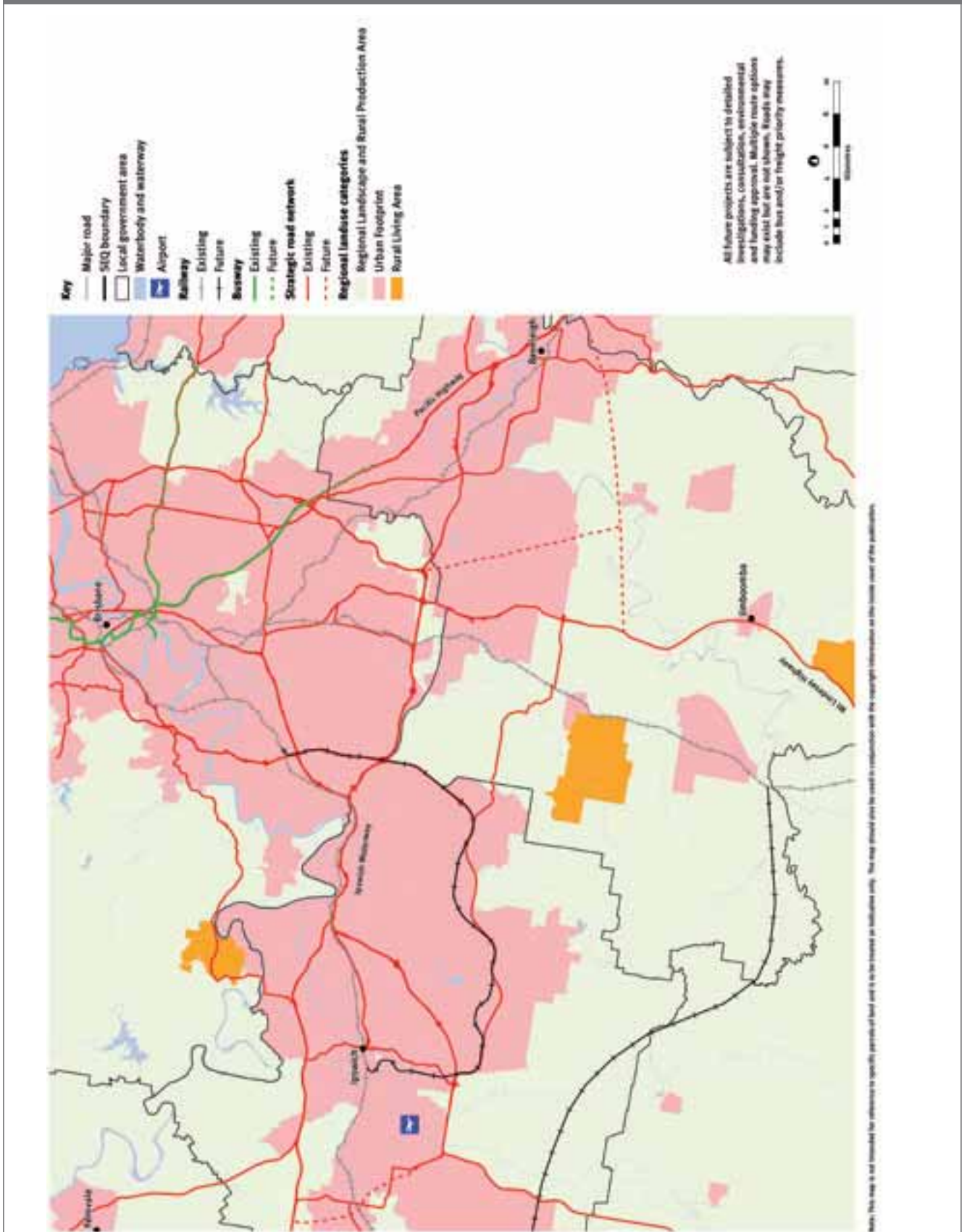


Map 22: Strategic transport network 2031—Greater Brisbane and the Western Corridor





