





Draft South East Queensland Regional Plan

For consultation











October 2004

Queensland Government
Office of Urban Management
Department of Local Government, Planning, Sport and Recreation

SEQROC

OFFICE OF URBAN MANAGEMENT

Draft South East Queensland Regional Plan

Prepared by:

The Honourable Terry Mackenroth, Regional Planning Minister in accordance with the *Integrated Planning Act 1997*, Section 2.5A.13.

With assistance from:

Office of Urban Management
Department of Local Government, Planning, Sport and Recreation

In consultation with:

The South East Queensland Regional Coordination Committee

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Release notes

This *Draft South East Queensland Regional Plan* is released by the Regional Planning Minister in accordance with the *Integrated Planning Act 1997*, Section 2.5A.13.

The report is a draft for public consultation to enable the community to review the matters being considered for inclusion in the South East Queensland Regional Plan. Information in this draft document does not necessarily represent government policy.

The report has been prepared in good faith to provide a Draft Regional Plan for the management and development of the South East Queensland region.

The report does not commit or pertain to commit any government, industry or community organisation to implement, resource or otherwise fund specific activities or programs.

All plans and maps, except for the Draft Regulatory Maps, are intended to represent general concepts for the purpose of broad scale regional planning. The plans and maps in this report do not and are not intended to identify or give attributes or rights, including land use and development rights, to specific land parcels. Boundaries and location are indicative only and may be subject to further refinement.

The Draft Regulatory Provisions of the Draft Regional Plan, including the Draft Regulatory Maps have effect from the date of release. The Draft Regulatory Maps are cadastre based and allocate all land in the region into five broad land management categories for the purpose of the Draft Regulatory Provisions of the Draft Regional Plan.

Consultation on the Draft Regional Plan

Help shape the future of South East Queensland – tell us what you think about the Draft Regional Plan:

Complete an online survey at: www.oum.qld.gov.au

Forward your thoughts and ideas to:

Draft Regional Plan Feedback
Office of Urban Management
Department of Local Government, Planning, Sport and Recreation
Reply Paid 31
Brisbane Albert Street BC QLD 4002

Or fax 3235 4563
Or email feedback@oum.qld.gov.au

You have until 28 February 2005 to provide your feedback. Feedback provided to the Office of Urban Management as part of the consultation is subject to the Privacy Statement located at the back of this document.

Feedback on the Draft Regional Plan will assist the Office of Urban Management to finalise the Regional Plan, which will be released mid-2005.

To find out more about the Draft Regional Plan, contact the:

Office of Urban Management

Website	www.oum.qld.gov.au
Freecall	1800 021 818
Email	feedback@oum.qld.gov.au
Facsimile	3235 4563
Visit	Level 4, 61 Mary Street, Brisbane
Mail	Reply Paid 31, Brisbane Albert Street BC QLD 4002.

Or head along to one of the free public information sessions (look in your local newspaper or visit the website for further details).

To get a copy of the Draft Regional Plan:

- Free copies or a CD-ROM of the Draft Regional Plan are available from the Office of Urban Management
- Copies are available for viewing at most council chambers, libraries and customer service centres
- Copies are also available at www.oum.qld.gov.au

To get copies of the associated Draft Regulatory Maps:

There is a set of Draft Regulatory Maps (33 cadastre based (1:50,000) maps in total) which form part of the Draft Regulatory Provisions in the Draft Regional Plan. The Draft Regulatory Maps are available separate to the Draft Regional Plan and allocate all land in the region into five land management categories.

- The set of Draft Regulatory Maps cost $375 per set, plus postage and handling. They can be purchased in person at the Office of Urban Management (credit card, cash or cheque), or via the freecall number 1800 021 818 (credit card only)
- Copies are available for viewing at the Office of Urban Management and selected locations in each local government area. Interested people should contact their local council for the exact locations
- Copies are also available for viewing at www.oum.qld.gov.au

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Foreword

South East Queensland is a unique part of the world. Our region is one of the most sought after places to live in Australia with our relaxed lifestyle, strong economic growth and so many varying opportunities.







We have an affinity with outdoor recreation and live alongside a diversity of natural environments ranging from beaches and marine reserves to mountains and sweeping hinterlands.

Over the last 10 years an additional 55,000 people a year have chosen to join us in South East Queensland. This growth is expected to continue with an estimated one million people expected to make the Smart State's south east corner their home over the next 20 years.

The assets making South East Queensland such a liveable place must be managed carefully as this great region continues to grow. We need Smart State planning now to protect our magnificent coastline and waterways, regional landscape, rural production areas and environmental treasures. We must also ensure the region remains economically vibrant, so we can continue to provide jobs, maintain our unique sense of identity and place and improve the design quality of our urban areas.

Development of the *South East Queensland Regional Plan*, which will have statutory effect, is a vital step toward shaping South East Queensland's future. It builds on the previous SEQ 2001 and SEQ 2021 regional planning processes.

Development of the Draft Regional Plan has been a partnership between the State Government and the South East Queensland Regional Organisation of Councils. Implementing this Regional Plan to achieve a sustainable future for the region demands a continuation of this strong partnership.

Input has also been received from a variety of community-based reference groups. Now the Draft Regional Plan needs feedback from the region's most important assets – the residents of South East Queensland.

Your views are welcome and, indeed, sought for the future of an exciting South East Queensland. It is essential that governments and the community work together to ensure that the qualities that make South East Queensland such an attractive place to call home are preserved for future generations.

The release of the *Draft South East Queensland Regional Plan* gives you the opportunity to have your say. We seek your input on matters that are important to all – be they proposed areas for development, the conservation of parklands and rural production areas, the protection of our waterways, the densities of our urban areas, or plans for roads and public transport.

We believe this is an important reference point for planning in South East Queensland. In the future, we will look back to this as the time when the community considered the issues and decided to opt for a better future for the region.

We encourage you to get involved and have your say on the future development of the region and we look forward to considering your views.

The Honourable Peter Beattie MP
Premier and Minister for Trade

The Honourable Terry Mackenroth MP
Deputy Premier, Treasurer
and Minister for Sport

The Right Honourable Lord Mayor
Councillor Campbell Newman
Chair of the South East Queensland
Regional Organisation of Councils

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Part A

Introduction

The Regional Plan will guide growth and development in SEQ to 2026.

Context

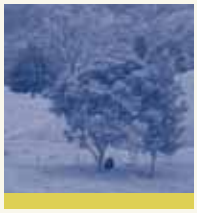
South East Queensland (SEQ) is Australia's fastest growing metropolitan region, with consistently high numbers of people moving here. The SEQ Regional Plan (the Regional Plan) presents the opportunity to manage this growth and associated change to protect and enhance our quality of life and achieve sustainability.

The Regional Plan will guide growth and development in SEQ to 2026. It also identifies areas that, subject to further investigation, may be suitable for medium to longer-term development. The extent to which this urban pattern is achieved will depend upon a number of factors, including future growth rates, community attitudes and behaviours, government regulation, the ability to provide infrastructure efficiently and technology. Sound planning principles, economic growth, the timely provision of infrastructure and the maintenance of community and environmental values will continue to determine the future of the region.

The Regional Plan is based upon current regional forecasts of population growth, household formation, demand for new dwellings and land availability to 2026.



This information will be subject to regular review and updating. At this time, it is as current and accurate as possible and is considered to provide a sound basis for regional planning. Successful implementation of the Regional Plan will influence decisions about where growth occurs in the region. This will need to be reflected in future population forecasts.



The Regional Plan will be reviewed formally every five years.

The Regional Plan is the pre-eminent plan for the region and takes precedence over all other planning instruments. All development and land-use in the region will need to comply with the Regional Plan. Where local government planning schemes materially contradict the Regional Plan, the responsible planning authority will amend the scheme to ensure alignment.

The Regional Plan represents an agreed State Government position on the future of SEQ. Any plans, policies and codes being prepared or amended by State agencies will reflect and align with the Regional Plan. The Regional Plan also identifies significant regional infrastructure projects and a process for coordinating annual programs and budgets for infrastructure and services provided by State agencies.

The overriding intent of the Regional Plan is to ensure that the region can grow and change in a sustainable way, generating prosperity while at the same time maintaining and enhancing quality of life and providing high levels of environmental management. Achieving the desired future for the region will require a combination of these elements and the support and contribution of all sectors of the community to ensure the communal outcome overrides self-interest.

Legislation and effect of the Regional Plan

The Regional Plan is being prepared under Part 5A of the *Integrated Planning Act 1997 (IPA)* as amended by the *Integrated Planning and Other Legislation Amendment Act 2004 (IPOLAA 2004)*. The legislation requires the Regional Plan to identify the desired outcomes for the region and the policies and actions required to achieve these outcomes. The Regional Plan is also required to identify the desired future spatial structure of the region.

The Draft Regional Plan is a statutory instrument under the *Statutory Instruments Act 1992* and is also a planning instrument under *IPA*. It will have direct effect in its own right and indirect effect through the amendment and alignment of planning schemes and State plans and policies.

Currently, the Regional Plan is a draft document and does not come into effect until after the consultation period, consideration of submissions, and 'making' of the final plan by the Regional Planning Minister.

However, the legislation also provides for the Draft Regional Plan to include Draft Regulatory Provisions which come into effect when the Draft Regional Plan is released for consultation. These Draft Regulatory Provisions include the capacity to regulate land use and development throughout the region and to prohibit aspects of development in specified locations. The Draft Regulatory Provisions remain in force until the relevant local government planning scheme is amended to reflect the Regional Plan.

The Draft Regulatory Provisions are set out in Part G of this Draft Regional Plan.

Under the enabling legislation, the Regional Plan prevails to the extent that there is any inconsistency, over any other plan, policy or code including any other planning instrument made under State legislation. However the Regional Plan has been prepared to complement, rather than to override, State planning instruments.

For example, the Urban Footprint identified in the Regional Plan does not override the definition of an Urban Area under the *Vegetation Management Act 1999* and the *IPA*. As such, requirements of these Acts continue to apply.

The SEQ region

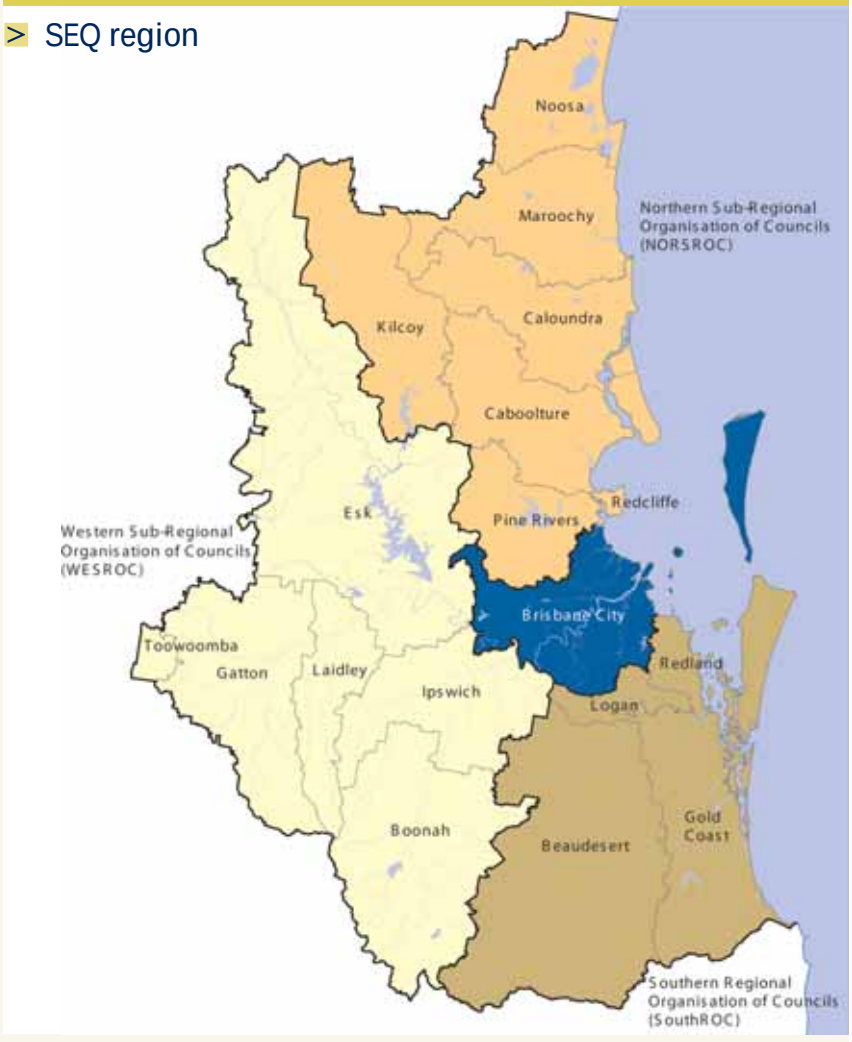
The SEQ region encompasses the areas of the following 18 local governments:

- Beaudesert Shire
- Boonah Shire
- Brisbane City
- Caboolture Shire
- Caloundra City
- Esk Shire
- Gatton Shire
- Gold Coast City
- Ipswich City
- Kilcoy Shire
- Laidley Shire
- Logan City
- Maroochy Shire
- Noosa Shire
- Pine Rivers Shire
- Redcliffe City
- Redland Shire
- Toowoomba City.

For the purpose of the regional plan, the SEQ region also includes Queensland waters adjacent to these local government areas.

MAP 1

SEQ region





Part B

Regional issues and opportunities

The regional plan proposes a new approach based on managing rather than responding to growth.

Regional growth

SEQ has experienced high and sustained population growth since the 1980s, growing at an average of 55,000 persons each year between 1986 and 2003. The estimated resident population of the region in 2004 is 2,654,000. Current projections for the region are 3,709,000 by 2026, an increase of around 1.05 million people, or almost 50,000 each year on average.

The projected population increase, combined with the continuing trend towards smaller households, will require an estimated 550,000 new dwellings to be constructed in the region between 2004 and 2026. There will also be a greater demand for a diversity of housing forms to match the needs of changing household structures, particularly an increase in one and two person households across all adult ages.

In addition, the increased population will generate demand for around 425,000 new jobs and the provision of a wide range of supporting infrastructure and services from arterial roads, public transport and potable water to local parks, shops and community facilities. These demands will continue to create opportunities and also impose significant social, economic and environmental pressures on the region.



Recent community debate has focused on the perceived loss of important open space values throughout the region, deteriorating water quality, security of long-term drinking water supplies, increased traffic congestion, inadequate public transport and the supply of electricity.



This questions the sustainability of the region and the way we use resources, particularly land, water and energy. Even allowing for additional harvesting from the few remaining reliable surface water sources that could supply SEQ, the projected population growth means water sources could be fully utilised by 2020, or even earlier.

While the current and planned power generation capacity of the region is adequate to meet forecast demand, average household demand for energy is increasing and there is significant pressure on existing transmission and distribution systems. Total energy consumption by households, industry and transport also generates significant amounts of greenhouse gases, with adverse impacts on the environment.

The current use of water and energy in SEQ is increasing significantly. Efficiency gains from our use of water and energy are required to manage demand, minimise impacts on the environment and to meet the challenges of projected climate change.

Development trends

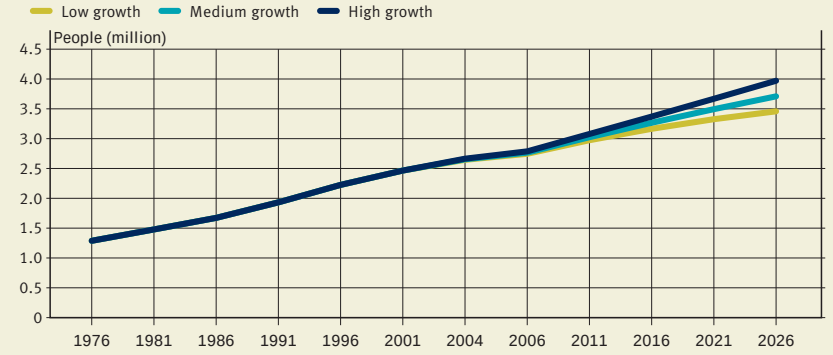
Many of the region's growth pressures are closely related to the past and current pattern of development in the region. There are a number of key development trends in SEQ:

- The majority of population growth has been occurring along the coast. Between 1986 and 2003, the fastest growing areas were Gold Coast City, which grew by 240,500 people, followed by Brisbane City (205,400), and Maroochy Shire (75,000). In contrast, the western parts of the region, which include Ipswich and Toowoomba Cities, have been growing more slowly than the region as a whole
- Urban densities remain very low with only a small increase in the proportion of attached housing, townhouses and apartments, over the past decade. Across the region, attached housing comprised 38 per cent of total dwelling approvals. This is much higher in Brisbane City (54 per cent) and Gold Coast City (52 per cent). Most other local government areas generally have less than 10 per cent of attached dwelling approvals
- The number of small lots less than 450m^2 as a proportion of all detached housing lots increased only slightly from 9 per cent in 1994 to 10 per cent in 2003. Only five local governments had a higher proportion of small lots than the regional average: Redcliffe City (26 per cent), Ipswich City (26 per cent), Brisbane City (18 per cent), Pine Rivers Shire (13 per cent) and Caloundra City (12 per cent)
- There has been significant fragmentation of rural lands and bushland brought about by the excessive use of rural residential development on the urban fringe and in rural areas. Between 1991 and 2001, rural residential approvals accounted for over 70 per cent of all land allocated for residential purposes, but only accommodated 15 per cent of actual allotments.

If these trends continue the majority of new dwellings in the region will continue to be constructed as conventional low-density residential subdivisions on urban fringe greenfield sites.

FIGURE 1

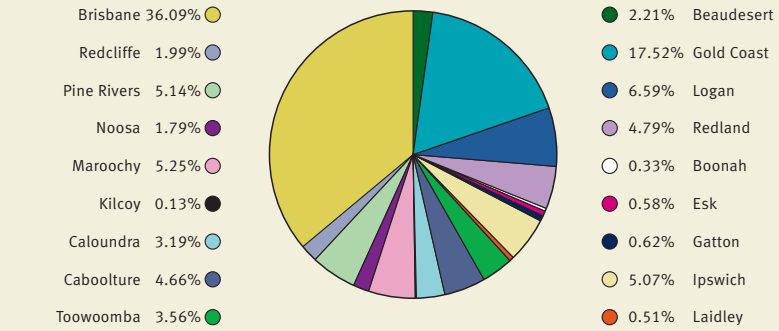
SEQ actual and projected population growth (1976 to 2026)



Source: Estimated Resident Population, Australian Bureau of Statistics, Regional Population Growth, Australia and New Zealand, Catalogue No. 3218.0; Projected Resident Population, Planning and Information Forecasting Unit, Department of Local Government and Planning, 2003

FIGURE 2

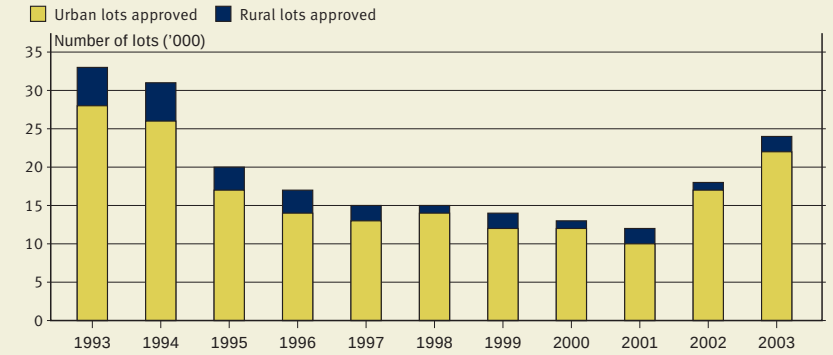
Population distribution by local government area (2003)



Source: Planning and Information Forecasting Unit, Department of Local Government, Planning, Sport and Recreation, 2004

FIGURE 3

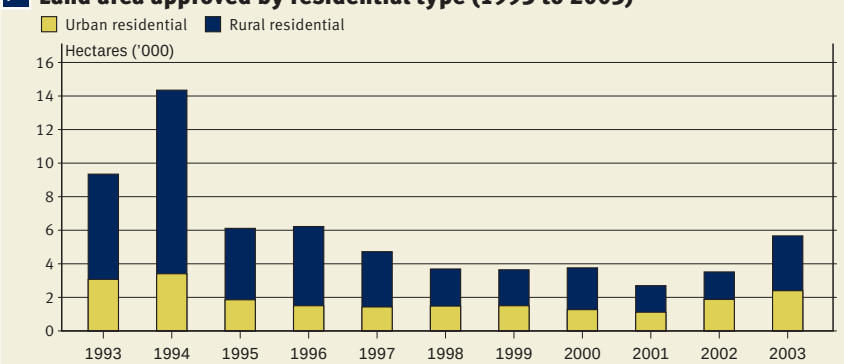
Number of lots approved by residential type (1993 to 2003)



Source: Planning Information and Forecasting Unit, Department of Local Government, Planning, Sport and Recreation, 2004

FIGURE 4

Land area approved by residential type (1993 to 2003)



Source: Planning Information and Forecasting Unit, Department of Local Government, Planning, Sport and Recreation, 2004



Most greenfield urban residential development in the region are currently only yielding between eight and 11 lots per hectare, compared with the 15 lots per hectare regarded as the minimum density required to support a reasonably frequent bus service. The region's extensive areas of rural residential development have even lower densities, generally yielding on average less than two dwellings per hectare.

Infill and redevelopment within existing urban areas could only be expected to provide between 20 and 30 per cent of the new dwellings required to 2026. Around half this would be expected to occur in Brisbane City and Gold Coast City.

Ultimately, this trend pattern of development is not sustainable. The Regional Plan seeks to address these issues and to provide a change in direction to accommodate future growth on a more sustainable basis.

A different future

As a community, it is important to ask what sort of future we want for SEQ. We also need to understand the implications of continuing with the current trend of low-density residential development as the principal means of accommodating future population growth.

We do not, however, have to accept this future. Alternative strategies can be adopted to manage growth better.

Two alternative patterns of development were evaluated to show different potential futures for SEQ in 2026 to assist in identifying a strategy for a different and more sustainable future.

- The **Western Corridor alternative** was based on the assumption that an additional 250,000 population compared to the current population trend could be accommodated in Ipswich City, supported by a commensurate shift in employment opportunities and investment in infrastructure. The western metropolitan growth corridor through Ipswich City provides extensive areas of relatively unconstrained land already designated for a wide range of urban purposes, including residential, business and industrial development. Evaluation of the Western Corridor pattern demonstrated that encouraging a higher proportion of regional growth in the Western Corridor could also achieve more sustainable outcomes for the region, including reduced pressures on a range of natural and environmental resources.
- The **urban consolidation alternative** demonstrated a more compact urban form. This required the reallocation of 500,000 people from the current population trend pattern to higher-density development around activity centres and public transport nodes within the region. The density of greenfield residential development areas was assumed to increase to 15 dwellings per hectare.

The evaluation of these notional alternative patterns of development showed that different distributions of population and employment could achieve better outcomes for the region.

A move towards a more compact urban form with higher densities in select areas could achieve significant benefits through lower levels of overall travel demand and reductions in energy usage and emissions of pollutants. It could also improve levels of accessibility and have fewer detrimental impacts on the region's environmental and natural resources.

Significant benefits could also be achieved if growth pressures on the coast are relieved and complemented with support for urban growth opportunities and housing choices in other less sensitive parts of the region.

A new approach

To achieve shifts of this nature will require major changes in the way we currently plan for growth in the region.

The Regional Plan proposes a new approach based on managing rather than responding to growth and leading the desired results through timely provision of infrastructure and assisting employment creation. The key strengths of the Regional Plan's approach to managing growth in SEQ are:

- clear identification and protection of regional landscape and rural production areas from inappropriate development;
- clear definition of the areas designated to accommodate future urban growth with adequate supplies identified to meet forecast need;
- use of statutory regulations to prevent development that is not consistent with the intent of the Regional Plan;
- recognition of the Regional Plan as the pre-eminent plan for SEQ to be reflected in all other State and local government plans and strategies;
- support from an *SEQ Infrastructure Plan and Program* to provide clear direction and commitment for the future investigation and provision of infrastructure of National, State or regional significance; and
- strong linkages between the Regional Plan and State agencies' infrastructure and service delivery programs and budgetary processes.

The recommended approach is about changing the future direction of growth and investment in the region. The protection of environmental and rural values is an important objective. There are, however, no absolute or definitive answers; some trade-offs are inevitable and necessary. These are some of the choices the community can make.

While this strategy is intended to relieve pressure on the coastal environment as much as possible, it also acknowledges existing commitments, embedded infrastructure and community investment and historic patterns of development.