Map 23: Strategic transport network 2031—South West

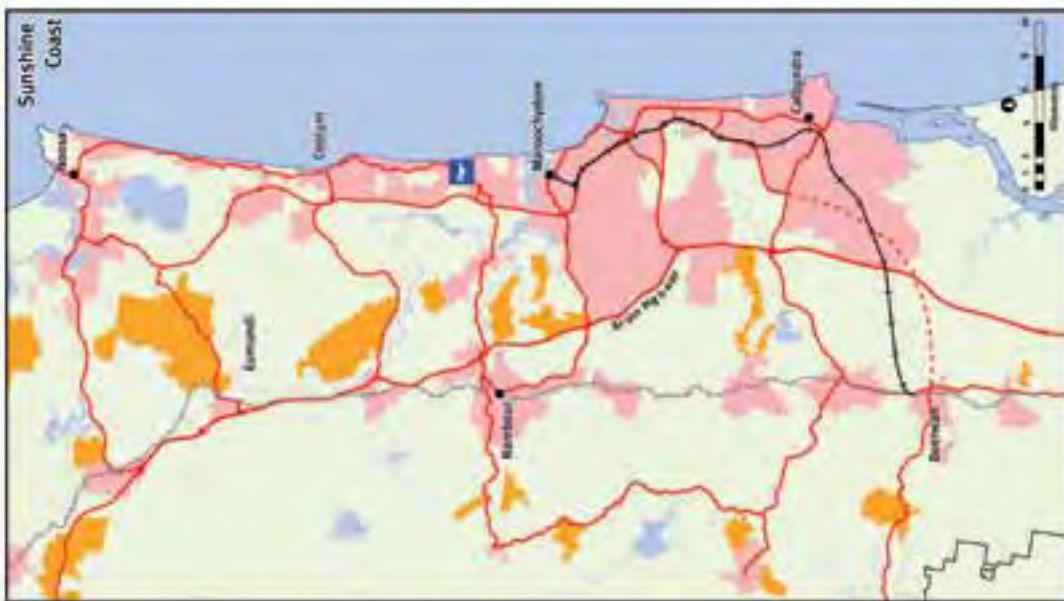


Map 24: Strategic transport network 2031—Sunshine Coast and Gold Coast



- Key**
- SIQ boundary
 - Local government area
 - Waterbody and waterway
 - Airport
- Strategic road network**
- Existing
 - - - Future
- Railway / Light Rail**
- Existing
 - - - Future
 - Option to be investigated
- Boundary**
- Existing
 - - - Future
- Regional Landuse Categories**
- Urban Footprint
 - Rural Living Area

All future projects are subject to detailed investigations, consultation, environmental and funding approval. Multiple route options may exist. Roads may include bus and/or freight priority measures.



Note: This map is not intended for reliance on specific projects of land and is to be treated as indicative only. No map should ever be used in conjunction with the regional information in the local area of the publication.



12.2 Sustainable travel and improved accessibility

Principle

Provide sustainable travel choices to support the accessibility needs of all members of the community, manage congestion, reduce car dependency and reduce greenhouse gas emissions.

Policies

- 12.2.1 Develop a high-quality and frequent public and active transport network linked to regional activity centres and other significant trip generators.
- 12.2.2 Support walking, cycling and public transport use with new infrastructure, improved services and information.
- 12.2.3 Increase awareness of options for sustainable travel and influence travel behaviour to reduce dependence on private car travel.

12.2.4 Adopt a regional approach to manage parking to support transport objectives and regional activity centre functions.

12.2.5 Support community-operated transport services that connect rural communities to service centres.

Programs

- 12.2.6 Develop and implement a 10-year Network Plan for public transport services in the TransLink service area.
- 12.2.7 Implement the *South East Queensland Principal Cycle Network Plan* and the *Action Plan for Walking 2008–2010*.
- 12.2.8 Develop and implement an Urban Congestion Management Strategy for SEQ.

Notes

Access to a public transport system that conveniently connects people with goods, services, places and other people is essential in a large and vibrant urban region.

A high-quality public transport network in SEQ will:

- support increased urban densities around public transport nodes and along public transport corridors
- provide access to community services and employment
- reduce commuter travel time, travel stress and loss of productive work time
- improve environmental outcomes by reducing the number of private motor vehicle trips
- improve travel choices, particularly for people disadvantaged in their access to transport.

Connecting SEQ 2031 will replace the *Integrated Regional Transport Plan 1997* and will be based on achieving the following desired outcomes:

- amenity and liveability
- equity and accessibility
- economic prosperity and employment growth
- efficient transport
- managed congestion

- environmentally responsible transport
- individual physical activity for health
- a resilient system
- safety and security.

From 2008 to 2012, the TravelSmart programs will continue to promote a change in travel behaviour targeted at communities, workplaces and schools.

The TransLink Network Plan sets out a 10-year vision for the public transport system. It includes a four-year program, which will be updated annually and will cover rail, bus and ferry public transport services, ticketing and information.

The SEQ Regional Cycle Network Plan identifies key links in the regional cycle network. The plan is used to prioritise and guide state investment in cycling. The *Action Plan for Walking 2008–2010* focuses on acknowledging walking as a sustainable transport mode.

An Urban Congestion Task Force has been established by the Queensland Government to coordinate a whole of government response to urban congestion and to develop an Urban Congestion Management Strategy.

12.3 Effective transport investment

Principle

Invest in the transport system to maximise the use of existing infrastructure and community benefits, reduce greenhouse gas emissions and vulnerability to oil depletion.

Policies

- 12.3.1 Integrate transport infrastructure, services and land use planning by sequencing Development Areas and aligning transport investment.
- 12.3.2 Support a range of measures to improve travel choices, including policy, education, infrastructure and services, regulation, demand management, marketing and non-transport solutions.

12.3.3 Develop and manage strategic road and rail links to regional Queensland and other states.

12.3.4 Review transport investment priorities to take into account the maximum use of existing infrastructure, the whole of life costs (construction plus operation) and environmental implications.

12.3.5 Review transport investment priorities to ensure that the future transport system is resilient to oil depletion and climate change impacts.

Program

12.3.6 Prepare the *South East Queensland Infrastructure Plan and Program (SEQIPP)* on an annual basis to prioritise the provision and timing of transport infrastructure investment.

Notes

Investment in transport infrastructure, public transport services and new policy measures will be a major contributor to the preferred future for SEQ.

The SEQ Regional Plan strongly supports public transport and active transport modes such as walking and cycling. The early planning and provision of public transport services and walking and cycling networks in emerging communities will ensure residents have access to sustainable transport choices from the outset.

New connections in the road system, where needed, will assist in improving traffic flow and supporting growth. This can also be achieved through using road space more efficiently, for example through providing bus-priority or high-occupancy vehicle lanes in peak periods. Ensuring easy movement for commercial and freight vehicles, particularly in off-peak times, is also important.

The SEQIPP is the main instrument for coordinating the planning and prioritising the delivery of regionally significant transport infrastructure within SEQ. Detailed implementation of transport projects in the SEQIPP will occur through agency programs such as the Roads Implementation Program, the TransLink Network Plan, the Australian Government's AusLink program and through local government works programs.





12.4 Transport system efficiency

Principle

Provide an efficient and integrated transport system for the region.

Policies

12.4.1 Maximise the use of existing transport assets and services by effective transport investments and policies, demand management and the use of new technologies.

12.4.2 Identify, protect and manage key existing and future transport sites and corridors.

12.4.3 Improve connectivity to regional activity centres and cross-regional links between centres and enhance road and public transport networks to provide a hierarchy of alternative routes.

Notes

Transport system efficiency refers to the ability of the transport system to satisfy the community's transport needs at least cost. This includes maximising benefits from investment in existing transport infrastructure and systems. It considers whole-of-life asset costs, system connectivity, travel speeds and economic and social costs. The SEQ Regional Plan promotes a future transport system for the region that will provide the maximum transport benefit for the lowest transport cost, for both people and freight movement.

It is critical to identify and protect future transport corridors to support longer term land use and development. A joint approach between state and local government will ensure that planning schemes reflect the strategic long-term importance of these corridors. The corridors include principal cycle routes.

In parts of SEQ there are missing links in the transport network that result in poor connectivity for some urban areas. These deficiencies limit opportunities for desired local interaction and self-containment. In these locations new or upgraded arterial routes are required to provide for efficient movement and other desired regional outcomes.

Designing and maintaining infrastructure so that whole-of-life asset costs are minimised is particularly important in the region's high-traffic areas, where maintenance works on major roads and rail systems can cause significant delays.

New technology provides the opportunity to significantly enhance the operation of the road network. A cooperative approach between all levels of government in applying new technology will improve road system efficiency. Examples include managing access to the road network for higher mass limit vehicles, providing information to road users, and coordinating traffic signals and other road network management initiatives. Similar benefits from new technology are also available for rail, sea and air networks.

The region has several important national and inter-regional transport assets that must be supported with local transport links. These include the:

- Australian TradeCoast including the Port of Brisbane and Brisbane Airport
- Gold Coast and Sunshine Coast airports
- rail links to regional Queensland and the standard gauge line to Sydney and Melbourne
- national and state highway networks.

AusLink

The Australian Government bases transport investment on the AusLink National Transport Network. The national network is an integrated network of land transport corridors of national importance.

Key transport corridors of interest to AusLink in SEQ are the:

- Ipswich Motorway
- Bruce Highway
- Brisbane Urban Corridor
- Cunningham Highway
- Port of Brisbane Motorway
- Sydney to Brisbane Railway
- Pacific Motorway and Pacific Highway
- Warrego Highway
- Gateway Motorway and Bridge
- Logan Motorway
- proposed inland rail freight corridor
- North coast rail line.

Improvements to the above assets will be negotiated with the Australian Government through the AusLink process.

Infrastructure Australia

Infrastructure Australia is a statutory advisory council that advises the Australian Government on infrastructure priorities and investments. It conducts audits to determine the adequacy and capacity of nationally significant infrastructure, including transport infrastructure. It develops an infrastructure priority list to guide public and private investment.

12.5 Efficient freight services

Principle

Provide an efficient and integrated freight transport system for the region to enhance SEQ's position as a major national and international freight and logistics centre servicing the Australian east coast.

Policies

- 12.5.1 Develop partnerships between all levels of government and industry stakeholders to improve freight efficiency and movement to, from and within the region.
- 12.5.2 Integrate planning for freight services into all transport and land use planning for SEQ.

Notes

Freight movements across Queensland are forecast to double by 2020. There will be rapid growth in SEQ with expanding import and export activities in the Australia TradeCoast area. The ability to easily move freight into and around SEQ will be essential for economic growth.

The challenges in managing road freight include protecting future freight routes and ensuring road space is shared effectively among heavy vehicles, passenger vehicles and other road users. For rail, challenges lie in improving rail's share of the freight task, particularly for heavy long distance loads, and in managing the demand from rail passengers and freight on a limited number of rail lines in the metropolitan network.

It is important to clearly define the required freight function of road and rail networks, to inform the location of future economic activities.

For rail freight, initiatives in the SEQIPP include:

- expanding the capacity of the Acacia Ridge rail terminal

12.5.3 Protect the strategic freight network while managing the impacts of freight in urban areas.

12.5.4 Ensure that land accessible to the priority freight corridors and the ports is protected for industry, logistics and other low-density uses that require space or necessitate high volumes of commercial or freight trips.

Program

12.5.5 Develop and implement an SEQ regional freight network strategy, including freight interchange requirements.

- increasing rail capacity through the metropolitan network to the Port of Brisbane
- increasing capacity on the northern line
- investigating new inland port options and associated infrastructure upgrades
- integrating with any future inland rail proposals.

For road freight, initiatives in the SEQIPP include:

- supporting economic development in the Western Corridor by upgrading strategic road freight corridors
- improving freight flows into and around the Australia TradeCoast
- ensuring Priority One road freight routes are adequately developed to handle their share of the freight task.

Map 25 and Map 26 show a strategic freight network for SEQ. Priority One road freight routes facilitate high-volume, business-to-business freight movements. Priority Two road freight routes allow freight to be distributed from factories or distribution centres to retail outlets or warehouses. The maps also include priority freight links for further investigation.

12.6 Coordinated air and sea transport

Principle

Provide efficient air and sea transport to service both freight and passenger needs in SEQ.

Policies

- 12.6.1 Support development of regional airports as significant economic and social links for regional communities.

Notes

Brisbane Airport is a major international gateway for air transport to and from eastern Australia and SEQ. Gold Coast (Coolangatta) and Sunshine Coast (Maroochydore) airports also provide scheduled services to and from the region. A major Royal Australian Air Force Base is located at Amberley. SEQ also has a number of other airports, including Archerfield, Caboolture, Caloundra, Toowoomba and Redcliffe. A study on the relocation of the Caloundra Airport is underway. These and other local airports play an important economic and social role in SEQ. Increasingly, they are a focus for a range of employment and land use options.