Part C

Regional vision

The regional vision identifies the community's long-term aspirations for the region, the environment we want to live in now, as well as the environment we wish to leave for future generations. The following draft vision is suggested as the basis for discussion:

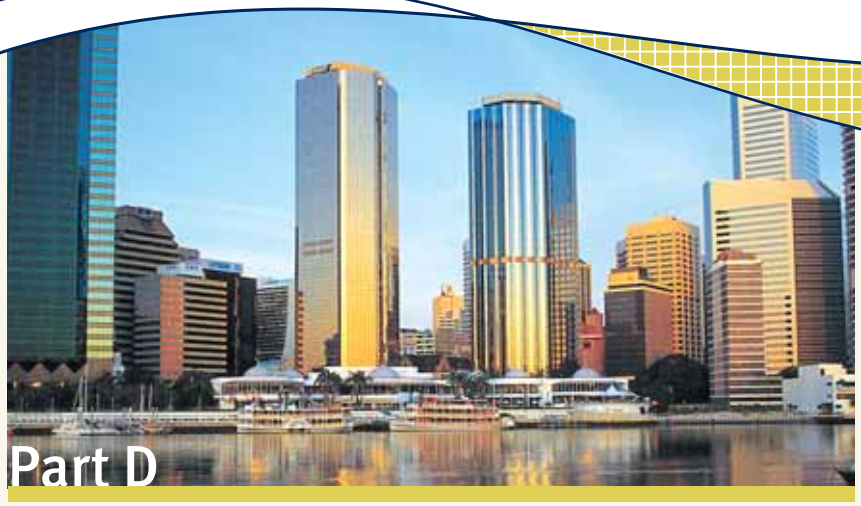
A future for SEQ which is sustainable, prosperous and liveable and where:

- communities are safe, healthy, accessible and inclusive;
- there are diverse employment opportunities and quality education and services;
- development is sustainable and well designed; and
- we value and protect our environment, enjoy and respect our waterways, bays, beaches and bushlands.



By 2026, SEQ is a region of inter-connected cities, with a population of almost four million people. At its heart is Brisbane, a world city of more than one million people. Surrounding the capital, the region contains a number of large urban areas separated by open space and many small to medium sized towns, each with its own character and identity. It is a region characterised by choice and diversity, with mountain ranges and hinterlands, the Bay and islands, extensive beaches, bush and farmlands. It is a region with an enviable and sustainable quality of life.





Part D

Urban structure

The Regional Plan identifies six strategic directions to achieve the preferred future structure of SEQ.

Strategic directions

In order to achieve the vision and the desired outcomes for the region, the Regional Plan identifies six strategic directions to achieve the preferred future spatial structure:

Supporting regional landscape and rural production values

The rural and natural landscape areas of SEQ support many environmental, rural production, recreational, cultural and scenic features that are highly valued by the region's population. These natural environment and economic resources underpin the region's liveability, form a substantial component of the economy and will be protected from urban and rural residential development.

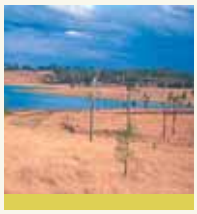
Identifying land to accommodate future growth

The Regional Plan identifies more than sufficient land to accommodate the projected population of 3.7 million people in 2026. These urban growth areas are distributed around the region to facilitate choice and housing affordability. Future growth will be accommodated through a combination of infill and consolidation of existing urban, new greenfield and designated rural living areas.

Investigation Areas have also been identified, to accommodate longer-term urban development and to meet unforseen market and community needs.

Enhancing the identities of regional communities

Growing urban areas will be contained and framed by regional landscape and rural production areas to preserve key inter-urban breaks that define the extent and character of regional communities. These inter-urban breaks range in scale from those separating the Brisbane metropolitan area and the Gold and Sunshine Coasts, to smaller inter-urban breaks defining local settlements. The preferred structure also encourages the consolidation of growth within and immediately adjacent to rural townships.





The Regional Plan proposes that a significant proportion of future dwelling growth will be accommodated through infill and redevelopment within existing urban areas.

Building more compact urban areas

Future urban growth in SEQ will be consolidated around urban activity centres and public transport nodes. New residential areas will be developed at densities that support public transport services. Land and infrastructure will be used more efficiently and economically.

The Regional Plan proposes that a significant proportion of future dwelling growth will be accommodated through infill and redevelopment within existing urban areas.

Encouraging growth in the Western Corridor

The Western Corridor contains a high proportion of the region's land for future business, industry and greenfield residential development.

An increased proportion of the region's future population and urban growth will be accommodated in the Western Corridor, which provides the opportunity to achieve a good relationship between employment, transport infrastructure and population growth. Through the identification of growth areas for urban development and giving priority to infrastructure and services the Regional Plan will seek to attract increased economic and population growth to the Western Corridor.

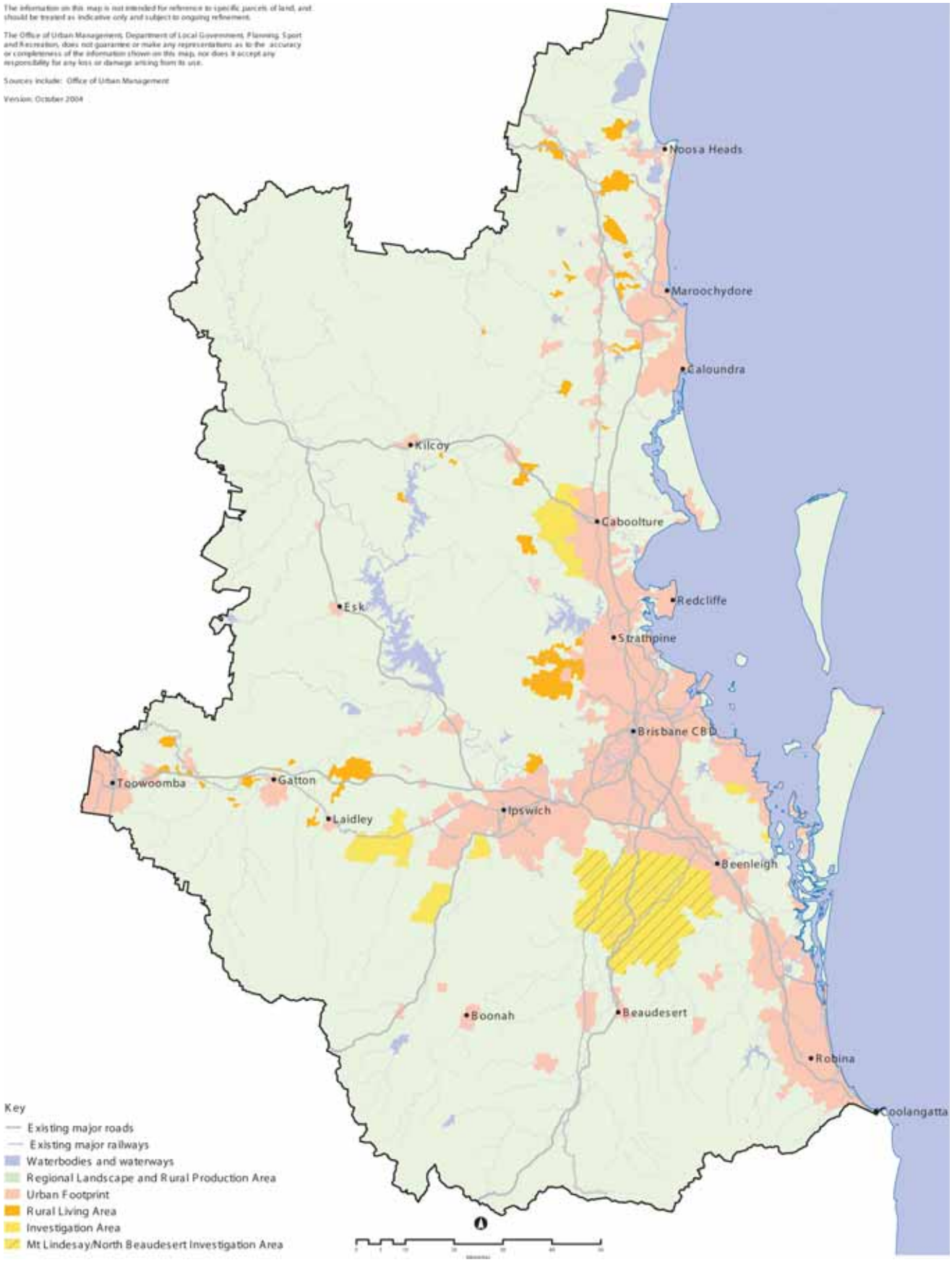
Integrating land use and transport

Quality of life and economic development opportunities are enhanced by easy access to a good transport system. Future land use and transport will be planned and delivered in an integrated way and future urban growth will be focused on transport routes and nodes. Transport infrastructure and service investment across all transport modes will both lead and support the achievement of the desired future urban form.



MAP 2

> SEQ regional land use





The Urban Footprint identifies land predominately allocated to provide for the region's urban development needs to 2026.

Settlement pattern

The Draft Regional Plan allocates all land in SEQ into one of five broad categories. These areas provide the spatial context for the Draft Regulatory Provisions set out in Part G of the Draft Regional Plan and are more precisely defined on the Draft Regulatory Maps that form part of the Draft Regional Plan.

The **Regional Landscape and Rural Production Area** includes land comprising a regionally significant area with one or more of the following values:

- State or regional nature conservation significance;
- regional ecosystems that are endangered or of concern;
- national park, conservation park, resources reserve, or coordinated conservation area;
- koala conservation area or other major habitat;
- good quality agricultural land and other productive rural areas;
- natural economic resources including extractive resources and forestry plantations;
- water storage impoundments, water storage catchments and groundwater areas;
- native forests;
- coastal wetlands; and
- land forming strategic and regionally significant inter-urban breaks.

The intent of the Regional Landscape and Rural Production Area is to ensure its long-term protection from inappropriate forms of development, particularly the encroachment of urban land uses and the further fragmentation of land holdings for rural residential and other similar activities. This is achieved through the Draft Regulatory Provisions of the Draft Regional Plan in Part G.

The Regional Landscape and Rural Production Area preserves existing development rights to ensure the continuation of significant activities including agricultural production, availability of natural resources, water storage, tourism, nature-based recreational activities and nature conservation in currently designated areas. However, the Regional Plan does envisage that some lands currently allocated for rural residential in local government planning schemes, but not yet developed or included in the Rural Living Area, will have a limited opportunity for development.

The **Urban Footprint** identifies land predominately allocated to provide for the region's urban development needs to 2026. The area includes more than sufficient land to accommodate the full range of normal urban uses, such as housing, industry, business, infrastructure, community facilities and urban open spaces, as well as some rural residential areas contiguous to urban areas and well located with respect to urban services and facilities.

Inclusion of land in the Urban Footprint does not imply that all such lands can be developed for urban purposes. The Urban Footprint includes land with a wide range of opportunities and constraints including areas identified as having biodiversity values of State, regional or local significance. There will, therefore, be some land within the Urban Footprint which is protected under State legislation such as the *Vegetation Management Act 1999* or local government planning schemes, or is otherwise unsuitable for urban development for a range of more local reasons.

Local government planning schemes and detailed local Structure Plans will be the principal instruments for establishing the desired nature and use of land and the preferred timing of development within the Urban Footprint.

The Urban Footprint:

- Defines the limits of urban development to 2026 through the use of cadastral boundaries or other clearly defined physical features such as waterways or roads
- Focuses urban growth in areas that:
  - are well-located with respect to existing and planned urban infrastructure, activity centres and services;
  - promote the development of cohesive communities to support a wide range of services and facilities;
  - are an orderly extension of existing urban areas or support existing centres, including the region's smaller townships; and
  - have access to existing or planned employment centres
- Takes account of existing urban development, urban and contiguous rural residential land designations and forward planning designations in existing and proposed local government planning schemes as at August 2004.



The Investigation Areas provide a potential land-bank for future medium to longer-term urban development and infrastructure corridors.

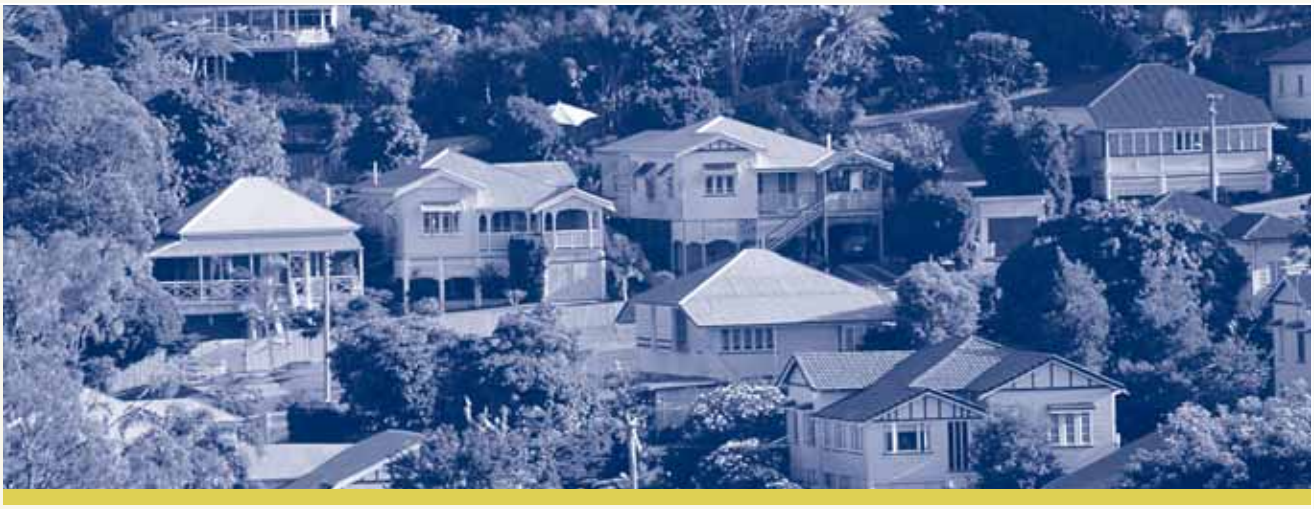
The Investigation Areas include land that has generally limited landscape or rural production values and appears to have few physical constraints to future use for urban development. The ability of the Investigation Areas to accommodate future urban expansion is protected through the Draft Regulatory Provisions.

The Investigation Areas provide a potential land-bank for future medium to longer-term urban development and infrastructure corridors. It is important to protect these areas from intervening and inappropriate uses before they are required. Not all of the land in each of these areas will be suitable for urban development.

> Investigation area criteria

Prior to any urban development taking place in an Investigation Area, the following criteria must be satisfied:

- there is an over riding need for the development proposal in the public interest (refer to draft Regulatory Provisions);
- a detailed investigation and evaluation of the relevant area has been undertaken to determine the acceptable potential for development, the constraints and opportunities;
- significant environmental values are identified, protected and all possible and undesirable impacts mitigated;
- infrastructure and services are available and can be staged economically to meet the demand and all required infrastructure corridors are identified and preserved;
- any out-of-sequence or bring forward costs will be borne by the development(s);
- appropriate sites for education, health and social facilities and other community infrastructure will be identified and provided;
- new developments will be structure planned to create balanced communities, with a guaranteed range and mix of housing type and price;
- affordable housing will be included as an integral component of the development;
- sub-tropical design and sustainability principles are employed to ensure demand for water, power and waste are minimised and maximum advantage is taken of all reuse opportunities;
- commercial and/or industrial employment can be created within the development, or there is a clearly defined relationship between the development and nearby job opportunities, including identified journey-to-work arrangements;
- the development is planned to provide for, and supports the use of, internal and external public transport, walking and cycling;
- up-to-date communications technology will be made available to all homes and businesses;
- open space within the area and inter-urban breaks are provided where required; and
- the development is consistent with the intent of the Regional Plan, relevant local government planning schemes, and relevant State planning instruments.



The Investigation Areas are primarily located in the northern (Caboolture Shire) and western (Ipswich City) parts of the region. These areas are not currently thought to be required for urban development before 2026. Should there be a need to release additional land for urban development purposes earlier, however, the State Government, in partnership with local governments, will conduct detailed planning investigations and consultation on the future of these areas and modify the Regional Plan accordingly.

The smaller Investigation Areas in Redland Shire include land identified by the Redland Shire Council as a possible extension of the Urban Footprint. The future of these Investigation Areas will be determined following full public consultation through the Draft Regional Plan and the draft planning scheme for the Redland Shire.

The **Mt Lindesay/North Beaudesert Investigation Area** includes land in the northern part of Beaudesert Shire extending into Gold Coast City and Logan City. This Investigation Area presents a complex array of planning issues. It is largely occupied by fragmented rural residential lots. However, there are some large undeveloped landholdings with existing approvals for rural residential development and the potential to accommodate future urban communities and employment opportunities. Major issues to be resolved include the precise areas to be developed, if any, the provision of infrastructure and the timing of development.

Due to the fragmented, low-density nature of existing development, the area is relatively poorly provided with urban services, particularly water, wastewater, public transport, community services and there are relatively few local employment opportunities.

It is intended to resolve the future of the Mt Lindesay/North Beaudesert Investigation Area as a high priority. The Draft Regulatory Provisions prevent further fragmentation of this area for a period of 18 months. The necessary planning investigations will be undertaken in this period.

Rural Living Areas comprise certain large areas that are currently zoned for rural residential development in local government planning schemes and are substantially developed for that purpose. Future rural residential development through infill and consolidation of these areas is permitted under the Regional Plan.

Rural Living Areas comprise certain large areas that are currently zoned for rural residential development in local government planning schemes and are substantially developed for that purpose.





Part E

Regional Growth Management Strategy

The Regional Growth Management Strategy sets out the desired regional outcomes, principles and strategies proposed to address growth management issues in SEQ.



The desired regional outcome topics are:

- Natural environment, resources and rural production
- Urban form
- Strong communities
- A diverse economy
- Integrated transport
- Infrastructure and services
- Engaging Aboriginal and Torres Straight Islander Peoples.

Sustainability

In the next 20 years, SEQ will grow by up to one million people and will consolidate its reputation as one of the most liveable, attractive and prosperous regions in Australia for residents, businesses and visitors. To achieve this, the region must balance the protection of ecological processes and natural systems at a regional level with economic development and the maintenance of the cultural, economic, physical and social well-being of people and communities.

Development of the Regional Plan is based on the ecologically sustainable development (ESD) principles as expressed in *IPA* and the *National Strategy for ESD*.



Natural environment, resources and rural production

> Desired regional outcome 1:

A healthy and diverse regional landscape where key environmental, natural resource and rural production areas are protected, enhanced, used sustainably and adaptively managed.

SEQ is widely recognised for the quality and diversity of its natural environment, productive natural resources and regional landscape areas. The SEQ region is one of the most biodiverse regions in Australia. However, growing populations and urban areas are placing pressure on resources, ecological processes and the natural environment. Both rural and urban communities need to mitigate the adverse impacts from growth.

Environmental and natural resources underpin the region's liveability and form a substantial component of the economy. The region accounts for approximately 14 per cent of Queensland's farm production and is the hub of Queensland's agricultural processing industries. Rural production areas represent around 58 per cent of the region.

SEQ supports many highly valued environmental, rural production, natural, economic and recreational resources and scenic features. The protection and management of these values will require the coordination of regional policy initiatives and legislation and is fundamental to the region's sustainable future.

> Principles and strategies

Principle 1.1 – Regional Landscape and Rural Production Area



The Regional Landscape and Rural Production Area will be protected to maintain the natural environment and resources, and the values of open space, scenic amenity, nature conservation, outdoor recreation and rural economic activity.

Strategies

S1.1 – Confirm a Regional Landscape and Rural Production Area that recognises regionally significant conservation, natural resource, rural production and recreation values.

S1.2 – Protect land and resources from inappropriate land use and development in the Regional Landscape and Rural Production Area.

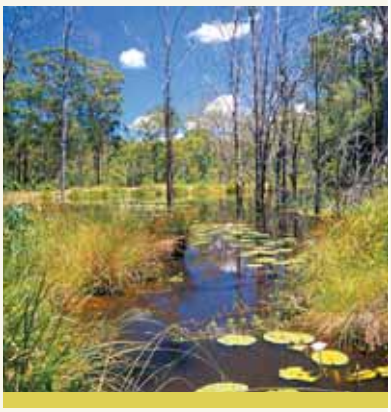
S1.3 – Review and monitor the environmental, social and economic values of the Regional Landscape and Rural Production Area and implement actions to integrate and protect these values.

Principle 1.2 – Conserving nature

The region's significant nature conservation values; habitat for endangered, vulnerable, rare or regional priority species; bio-regional corridors, wetlands and waterways; remnant and riparian vegetation; and underlying ecological processes; will be conserved, managed, rehabilitated and/or restored.

Strategies

S1.4 – Protect and manage regionally significant nature conservation values through the implementation of policies, strategies and programs and through the regulation of the Regional Landscape and Rural Production Area.



Restrict development in ecologically sensitive coastal areas, wetlands and waterways.

Principle 1.3 – Protecting the coast and waterways

Coastal environments, water catchments, waterways, wetlands and groundwater will be protected from the impacts of regional growth and the health of aquatic and marine ecosystems will be enhanced.

Strategies

S1.5 – Restrict development in ecologically sensitive coastal areas, wetlands and waterways.

S1.6 – Manage water catchments and the water cycle through a whole-of-catchment approach that integrates water resource planning, water quality planning and safe wastewater recycling.

S1.7 – Future urban, tourism and other economic development along the coast is consolidated within existing urban areas.

S1.8 – Land use planning, development assessment and land management practices address the potential impacts of natural hazards including flooding and storm tides and the climate change impacts of sea level rise.

S1.9 – Planning, design, construction and operation of infrastructure located within the coastal zone maintains coastal geophysical and ecological functions.

Principle 1.4 – Managing air quality

Urban form, transport and industry are managed to minimise impacts on air quality to achieve agreed air quality standards.

Strategies

S1.10 – Improve understanding, modelling and monitoring of the SEQ air shed and use this in land use and transport planning.

Principle 1.5 - Natural economic resources

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

Strategies

S1.11 – Protect natural economic resource areas from inappropriate land use and fragmentation.

S1.12 – Manage land use and improve land management practices to protect the quality of potable water supply sources.

S1.13 – Encourage and promote the implementation of demand management and efficiency measures, substitution of non-renewable resources, and the use of best management practices in natural resource-based industries.

S1.14 – Establish and strengthen regional mechanisms to coordinate and integrate natural resource management.

S1.15 – Identify, evaluate and protect extractive and mineral resources for future extraction, and plan for appropriate transport to markets.

Principle 1.6 – Supporting rural production

Rural economic resources are conserved and managed to enhance their contribution to the regional economy, rural industries and the regional landscape.

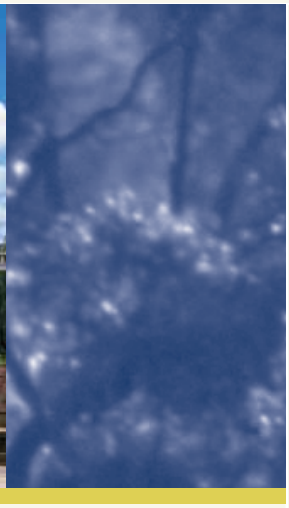
Strategies

S1.16 – Prevent further fragmentation and reconfiguration of productive rural lands to maintain viable farm sizes and achieve separation of incompatible land uses.

S1.17 – Optimise reliable water supply for rural industries by clarifying entitlements through the implementation of water recycling and water conservation and efficiency measures.

S1.18 – Protect, manage and rehabilitate the region's marine and freshwater habitats to maintain sustainable fish stocks.





The natural environment, rural, outdoor recreation, culture and heritage values of the region are promoted as tourism opportunities where appropriate.

Principle 1.7 – Protecting scenic amenity

Areas and features of high scenic amenity are protected and managed.

Strategies

S1.19 – Output from the *SEQ Regional Scenic Amenity Study* will be used to identify the region's scenic amenity values and inform future planning, design and decision-making.

Principle 1.8 – Outdoor recreation and tourism

A diverse range of opportunities for outdoor recreation and nature-based and rural tourism will be provided to satisfy demand and support local and regional economies.

Strategies

S1.20 – Recognise outdoor recreation as a distinct and important land use and give it due consideration in planning processes.

S1.21 – Establish and maintain a regional outdoor recreation network including new regional parks and regional trails, and develop a regional outdoor recreation strategy.

S1.22 – Outdoor recreation and tourism activities are managed on a sustainable basis to protect ecological, scenic and cultural values, consistent with community priorities.

S1.23 – The natural environment, rural, outdoor recreation, culture and heritage values of the region are promoted as tourism opportunities where appropriate.