12.6.2 Provide transport infrastructure to support the primary role of regional air and sea ports.

12.6.3 Protect and enhance the freight routes to the Australia TradeCoast.

Development areas related to the air transport industry are located around the Brisbane Airport and Amberley Airbase. The Australia TradeCoast will continue as a major regional employment generator in the future. The Amberley aerospace precinct will also have a major role to play as a significant and increasing employment generator in the Western Corridor.

Sea transport is important to SEQ and the Port of Brisbane makes a major contribution to the regional, state and national economy. The Port of Brisbane handles more than 25 million tonnes of bulk and non-bulk freight, and in excess of 650 000 standard containers each year. Access to the port is by a dual gauge rail line and the Port of Brisbane Motorway. Continued development of the Port of Brisbane and associated land facilities have the potential to make the port a major national logistics centre.

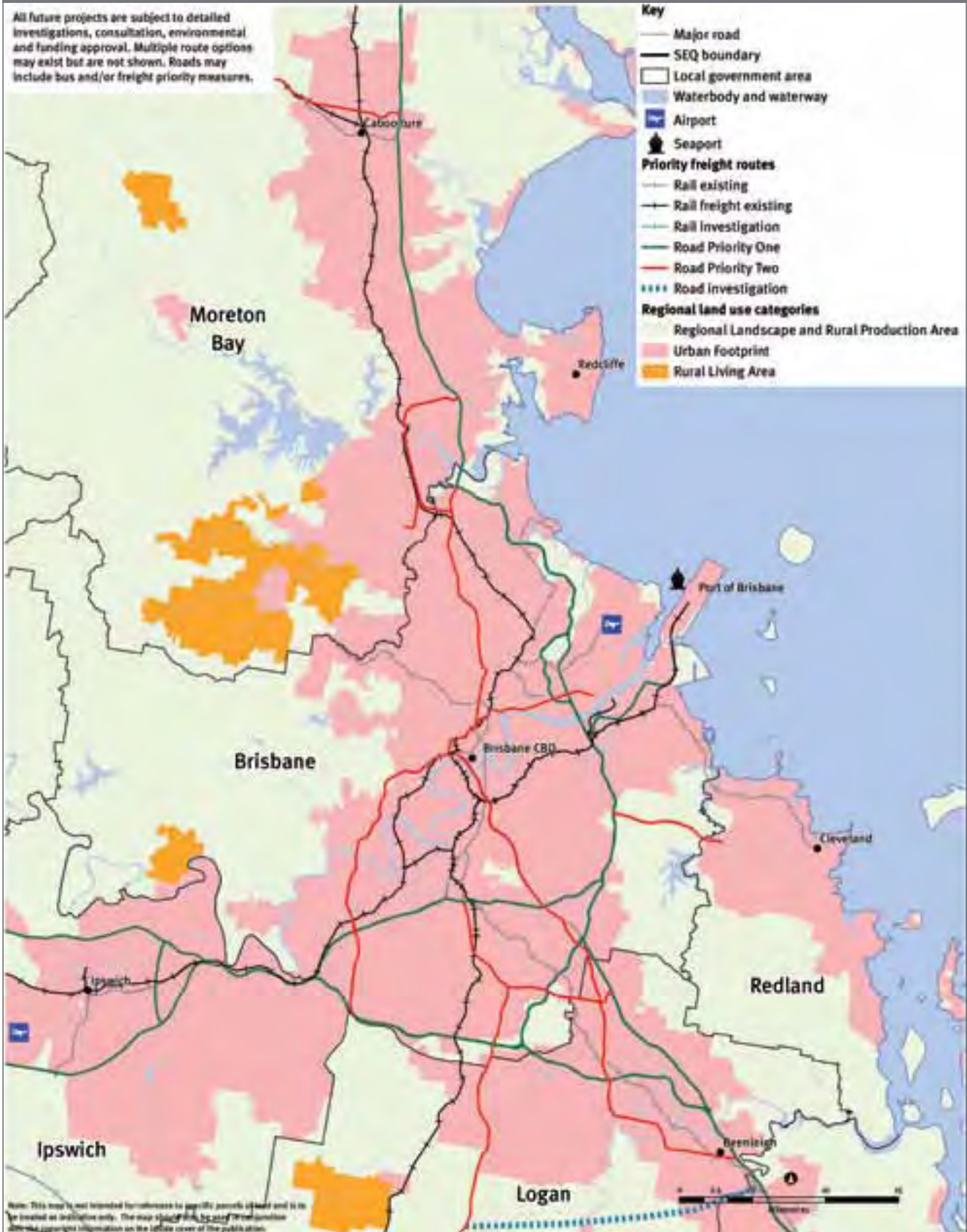


Map 25: Priority freight routes

All future projects are subject to detailed investigations, consultation, environmental and funding approval. Multiple route options may exist but are not shown. Roads may include bus and/or freight priority measures.



Map 26: Priority freight routes—Greater Brisbane and the Western Corridor





Part E—Implementation and monitoring



The regional plan is a framework to achieve good planning, management, and development in the SEQ region. It is both a statutory and strategic plan.

The regional plan is given statutory effect by:

- its inclusion in the statutory processes of the *Integrated Planning Act 1997* (IPA)
- the desired regional outcomes (DROs), which establish principles and policies that must be followed for the regional plan to achieve the vision
- the sub-regional narratives, which inform delivery of the regional plan through strategic frameworks, structure planning for Development Areas, investigations required for Identified Growth Areas, and development decisions

- the urban growth boundary that sets out the Urban Footprint
- a regional land use map that indicates which areas are protected as Regional Landscape and Rural Production Areas or Rural Living Areas
- regulations that restrict urban development outside the Urban Footprint
- the identification of Development Areas in the Urban Footprint
- the process within the IPA for development of Development Areas.

The regional plan operates in conjunction with other statutory planning tools including state planning policies, local government planning schemes, state planning regulatory provisions and development assessment process. The regional plan also reflects other legislation and state policies relevant to planning in SEQ.

The SEQ Regional Plan contains programs to be implemented over the life of the plan for the coordination of activities to achieve the desired regional outcomes (DROs). Implementing the SEQ Regional Plan also involves coordinating and reviewing the plans, infrastructure projects and services of other government agencies.

The SEQ Regional Plan is given strategic effect by the cooperation of the community, industry and stakeholders in coordination with government. This strategic implementation is central to achieving a sustainable region, as it creates an informed community and enables a broad cross section of SEQ to apply skills, energy and resources to implementation.

Statutory processes

The regional plan is a statutory instrument under the *Statutory Instrument Act 1992*. Its effects are established under the *Integrated Planning Act 1997* (IPA).

Relevant provisions of the legislation include:

- establishing the Regional Coordination Committee (RCC) to advise the regional planning Minister on regional issues
- ensuring local government planning schemes reflect the regional plan
- ensuring state and local governments take account of the regional plan when preparing or amending a plan, policy or code that may affect a matter covered by the regional plan
- ensuring development assessment processes—including referral agency obligations for development applications—address matters covered in the regional plan
- allowing the regional planning Minister to exercise call-in powers
- establishing processes for amending the regional plan.

South East Queensland Regional Plan 2009–2031 State planning regulatory provisions have been prepared in accordance with the IPA. They have effect from the day they are published in the *Government Gazette*. Relevant provisions include:

- restrictions on urban development outside the Urban Footprint
- a regional land use map that indicates which areas are to be protected as Regional Landscape and Rural Production Areas or Rural Living Areas, and which are designated as Urban Footprint
- restrictions on development within Development Areas, where development is inconsistent with the future planning intent.

Linking with planning schemes

When a local government creates a planning scheme or an amendment, it indicates how the planning scheme will reflect the regional plan.

To do this, a local government should, among other matters, address any:

- content and directions in the sub-regional narrative
- any conflict between each policy that becomes a provision of the SEQ Regional Plan regulatory provisions, and therefore a matter that the assessment manager will have regard to, and any provisions of the planning scheme
- steps taken in the planning scheme to reflect the desired regional outcomes (DROs), particularly Sustainability and climate change (DRO 1), Compact settlement (DRO 8) and Employment location (DRO 9)
- any zones in the planning scheme that are inconsistent with the future planning intent for a Development Area.

Desired regional outcomes

The SEQ Regional Plan establishes DROs, principles and policies that will guide the development of SEQ.

Each DRO is a set of goals, aspirations and requirements for the region's future development. Each DRO sets out principles that must be followed to achieve the outcome. State and local governments must reflect these principles in their own policies, as they are essential to the correct functioning of the region.

Policy and program statements follow the principles. Policies outline what must be done for the principles to have any effect. The policies are specific and should direct local government and state agencies in which steps to follow.

State agencies must implement the regional plan, and adopt its principles and policies, in their own planning. Local governments must amend planning schemes and adopt other policies to align with the regional plan.

Programs outline actions that need to be undertaken over the life of the regional plan to implement the principles and achieve the DRO. State or local governments or non-government bodies can undertake the programs.

Other groups, including regional natural resource management bodies, water management agencies and industry bodies, are also encouraged to align their planning and programs with the regional plan's principles, policies and programs to coordinate the effort across the region.

Development Areas

The SEQ Regional Plan outlines Development Areas within the Urban Footprint where future growth is expected. Development Areas require coordinated land use and infrastructure planning. The regional planning Minister will remain part of the process to ensure the DROs are followed as the area becomes ready for urban development.

Regional plan regulations state that development that is incompatible with the land's potential use as a Development Area should not be approved in these areas.



Identified Growth Areas

Identified Growth Areas (IGAs) are listed in the SEQ Regional Plan. These areas are not required to accommodate projected growth to 2031. However, they will be considered for future urban development beyond the life of the plan.

These areas need further investigation to confirm their suitability for urban development consistent with the objectives of the relevant sub-regional narrative, the Urban Footprint principles and relevant DROs.

SEQ Regional Plan regulations contain IGAs within the Regional Landscape and Rural Production Area designation to prevent urban development in the interim.

Infrastructure and services coordination

The *South East Queensland Infrastructure Plan and Program* (SEQIPP) identifies the regional infrastructure priorities required to support the regional plan. It is updated annually. To ensure budget proposals align, state agencies should prepare their infrastructure and services plans in line with the regional plan. To support this, the Department of Infrastructure and Planning coordinates annual consultation with local government on infrastructure priorities and budgets.

The IPA also allows State Infrastructure Agreements to be used to help fund and deliver infrastructure.

Monitoring, evaluation, review and improvement

To manage regional growth and change in the most sustainable way, a monitoring, evaluation and reporting framework aligned to DROs and sustainability indicators is required. The framework simplifies, clarifies and provides

aggregated information to ensure better decision-making and more effective action.

Monitoring provides information on progress in implementing and achieving outcomes to improve strategies. With appropriate reporting, monitoring promotes public interest and information on the region's sustainability.

Reporting on progress in achieving sustainability outcomes will be publicly available through the SEQ State of the Region report.