Principle 1.9 – Regional integration

Coordination and integration of regional environmental and resource management strategies, policies and initiatives.

Strategies

S1.24 – Ensure existing and emerging regional, environmental and natural resource strategies are integrated and aligned to the Regional Plan.

S1.25 – Facilitate collaborative government and community planning and management for the region's key resources and values.

S1.26 – Identify and develop a publicly accessible open space network for SEQ as the basis for the management of regionally significant open space.

S1.27 – Identify and evaluate the environmental, economic and social benefits derived from ecosystem services in the region, and use this information to guide and integrate regional planning.

S1.28 – Establish a range of options for conservation and resource management on private lands based on a flexible, cooperative, voluntary and incentives-based approach and respect for landowner rights.

S1.29 – Develop a regional greenhouse gas reduction strategy that provides regional level commitment to meet State and National greenhouse objectives.

> Regional Landscape and Rural Production Area

The key regional landscape elements and their broad planning intents are summarised in Table 1. These environmental and natural economic resources deliver a range of economic and community benefits across the entire region.

A major initiative of the Regional Plan is the definition of a Regional Landscape and Rural Production Area, where development for urban purposes and reconfiguration of land will be regulated.

Landscapes in the region support a range of regionally significant resources and values. A landscape planning framework will be developed to support integrated planning and effective management of these key resources and values across the Regional Landscape and Rural Production Area.

Table 1: Regional landscape elements and broad intents

Core landscape areas

Core landscape areas support one or more regionally significant landscape elements:

- *Nature conservation areas*
  Areas supporting nature conservation values of International, National, State or regional significance
- *Rural production areas*
  Areas supporting rural activities, including clusters of rural industries capitalising on the availability of particular soil types, water, climate or proximity to markets and processing facilities
- *High scenic amenity areas*
  Areas displaying high levels of scenic amenity to the region, including areas or features with high visual exposure containing scenery highly preferred by the community
- *Key outdoor recreation areas*
  Areas recognised as regionally important for outdoor recreational activities.

Broad intent: The management of core landscape areas protects the values and delivers singular or multiple outcomes, according to recognised priorities.

Landscape corridors

Landscape corridors link core landscape areas and other landscape elements. Broad intent: Landscape corridors are maintained and enhanced by ensuring land uses and activities within the corridor are compatible with and support corridor function.

Inter-regional landscape links

Inter-regional landscape links are areas with important landscape connections to adjoining regions that support regional landscape functions. Areas include the coastline and bioregional corridors. Broad intent: Inter-regional landscape links connecting adjoining regions are recognised in regional initiatives.

Inter-urban breaks

Inter-urban breaks separate major urban areas and are dominated by rural and natural landscapes. Broad intent: Inter-urban breaks are managed as non-urban areas supporting activities that reinforce their natural and rural character.

Rural living areas

Areas that are generally developed for or suitable for rural residential development. Broad intent: Rural living areas are managed as contained clusters.

Rural townships

Smaller urban communities that generally service rural catchments. Broad intent: Rural townships are managed to maintain their character and role as activity nodes supporting the rural community.

Regional infrastructure and land intensive uses

Regional infrastructure includes transport, energy and water storage/supply infrastructure. Land intensive uses includes extractive/mining operations, haul routes, sewage and water treatment plants and waste management facilities. Broad intent: Regional infrastructure and land intensive uses are managed to minimise impacts and surrounding land uses ensure continued operation.

Water sources and catchments

Hydrologic catchments of existing and potential water storages and regionally significant groundwater areas. **Broad intent:** Land use is managed within water storage catchments to protect the quality of receiving waters, including storages, delivery channels and groundwater sources used for potable water supply.

Coastal waters and foreshores

Coastal waters and foreshores as defined in the *State Coastal Management Plan*.
Broad intent: Coastal and marine resources and values are protected and managed to facilitate a variety of uses and activities.



Nature conservation areas of SEQ are among the richest and most diverse in Australia.

Nature conservation

Nature conservation areas of SEQ are among the richest and most diverse in Australia. Natural landscapes and ecological processes provide clean air and water, productive soils, biodiversity, scenic amenity and outdoor recreation settings for the region and substantially contribute to the region's quality of life.

The region's nature conservation areas reflect areas with significant biodiversity values. These areas include:

World Heritage areas

The Central Eastern Rainforest Reserves (Australia) World Heritage Area is located along the border ranges between New South Wales and Queensland from Gold Coast to Boonah and covers an area of approximately 60,000 hectares within SEQ.

Coastal resources

Moreton Bay is one of Australia's top 12 shorebird habitats supporting 16 species of resident shorebirds and 35 migrant species. SEQ coastal areas also include regionally significant coastal wetlands at Pumicestone Passage and Carbrook near Logan; coastal dune systems on Moreton, Bribie and Stradbroke Islands; and critical habitat for dugongs and turtles in Moreton Bay.

Bioregional Wildlife Corridors

Within SEQ, 29 Bioregional Wildlife Corridors have been identified based on remnant and other vegetation, and areas where landscape restoration would be desirable.

Flora and fauna habitat

SEQ provides habitat for approximately 4,000 plant and 800 freshwater and terrestrial vertebrate animal species.

Areas with special biodiversity significance

SEQ has a number of special and diverse conservation areas. These include cabbage palm forest on South Stradbroke Island; sub-coastal wet heath patches in Brisbane; remnant and regrowth rainforest patches associated with the Buderim Plateau; Kin Kin Creek; littoral rainforest on dunes at Coolum; White Rock shrubby forest and woodland on sandstone; and Mt Sylvia Spur running off Mistake Plateau, south of Laidley.

Areas with remnant vegetation

SEQ contains approximately 43 per cent remnant vegetation. Based on Queensland Herbarium mapping, 38 per cent of this supports regional ecosystems that are not of concern; 47 per cent are of concern; and 15 per cent are endangered regional ecosystems.

Rural production and natural resources

Rural production and natural resource areas are vitally important to the regional economy, supporting a diverse range of industries. The Regional Plan promotes the sustainable management of rural production and natural resource areas by protecting them from incompatible development and promoting the livelihoods of the people who work in rural and natural resource industries.

SEQ's rural production and natural economic resource areas include:

Agriculture

Agricultural industries are the principal land use on privately owned non-urban land in SEQ. The majority of the agricultural area is used for beef cattle production, with dairy farming located on some of the more productive grazing land.

The rich alluvial soils along the valleys in the west and south of the region including the Brisbane, Lockyer, Fassifern and the Albert-Logan valleys support a vast array of fruit, vegetable and other cropping industries. Closer to the coast, horticultural and cropping industries thrive in the Gold Coast, Redlands, Glasshouse Mountains and Sunshine Coast districts. Sugar cane is the main crop in the northern Gold Coast and Sunshine Cost areas. Chicken meat production is the main intensive livestock industry in the region.

MAP 3

> Nature conservation

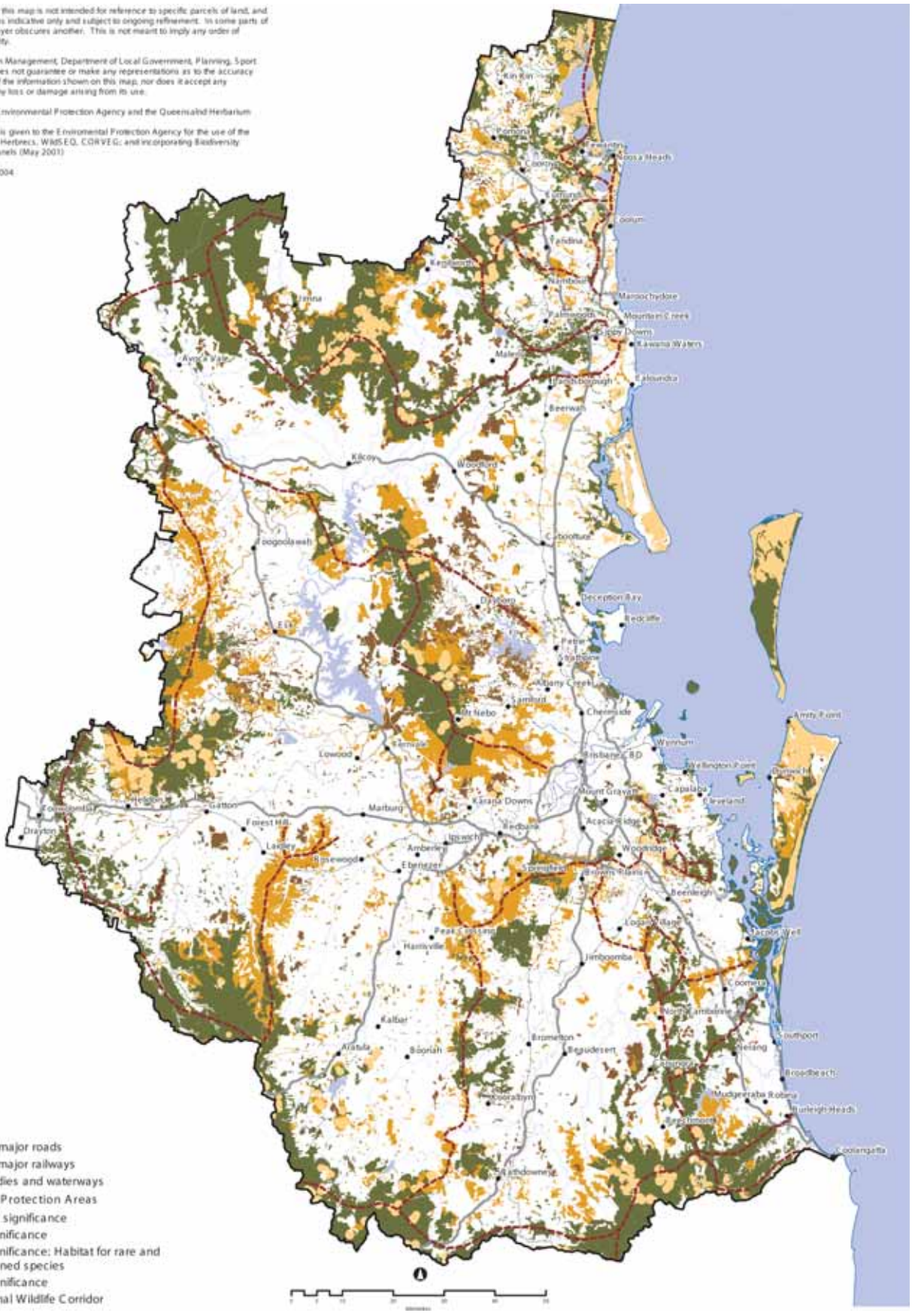
The information on this map is not intended for reference to specific parcels of land, and should be treated as indicative only and subject to ongoing refinement. In some parts of the mapping one layer obscures another. This is not meant to imply any order of importance or priority.

The Office of Urban Management, Department of Local Government, Planning, Sport and Recreation, does not guarantee or make any representations as to the accuracy or completeness of the information shown on this map, nor does it accept any responsibility for any loss or damage arising from its use.