Evaluation measures and calibrates progress towards DROs, associated targets and performance indicators, and assesses the effectiveness of policies and actions. Based on an adaptive management approach, evaluation facilitates policy responses and the adjustment of policy interventions to changing conditions throughout implementation.

Effectively monitoring, evaluating and reviewing existing policies, their implementation and their effectiveness in achieving the desired outcomes will continually improve policy development and implementation.

The regional plan will be formally reviewed every five years. The regional planning Minister may then amend or replace the regional plan. The regional planning Minister may approve minor revisions of the regional plan at any time if required.

The following information is critical to regular reviews of the regional plan:

- the SEQ Growth Management Program
- population and dwelling projections
- employment growth
- annual reviews of the SEQIPP
- progress on the implementation of regional plan policies and actions
- progress against regional targets
- progress against targets in *Toward Q2: Tomorrow's Queensland*
- State of the Region reporting
- emerging regional issues.

Analysis of the take-up of available land and the amount of growth in existing urban areas is critical to understanding the operation of land and housing supply in the Urban Footprint. An SEQ Growth Management Program will annually monitor the supply of land, dwellings and industrial land.

The state government will produce the program in consultation with local government and the development industry. The program will estimate the current state of land supply and dwelling yields, including growth accommodated in existing urban areas and broadhectare dwelling potential. The annual report on land supply will identify the number of years of land supply available in each sub-region and the amount of land and dwellings potentially available in the short- to medium-term.

The State of the Region reporting process will assess progress against regional targets. Targets will be established for each DRO and will reflect existing targets, such as those in *Toward Q2: Tomorrow's Queensland*. The State of the Region report will provide information on progress towards achieving these targets and the DROs required to achieve sustainability.

Independent experts may provide recommendations for reviews. These recommendations will be based on available information about implementation and progress towards achieving the outcomes of the regional plan.

SEQ is subject to changes in population growth and demographics. These aspects will be monitored and reviewed annually. This information will also inform annual reviews of SEQIPP.

Roles and responsibilities

The Department of Infrastructure and Planning works collaboratively with other Queensland Government agencies, local governments and stakeholders to facilitate and coordinate the implementation of the regional plan.



The Regional Coordination Committee (RCC) was established in accordance with the *Integrated Planning Act 1997*. Through the regional planning Minister, the RCC advises the Queensland Government on the regional plan’s development and implementation. The RCC will play a key role in confirming priorities and monitoring implementation.

Coordination and monitoring of implementation of the regional plan across state and local governments is essential to ensure effective delivery.

Collaborative implementation and coordination mechanisms will assist governments to implement the following SEQ Regional Plan priorities:

- climate change
- monitoring and reporting
- regional landscapes and open space
- natural resource management
- rural futures
- social infrastructure and social planning
- Aboriginal and Torres Strait Islander coordination

- activity centres and the application of transit oriented principles
- employment land delivery.

Advisory committees currently exist for some of these priorities, including the Regional Landscape and Open Space Advisory Committee, the Chief Executive Officers Committee for Natural Resource Management in SEQ and the Sustainability and Environmental Reporting Interdepartmental Committee.

Where coordination and advice mechanisms do not currently exist, new mechanisms will be established in response to new and emerging priorities.



Glossary

Active transport: Physical activity undertaken as a means of transport; for example, walking or cycling.

Agriculture: The use of land and premises to grow and produce food, fibre, flowers and foliage for human consumption or use.

Biodiversity: Biological diversity—the natural diversity of wildlife and the environmental conditions necessary for its survival.

Bio-sequestration: The removal from the atmosphere and storage of greenhouse gases through biological processes, such as growing trees and using practices that enhance soil carbon in agriculture.

Cadastre: A public register that spatially represents separate properties.

Co-generation: The use of waste heat energy to produce heat or electricity.

Community greenspace: An area of open space on land that is publicly owned or managed, and to which the community generally has a legal right of access.

Concurrence agency: An entity prescribed under the *Integrated Planning Act Regulation 1998* as a Concurrence Agency for a development made under the IPA.

Infill development: New development that occurs within established urban areas where the site or area is either vacant or has previously been used for another urban purpose. The scale of development can range from the creation of one additional residential lot to a major, mixed-use redevelopment.

Inter-urban breaks: Non-urban land areas that separate or surround urban villages, towns and metropolitan areas.

Net residential density: A measure of housing density expressed as dwellings or lots per hectare. It is calculated by adding the area of residential lots to the area of local roads and parks, and then dividing by the number of dwellings or residential lots created.

Open space: An area of land and/or water that has no or very few built structures, and which has most of its surface open to the sky. The surface may be modified from its natural condition (such as by clearing, ploughing, mowing or grazing) but is usually substantially unpaved. Open space can include forests, farm lands, beaches, swamps, natural lakes, lakes formed by dams, estuaries, inshore coastal waters, deserts and urban parks with no or few built structures. Open space may be owned publicly or privately.

Peri-urban: The area of influence between rural and urban areas, usually located near urban areas but with no planning intent for urban development.

Public recreation: Any outdoor sport or recreation activity undertaken on land that is allocated or managed for recreation use, and to which the community generally has a legal right of access. Public recreation excludes sport or recreation activities that take place on land that is managed for the exclusive benefit of paying customers or members of a club or association.

Abbreviations

| | |
|--------|--|
| CBD | central business district |
| CEO | chief executive officer |
| COAG | Council of Australian Governments |
| CPTED | Crime Prevention Through Environmental Design Guidelines |
| DRO | desired regional outcome |
| HEV | high ecological value |
| IDAS | Integrated Development Assessment System |
| IGA | Identified Growth Area |
| IPA | Integrated Planning Act |
| MPA | Master Planned Area |
| RCC | Regional Coordination Committee |
| RLRPA | Regional Landscape and Rural Production Area |
| SEQ | South East Queensland |
| SEQIPP | South East Queensland Infrastructure Plan and Program |
| SPP | State Planning Policy |
| ULDA | Urban Land Development Authority |

Acknowledgements

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

The contributions of the following individuals and groups are acknowledged:

- members of the Regional Coordination Committee
- regional interest groups
- state agencies
- local government
- Council of Mayors (SEQ)
- industry and community representatives
- staff from the Department of Infrastructure and Planning.

Special thanks

The RCC membership

The Hon Stirling Hinchliffe MP (Chair),
Minister for Infrastructure and Planning

The Hon Andrew Fraser MP, Treasurer and
Minister for Employment and Economic
Development

The Hon Kate Jones MP, Minister for
Climate Change and Sustainability

The Hon Tim Mulherin MP, Minister for
Primary Industries, Fisheries and Rural
and Regional Queensland

The Hon Rachel Nolan MP, Minister for
Transport

The Hon Stephen Robertson MP, Minister
for Natural Resources, Mines and Energy
and Minister for Trade

The Hon Karen Struthers MP, Minister for
Community Services and Housing and
Minister for Women

The Hon Craig Wallace MP, Minister for
Main Roads

Cr Bob Abbot, Mayor of Sunshine Coast
Regional Council

Cr John Brent, Mayor of Scenic Rim
Regional Council

Cr Campbell Newman, Mayor of Brisbane
City Council and Chair of the Council of
Mayors (SEQ)

Cr Paul Pisasale, Mayor of Ipswich City
Council

Cr Allan Sutherland, Mayor of Moreton
Bay Regional Council

Ms Felicity McNeill, The Australian
Government Department of Infrastructure,
Transport, Regional Development and
Local Government

Queensland Government departments

Department of Communities

Department of Community Safety

Department of Education and Training

Department of Employment, Economic
Development and Innovation

Department of Environment and Resource
Management

Department of Infrastructure and Planning

Department of Justice and Attorney
General

Department of Public Works

Department of the Premier and Cabinet

Department of Transport and Main Roads

Queensland Health

Queensland Police Service

Queensland Treasury

Local governments

Brisbane City Council

Gold Coast City Council

Ipswich City Council

Lockyer Valley Regional Council

Logan City Council

Moreton Bay Regional Council

Redland City Council

Scenic Rim Regional Council

Somerset Regional Council

Sunshine Coast Regional Council

Toowoomba Regional Council

Images courtesy of:

Brisbane City Council

Department of Employment, Economic
Development and Innovation

Department of Environment and Resource
Management

Department of Infrastructure and Planning
Griffith University

Ipswich City Council

Lockyer Valley Regional Council

Logan City Council

Mark Straker Photography

Mick Capelin

Moreton Bay Regional Council

Tourism Queensland

TransLink



Bibliography

- Australian Government 1992, *National Strategy for Ecologically Sustainable Development*, Australian Government Publishing Service, Canberra.
- Blake, T. 2005, *Queensland Cultural Heritage Places Context Study*, Report to the Environmental Protection Agency, Brisbane.
- Burnett Mary Regional Group 2005, *Country to Coast—A healthy sustainable future*, Burnett Mary Regional Group, Bundaberg.
- Dodson, J. & Sipe, N. 2008, *Unsettling Suburbia: The New Landscape of Oil and Mortgage Vulnerability in Australian Cities*. Research Paper No. 17, Urban Research Program, Griffith University, Brisbane.
- Healthy Waterways Partnership 2007, *South East Queensland Healthy Waterways Strategy 2007–2012*, Healthy Waterways Partnership, Brisbane.
- ICLEI Local Governments for Sustainability 2009, *SEQ Regional Plan Climate Change Project Phase 2 Emissions Analysis*, Unpublished report to the Department of Infrastructure and Planning, Brisbane.
- Low Choy, D., Sutherland, C., Gleeson, B., Snipe, N. & Dodson, J. 2008, *Change and continuity in peri-urban Australia: Peri-urban futures and sustainable development*, Monograph 4, Griffith University, Brisbane.
- Low Choy, D., Wadsworth, J., & Burns, D. 2009, *Identifying and incorporating Indigenous landscape values into regional planning processes*, Urban Research Program, Griffith University, Brisbane.
- Productivity Commission (Steering Committee for the Review of Government Service Provision) 2007, *Overcoming Indigenous Disadvantage: Key Indicators 2007*, Productivity Commission, Canberra.
- Queensland Government 2006, *State of Region Sustainability Indicators Baseline Review 2006*, Queensland Government, Brisbane.
- Queensland Government 2008, *South East Queensland State of the Region Technical Report 2008*, Queensland Government, Brisbane.
- Queensland Government (Department of Communities) 2008, *Queensland Closing the Gap Report: 2007/08 Indicators and Initiatives for Aboriginal and Torres Strait Islander Peoples*, Department of Communities, Brisbane.
- Queensland Government (Department of Infrastructure) 2007, *Queensland Government Housing Affordability Strategy*, Department of Infrastructure, Brisbane.
- Queensland Government (Department of Infrastructure) 2007, *South East Queensland Regional Plan 2005–2026 Implementation Guideline No. 5 Social Infrastructure Planning*. Department of Infrastructure, Brisbane.
- Queensland Government (Department of Infrastructure) 2007, *South East Queensland Regional Plan 2005–2026 Implementation Guideline No. 6 Rural Precinct Guidelines*. Department of Infrastructure, Brisbane.
- Queensland Government (Department of Infrastructure) 2007, *South East Queensland Regional Plan 2005–2026 Implementation Guideline No. 8 Identifying and protecting scenic amenity values*, Department of Infrastructure, Brisbane.
- Queensland Government (Department of Infrastructure and Planning) 2008, *Queensland's Future Populations 2008 Edition*, Department of Infrastructure and Planning, Brisbane.
- Queensland Government (Department of Infrastructure and Planning) 2009, *South East Queensland Infrastructure Plan and Program 2009–2026*, Department of Infrastructure and Planning, Brisbane.
- Queensland Government (Department of Infrastructure and Planning) 2009, *Rural futures strategy for South East Queensland*, Department of Infrastructure and Planning, Brisbane.
- Queensland Government (Department of Infrastructure and Planning) 2009, *South East Queensland Climate Change Management Plan*, (draft for public consultation) Department of Infrastructure and Planning, Brisbane.
- Queensland Government (Department of Infrastructure and Planning) 2009, *South East Queensland Regional Plan 2009–2031 Implementation Guideline No. 7 Water sensitive urban design: Design objectives for urban stormwater management*, Department of Infrastructure and Planning, Brisbane.
- Queensland Government (Department of Local Government and Planning, Department of Emergency Services) 2003, *State Planning Policy 1/03 Mitigating the Adverse Impacts of Flooding, Bushfire and Landslide*, Department of Local Government and Planning and Department of Emergency Services, Brisbane.
- Queensland Government (Department of Main Roads) 2007, *Road Traffic Noise Management—Code of Practice*, Department of Main Roads, Brisbane.
- Queensland Government (Department of Mines and Energy) 2007, *State Planning Policy 2/07 Protection of Extractive Resources*, Department of Local Government and Planning, Brisbane.
- Queensland Government (Department of Mines and Energy) 2007, *State Planning Policy 2/07 Guideline Protection of Extractive Resources*, Department of Local Government and Planning, Brisbane.
- Queensland Government (Department of Natural Resources and Mines) 2002, *State Planning Policy 2/02 Planning and Managing Development Involving Acid Sulfate Soils*, Department of Local Government and Planning, Brisbane.
- Queensland Government (Department of Natural Resources and Mines) 2002, *State Planning Policy 2/02 Guideline Planning and Managing Development Involving Acid Sulfate Soils*, Department of Local Government and Planning, Brisbane.