Sources include: Environmental Protection Agency and the Queensland Herbarium

Acknowledgement is given to the Environmental Protection Agency for the use of the following datasets: Herbrecs, WildSEQ, CORVEG; and incorporating Biodiversity Planning Expert Panels (May 2003)

Version: October 2004



MAP 4

> Rural production and natural resources

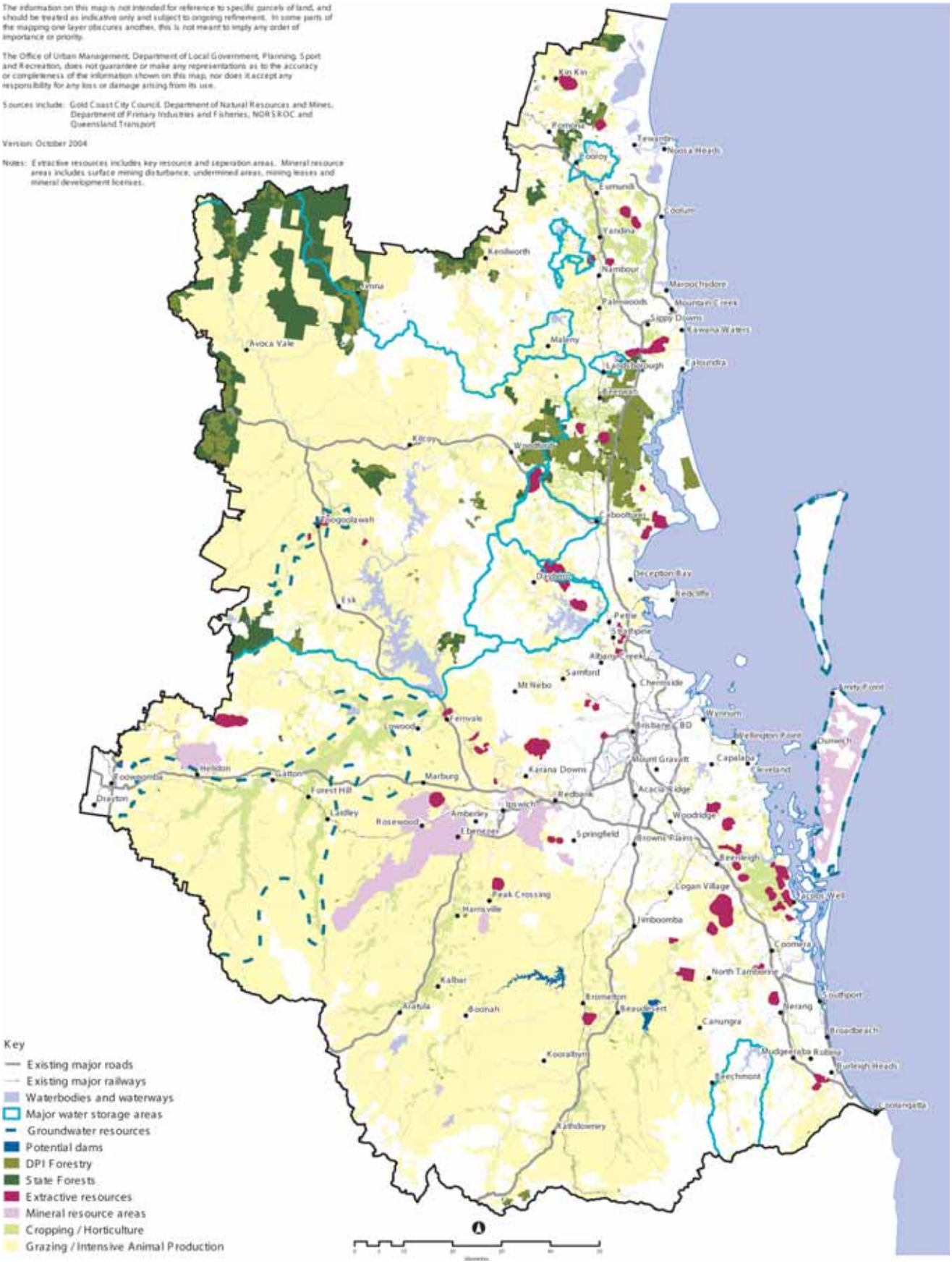
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Sources include: Gold Coast City Council, Department of Natural Resources and Mines, Department of Primary Industries and Fisheries, NORSROC and Queensland Transport

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Notes: Extractive resources includes key resource and seperation areas. Mineral resource areas includes surface mining disturbance, undermined areas, mining leases and mineral development licenses.



MAP 5

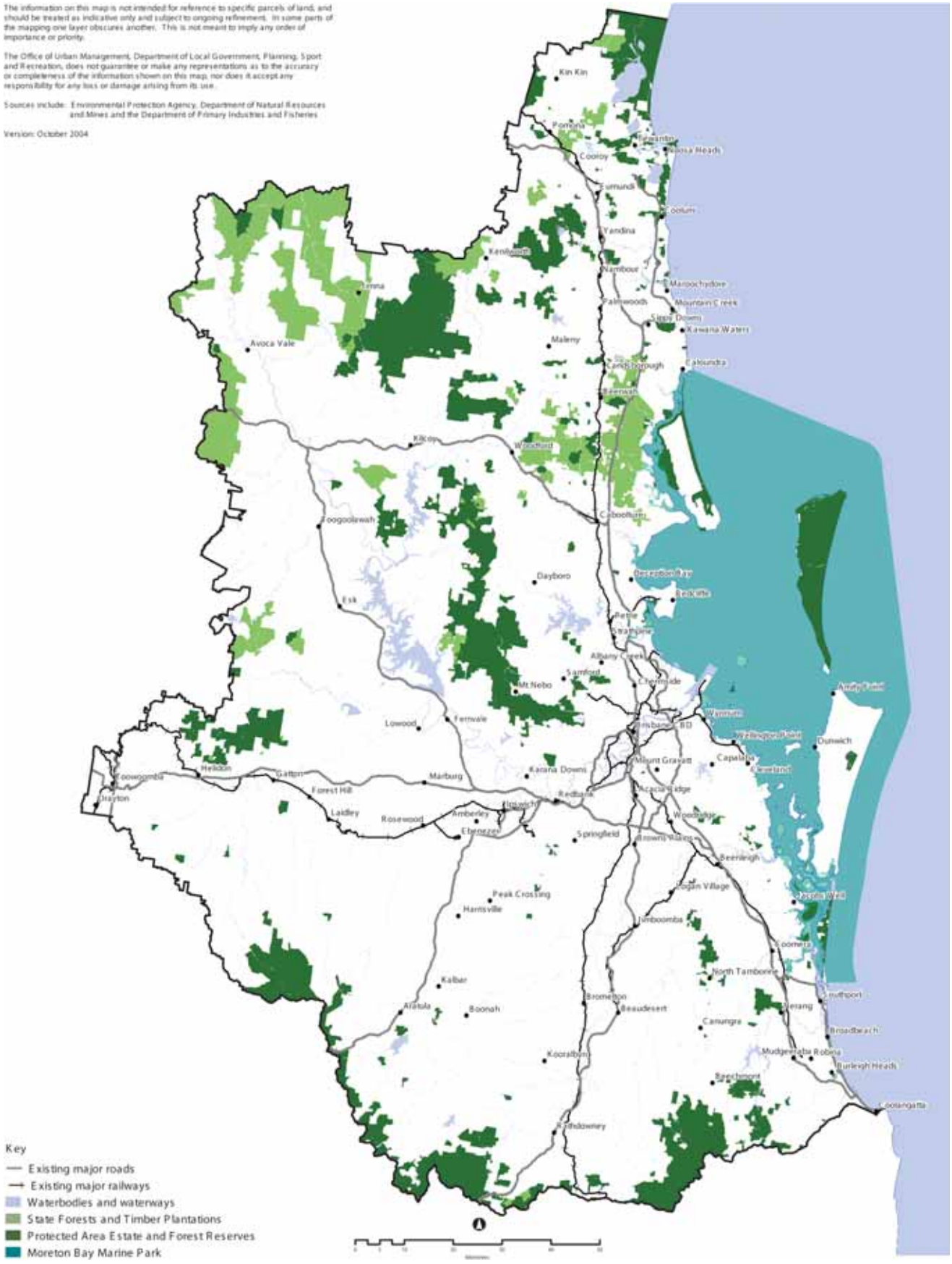
> Publicly accessible regional open space

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Sources include: Environmental Protection Agency, Department of Natural Resources and Mines and the Department of Primary Industries and Fisheries

Version: October 2004





Recreational fisheries from estuaries, bays and ocean beaches are important to the lifestyle of the region.

Forestry

SEQ has significant areas of plantation forestry incorporating about 15 per cent of the State-owned plantations. The largest plantation is in the Beerburrum area. Plantation forestry is a profitable business that supports a range of value adding enterprises. Demand for plantation grown timbers continues to rise and Australia remains a net importer of forest products.

Fisheries

SEQ has important freshwater and estuarine fisheries and fish habitats. Moreton Bay accounts for 20 per cent of the commercial fisheries catch in Queensland. Recreational fisheries from estuaries, bays and ocean beaches are important to the lifestyle of the region. Active fish stocking programs support freshwater fishing in rivers and impoundments. Aquaculture is also a key activity concentrating on freshwater finfish and crayfish, marine oysters and prawns.

Water sources and catchments

SEQ's water supplies are obtained from various surface water (including dams and weirs) and groundwater sources. For urban potable water purposes, the five largest sources are the Wivenhoe/Somerset Dams, Hinze/Little Nerang Dams, North Pine Dam, Baroon Pocket Dam and the North Stradbroke Island borefield.

The potential Wyaralong and Glendower Dam sites are reserved for future regional bulk water sources. This could include supply for urban areas, rural uses, or both.

Rural water supplies are mainly sourced from the region's streams, including supplemented supplies from the Maroon and Moogerah Dams, smaller quantities from the Wivenhoe and Somerset Dam and from groundwater extraction in the Lockyer Valley.

The region's water supply catchments and significant groundwater areas, especially those providing potable water, need to be carefully managed to ensure treatment costs are minimised and that pollutants do not compromise the quality of receiving waters.

Extractive resources

The extractive resources of SEQ are dispersed across the region. Fifty extractive resource sites of regional significance have been identified as the primary source of raw material for the infrastructure and building construction industries.

Hardrock resource deposits include those at Beerwah, Bracalba, Kholo Creek, Petrie/Narangba, Beenleigh and the Darlington Range. Sand and gravel resources are found in the alluvial flats of the Pine and Logan Rivers and at Beachmere. Moreton Bay has been identified as a potential source of sand.

Demand for extractive materials is anticipated to rise in response to development demand and associated community and transport infrastructure.

Mineral resources

Mineral resources include coal, metallic ores and industrial minerals such as rutile and zircon, silica and foundry sand. These resources include the key 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 valuable minerals resources in the region.



A publicly accessible open space network for SEQ is proposed to include regionally significant lands that are publicly accessible for a range of outdoor recreation, cultural, educational and scientific research purposes.



Publicly accessible regional open space

A regional open space network should be one of the key spatial components of the region. A publicly accessible open space network for SEQ is proposed to include regionally significant lands that are publicly accessible for a range of outdoor recreation, cultural, educational and scientific research purposes.

Lands in the SEQ publicly accessible regional open space network may be owned and managed by State or local governments, including National Parks, Marine Parks, State Forests, regional parks, regional trails, water supply reservoirs and major parks and reserves. The network may also include privately owned lands where voluntary arrangements have been formally established to effectively manage public access and use. The regional open space network can support tourism enterprises and contribute directly to urban and rural economies. It will link to open space areas within the Urban Footprint and Investigation Areas.

The SEQ publicly accessible regional open space network will be developed and managed in consultation with Traditional Owners, interested community members, groups and industry bodies, private landowners, local governments and relevant State agencies. The Regional Landscape and Open Space Advisory Committee will provide strategic advice.

Environment and natural resource programs

There are a significant number of natural environment, environmental quality, natural resource, scenic amenity, recreational and landscape related legislation, policy, programs and activities applying within the SEQ region. The Regional Plan has not sought to reproduce, refine or amend the detailed issues, policies and strategies covered by these programs.

However, there is an emerging need to develop a more coordinated and integrated approach to managing the regions environmental and natural resource areas. Recent moves to integrate the activities of the SEQ *Natural Resource Management Plan* and the *Western Catchment Natural Resource Management Plan* expand this philosophy.

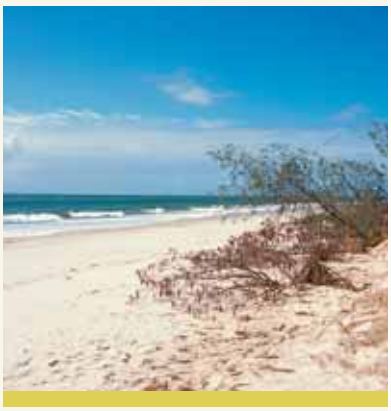


There are a significant number of natural environment, environmental quality, natural resource, scenic amenity, recreational and landscape related legislation, policy, programs and activities applying within the SEQ region.

Existing environmental and resource management strategies and programs

These include, but are not limited to:

- *Regional Nature Conservation Strategy*
- *State Planning Policy 1/97: Conservation of Koalas in the Koala Coast*
- *State Planning Policy 1/92: Development and Conservation of Good Quality Agricultural Land*
- *State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide*
- *State Coastal Management Plan*
- *Strategy for the Conservation and Management of Queensland Wetlands*
- *Queensland Trust for Nature*
- *Waste Management Strategy for Queensland*
- *Western Catchment Natural Resource Management Plan*
- *SEQ Water Quality Improvement Plan* (in preparation)
- *Strategy for Water Sensitive Design in SEQ* (in preparation)
- *Natural Resource Management (NRM) SEQ Regional Plan*
- *SEQ 2021 Rural Futures Strategy*
- *SEQ Regional Forest Agreement*
- *SEQ Regional Air Quality Strategy*
- *SEQ Regional Coastal Management Plan* (in preparation)
- *SEQ Regional Water Quality Management Strategy*
- *SEQ Regional Scenic Amenity Study* (in preparation)
- *SEQ Water Recycling Strategy* (in preparation)
- *Water Resource Plans.*





Urban form

Desired regional outcome 2:

A compact and sustainable urban pattern of well-planned communities, supported by a network of accessible centres having a close relationship with residential areas, employment locations and the transport system, framed by Regional Landscape and Rural Production Areas.