Queensland Government (Department of the Premier and Cabinet) 2002, *Premier's Policy Scan Issue 4: Ecologically sustainable development*, Department of the Premier and Cabinet, Brisbane.

Queensland Government (Department of the Premier and Cabinet) 2008, *Toward Q2: Tomorrow's Queensland*, Department of the Premier and Cabinet, Brisbane.

Queensland Government (Department of Primary Industries) 1992, *State Planning Policy 1/92 Development and the Conservation of Agricultural Land*, Department of Housing, Local Government and Planning, Brisbane.

Queensland Government (Environmental Protection Agency) 2002, *State Coastal Management Plan*, Environmental Protection Agency, Brisbane.

Queensland Government (Environmental Protection Agency) 2006, *South East Queensland Regional Coastal Management Plan*, Environmental Protection Agency, Brisbane.

Queensland Government (Environmental Protection Agency) 2006, *The State of Waste and Recycling in Queensland*, Environmental Protection Agency, Brisbane.

Queensland Government (Environmental Protection Agency) 2008, *State and Regional Coastal Management Plans Queensland's Coastal Policy: Implementation Guideline for Planning Schemes*, Environmental Protection Agency, Brisbane.

Queensland Government (Environmental Protection Agency 2008) *Queensland Government Environmental Offsets Policy*, Environmental Protection Agency, Brisbane.

Queensland Government (Office of Urban Management) 2007, *South East Queensland State of Region Baseline Report 2005–2006*, Office of Urban Management, Brisbane.

Queensland Government (Queensland Police Service) 2007, *Crime Prevention through Environmental Design: Guidelines for Queensland*, Queensland Police Service, Brisbane.

Queensland Government (Queensland Transport) 2007, *South East Queensland Principal Cycle Network Plan*, Queensland Transport, Brisbane.

Queensland Government (Queensland Transport) 2008, *Inner City Rail Capacity Study Pre-feasibility Report*, Queensland Transport, Brisbane.

Queensland Government (Queensland Transport) 2009, *Action Plan for Walking 2008–2010*, Queensland Transport, Brisbane.

Queensland Government (South East Queensland Regional Coordination Group) 2009, *South East Queensland Natural Resource Management Plan 2009–2031*, South East Queensland Regional Coordination Group, Brisbane.

Queensland Water Commission 2008, *Draft South East Queensland Water Strategy*, Queensland Water Commission, Brisbane.

Queensland University of Technology, Department of Communities, Queensland Council of Social Services & Office of Urban Management 2006, *Strong Communities Handbook*, Queensland University of Technology, Brisbane.

South East Queensland Traditional Owner Land and Sea Management Alliance 2008, *Our Plan, the South East Queensland Traditional Owner Cultural Resource Management Plan*, SEQTOA, Brisbane.



Part F—South East Queensland Regional Plan 2009–2031 State planning regulatory provisions



Amendment

The South East Queensland Regional Plan 2009-2031 State Planning Regulatory Provision (SPRP) has been amended.

Visit www.dsdip.qld.gov.au/SEQSPRPamendment to view the latest information.



Notes

A series of horizontal dotted lines spanning the width of the page, intended for writing notes.



Department of **Infrastructure and Planning**
Planning Group
PO Box 15009 City East Qld 4002 Australia
tel +61 7 3237 1809
fax +61 7 3235 4563
email planning@dip.qld.gov.au
www.dip.qld.gov.au