SEQ is the third largest urban region in Australia and is continuing to experience significant and sustained growth pressure with over 50,000 new residents per year placing high demand on the region's natural resources, urban systems, infrastructure and services.

Urban development practices in SEQ need reform if the region is to manage future growth whilst maintaining natural resources and lifestyle values. This requires a commitment to a more sustainable pattern of development, efficient utilisation of land and tighter control over ad-hoc and dispersed forms of development.

Principles and strategies

Principle 2.1 – Urban pattern

Consolidate the region's urban development footprint, provide for discrete urban areas separated by inter-urban breaks. Reduce ad-hoc and dispersed development and improve the links between residential areas, employment locations and transport services.



Strategies

S2.1 – Consolidate urban development within the Urban Footprint.

S2.2 – Prohibit development for urban purposes outside the Urban Footprint.

S2.3 – Protect inter-urban breaks to separate and frame discrete urban settlement areas.

S2.4 – Contain further rural residential development within designated Urban Footprint and Rural Living Areas.



Consolidate urban development to improve utilisation of land and the efficient provision of infrastructure and services.

Principle 2.2 – Urban growth management

Make more efficient use of land allocated for urban development and ensure that new development is integrated with the delivery of transport, infrastructure, services and employment opportunities.

Strategies

S2.5 – Consolidate urban development to improve utilisation of land and the efficient provision of infrastructure and services.

S2.6 – Integrate land use, infrastructure, transport, employment planning and development.

S2.7 – Increase progressively the proportion of new dwellings created by infill and redevelopment of existing urban areas across the region to 40 per cent of all new dwellings constructed between 2004 and 2016, and 50 per cent between 2016 and 2026.

S2.8 – Focus higher density and mixed-use development in and around Regional Activity Centres and public transport nodes and routes, including potential Transit Oriented Development (TOD) sites.

S2.9 – Provide information and services to support increased development densities at Regional Activity Centres and TOD sites.

S2.10 – Develop new greenfield sites as integrated communities, not just subdivided land.

S2.11 – Major new residential development areas to achieve a minimum net residential density of 15 dwellings per hectare.

S2.12 – Prepare Local Growth Management Strategies to identify how and where additional dwellings and employment will be accommodated.

Principle 2.3 – Regional Activity Centres Network

Employment and services will be focused on a network of well-planned, vibrant and accessible Regional Activity Centres.

Strategies

S2.13 – Define and support a Regional Activity Centre Network.

S2.14 – Align local government planning schemes to reflect the role and function of the Regional Activity Centres network and to restrict out-of-centre development.

S2.15 – Locate major employment and trip generating activities within Regional Activity Centres wherever practicable.

S2.16 – Strengthen Regional Activity Centres with appropriate transport infrastructure and government and community services.

S2.17 – Prepare detailed local plans and implementation programs for Regional Activities Centres.

Principle 2.4 – Rural centres

Rural centres will be vibrant community focal points that provide a range of services to their catchment populations.

Strategies

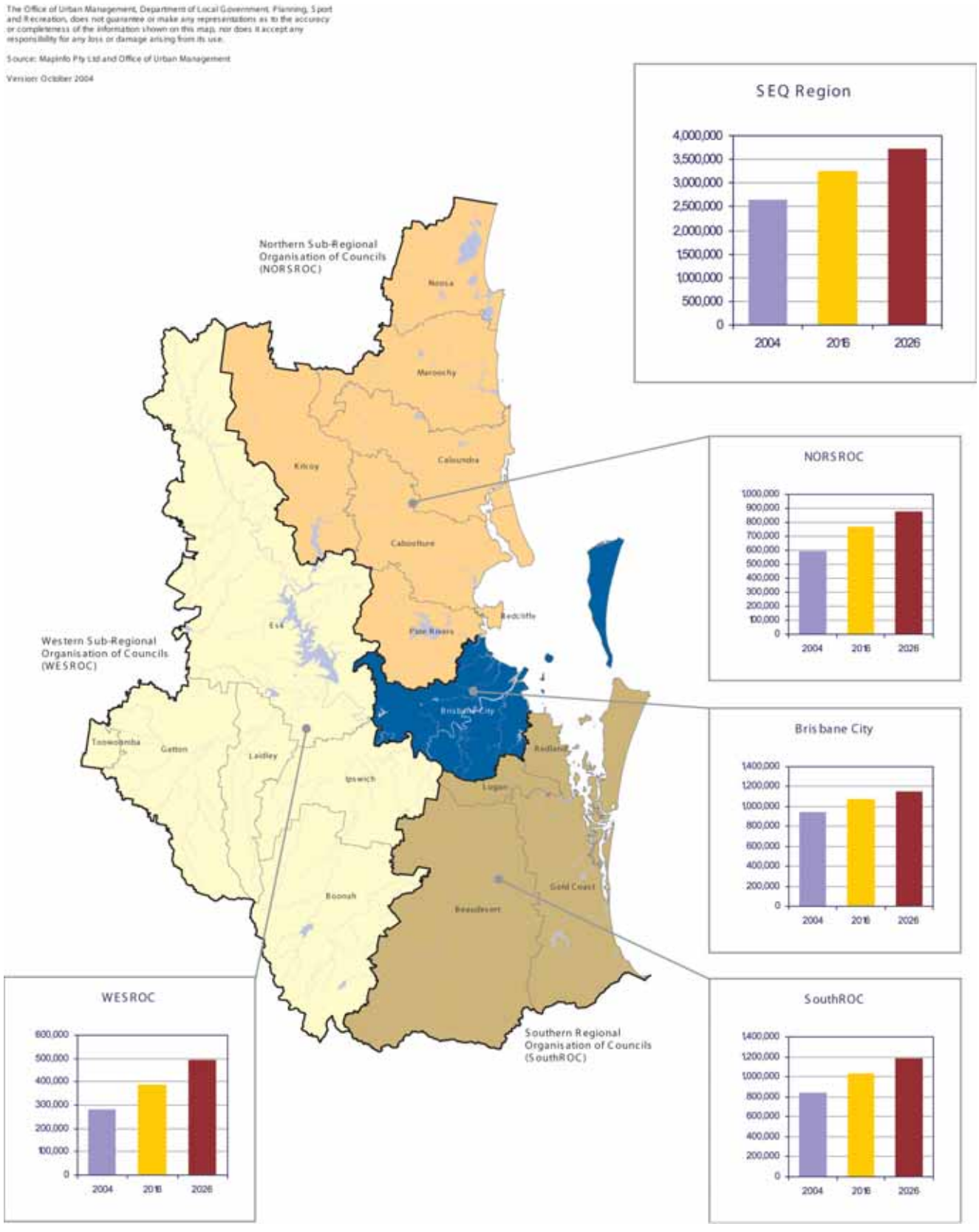
S2.18 – Consolidate future rural population growth around existing towns and villages.

S2.19 – Identify land to accommodate future planned growth opportunities in rural centres.

S2.20 – Support the identified Rural Activity Centres through the targeted provision of infrastructure and services.

MAP 6

> Indicative planning populations by sub-region





The proposed urban structure is based on the principle of accommodating the majority of regional growth in existing urban centres or within designated urban growth areas.

Principle 2.5 – Integrated planning of development areas

Major greenfield development and redevelopment areas are planned and developed as integrated communities with good accessibility to services, infrastructure and employment opportunities.

Strategies

S2.21 – Prepare Structure Plans for all new residential development areas prior to approval of development.

Principle 2.6 – Housing mix and affordability

Provide for a variety and mix of dwelling type, size and tenure to meet diverse community needs and achieve housing choice and affordability throughout the region.

Strategies

S2.22 – New residential developments to incorporate a mix of housing types to meet the current and future needs of the community.

Principle 6.7 – Designing for a subtropical region

Development should be designed and sited to reflect SEQ's climate, to maximise liveability and reinforce our unique identity as Australia's only subtropical metropolitan region.

Strategies

S2.23 – Incorporate subtropical design principles of orientation, siting and passive climate control into all new developments.

S2.24 – Buildings are a legacy for the future and should be designed with careful attention to the intended use. Give greater attention to the appropriate functional design and aesthetics of all prominent buildings in the Brisbane Central Business District (CBD) and Regional Activity Centres.

> Urban structure

The proposed urban structure is based on the principle of accommodating the majority of regional growth in existing urban centres or within designated urban growth areas.

Key components of the urban structure are:

- containment of urban development within the Urban Footprint;
- allocation of sufficient land within the Urban Footprint to more than adequately accommodate projected population and housing growth to 2026;
- identification of a number of Investigation Areas that could provide additional lands for future urban growth beyond the life of the plan, or earlier if required;
- clear delineation of discrete urban areas within a Regional Landscape and Rural Production Area framework, including defined inter-urban breaks between settlement areas and along major transport corridors;
- delineation of five major urban areas:
  - Greater Brisbane
  - Ipswich
  - Sunshine Coast
  - Gold Coast
  - Toowoomba.
- a range of discrete rural and coastal towns and villages;
- a defined network of Regional Activity Centres serviced and linked via an efficient transport system;
- improved coordination between public transport services, residential areas and employment locations;
- a higher proportion of growth in infill and redevelopment areas, with a reduced dependency on greenfield development; and



- a general increase in housing densities across the region, primarily to be achieved through:
  - achieving a minimum net residential density of 15 dwellings per hectare in major new residential development areas;
  - targeting medium and high density development around Regional Activity Centres and public transport nodes, nominated as potential TOD sites; and
  - constraining further zoning of lands for rural residential development and development of existing rural residential zoned lands.

Population capacity

The population capacity of the region, based on the preferred urban structure, is set out in Table 2. The population capacities are based on two sets of assumptions – if development continues to occur in line with current trends and expectations, and if the Regional Plan's density and consolidation targets are achieved. The estimates do not include any urban population growth within the Investigation Areas or the Mt Lindsay/ North Beaudesert Investigation Area.

Table 2 – Urban structure population capacities

Population location	Current trends	Plan provision
Existing population	2,470,000	2,470,000
Additional capacity		
Urban Footprint	1,240,000	1,675,000
Rural Living Areas	20,000	20,000
Other non-urban	25,000	25,000
Total estimated population capacity	3,755,000	4,190,000

The population capacity of the Regional Plan's settlement pattern lies within the range of 3.755 million to 4.19 million, providing more than sufficient land to accommodate the projected population of 3.7 million people in 2026.

Efficient use of land

By 2026, approximately 550,000 new dwellings will be required to accommodate the projected population changes in the region. Continuing to provide a high proportion of these dwellings as low-density detached houses on the urban fringe is unsustainable both in terms of land consumption and the cost of providing urban services.

A better alternative is to provide a higher proportion of the new dwellings in locations that take advantage of existing facilities and services and to ensure that greenfield development uses land efficiently.

To promote consolidation within the Urban Footprint, the Regional Plan:

- sets targets for increasing the proportion of new dwellings provided through infill or redevelopment to 40 per cent of all new detached and attached dwellings constructed in the region between 2004 and 2016, increasing to 50 per cent between 2016 and 2026;
- requires major new residential developments to achieve an average minimum net yield of 15 dwellings per hectare. These areas may include several landholdings or development parcels. The allocation of a mix of development densities and housing types should be determined through the preparation of a Structure Plan; and
- requires higher density residential development to be focused within and around Regional Activity Centres and public transport nodes including TOD sites to improve accessibility to existing and planned facilities and services.



Regional consolidation and infill targets will be met through relatively high levels of infill and redevelopment in the major urbanised local government areas.

The targets for the proportions of new dwellings to be provided through infill and redevelopment are regional averages and equate to 126,000 of the 315,000 new dwellings required between 2004 and 2016; and 118,000 of the 225,000 new dwellings required between 2016 and 2026.

The distribution of these regional infill/redevelopment targets between local government areas depends on a range of factors including:

- the size of the existing developed area and the number and type of existing dwellings;
- accessibility to employment, education, recreation and public transport opportunities;
- availability of natural attractions such as proximity to beaches and water features;
- availability of greenfield residential development land; and
- current trends in housing provision.

Taking these factors into consideration, it is clear that the regional consolidation and infill targets will be met through relatively high levels of infill and redevelopment in the major urbanised local government areas such as Brisbane City and Gold Coast City.

The dwelling targets for predominantly urban local governments are set out in Table 3. The targets are expressed as total new dwellings and allow for dwellings occupied by visitors, unoccupied dwellings and a proportion of the population to reside in non-private dwellings. The Regional Plan encourages those local governments for whom dwellings targets have not been specified to also identify and encourage opportunities for infill and redevelopment within their urban areas.

Table 3 – New dwelling targets for major urban local governments (2004 to 2026)

	2001	2004–2016		2016–2026		2004–2026	
Local government area	Existing dwellings	Total new dwellings	Infill dwellings	Total new dwellings	Infill dwellings	Total new dwellings	Infill dwellings
Beaudesert Shire	8,800	10,000	0	10,000	0	20,000	0
Brisbane City	359,000	80,000	58,500	60,500	55,500	140,500	114,000
Caboolture Shire	41,900	15,000	3,000	11,000	3,000	26,000	6,000
Caloundra City	32,800	17,500	4,000	17,000	4,000	34,500	8,000
Gold Coast City	180,900	72,500	33,500	58,000	27,000	130,500	60,500
Ipswich City	45,600	41,000	6,000	34,000	7,500	75,000	13,500
Logan City	58,200	7,000	1,500	8,000	2,500	15,000	4,000
Maroochy Shire	53,100	28,500	6,500	10,000	6,000	38,500	12,500
Noosa Shire	21,200	3,000	1,500	1,100	1,000	4,100	2,500
Pine Rivers Shire	41,400	16,500	4,000	12,500	4,000	29,000	8,000
Redcliffe City	21,500	4,000	2,000	2,300	2,000	6,300	4,000
Redland Shire	43,400	10,000	4,000	4,800	4,000	14,800	8,000
Toowoomba City	34,300	6,500	1,500	4,000	1,000	10,500	2,500

Note: The targets for Beaudesert Shire are notional targets that will be revised when the planning issues in the Mt Lindesay/North Beaudesert Investigation Area are resolved.

Regional Activity Centres are a concentration of higher density living, business, employment, research, education, services and social interaction.



Regional Activity Centres

Regional Activity Centres are a concentration of higher density living, business, employment, research, education, services and social interaction.

A strong and successful network of Regional Activity Centres can help to achieve compact, self-contained and diverse communities by facilitating an efficient public transport system, providing a focus for government investment in infrastructure and services, promoting commercial confidence and encouraging complementary private sector investment.

The Regional Activity Centres network encourages the development of centres which:

- provide for economic growth through the co-location of a mix of land uses;
- achieve a more efficient concentration of goods and services;
- identify appropriate locations for government investment in public transport, health, education, cultural and entertainment facilities;
- provide a focus for community and social interaction;
- manage private travel demand by encouraging multi-purpose trips and shorter travel distances;
- provide better opportunities for land use and transport integration, particularly walking, cycling and public transport; and
- provide interesting and diverse places to live, work and socialise.

Regional Activity Centres should accommodate higher density residential development and land uses that support high employment intensity and trip generating activities and facilitate transit-oriented development. Activity Centre design should encourage walking and cycling with a high level of access to public transport.

Out-of-centre development is inconsistent with regional planning priorities as it results in inefficient development and undermines public and private investment in designated centres.

The network of Regional Activity Centres proposed for SEQ is shown in Maps 7 and 8. It is based around the following activity centre categories:

Primary Activity Centre

The Brisbane CBD is the region's Primary Activity Centre as it accommodates the largest and most diverse concentration of activities, uses and development, and serves as a catchment of prime regional significance. It is the key focus of government administration; and higher order retail, commercial, and specialised personal and professional services.

In addition, it accommodates cultural, entertainment, health and education facilities of State and National significance. Being the centre of highest employment depth, mix and density, and supporting a significant in-centre residential population, the CBD is a major trip generator and attracter, and is the focus of the regional public transport system.

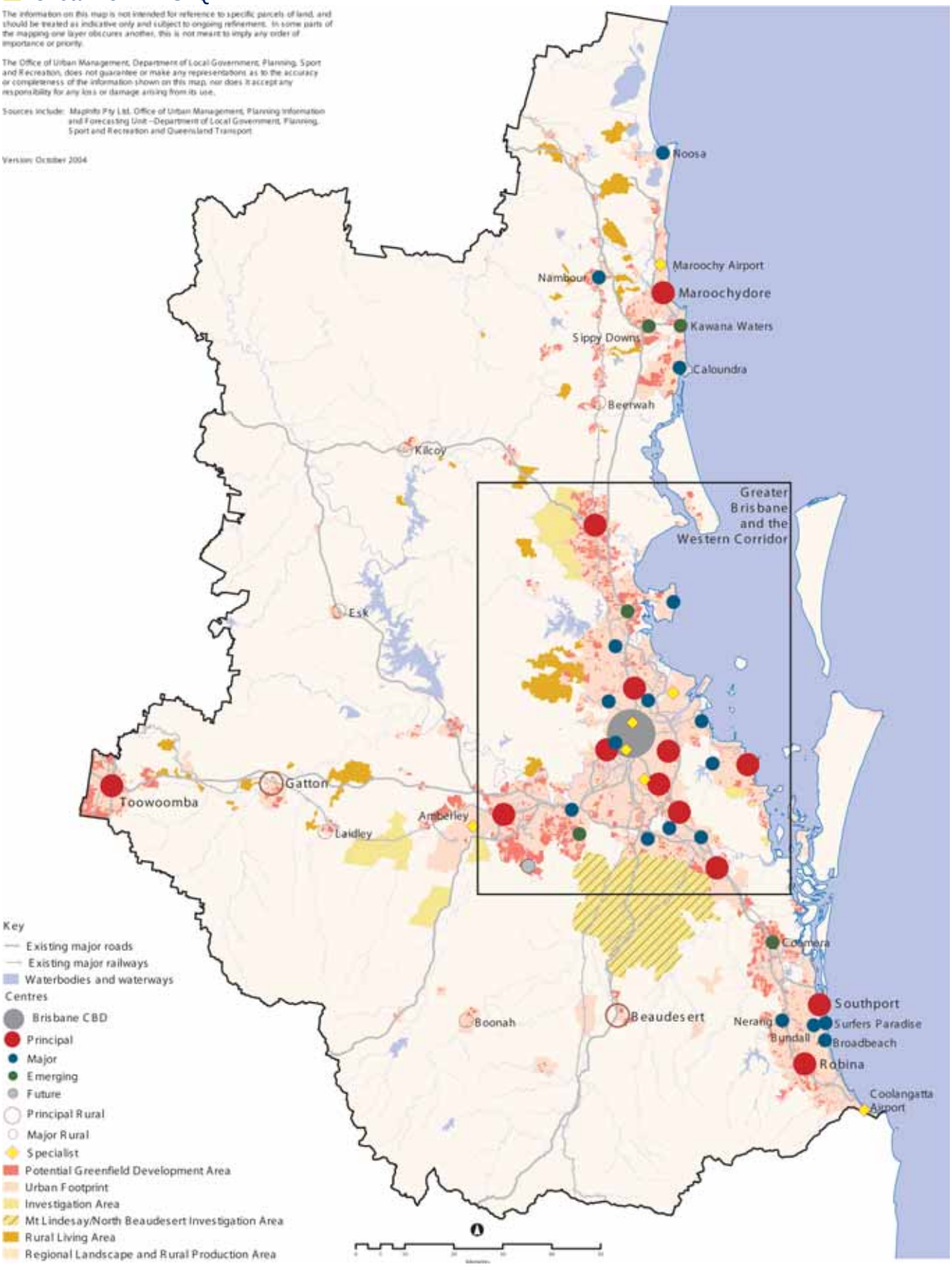
Principal Activity Centres

The region's Principal Activity Centres serve as catchments of sub-regional significance and accommodate key concentrations of employment in addition to business, major comparison and convenience retail and service uses. They provide a secondary administrative focus, accommodating regional offices of government, and regionally significant health, education, cultural and entertainment facilities.

Outside the Brisbane CBD, Principal Activity Centres provide the key focal points of regional employment depth, mix and density and in-centre residential development. As major trip generators, these centres are typically serviced by multi-modal public transport services, and comprise key nodes in the regional public transport system.

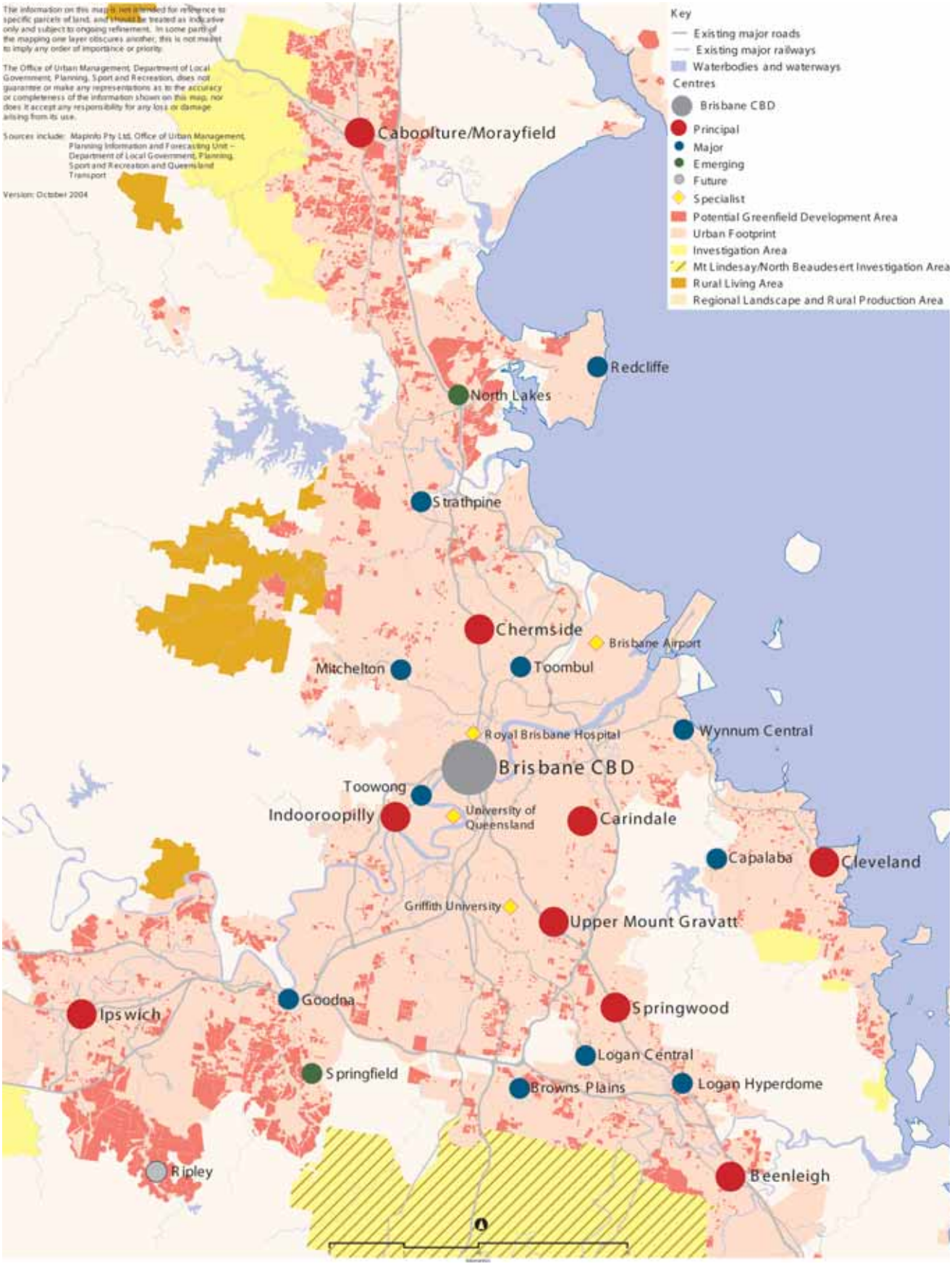
MAP 7

> Urban form – SEQ



MAP 8

> Urban form – Greater Brisbane and the Western Corridor



Major Activity Centres

Major Activity Centres complement the Principal Activity Centre network, serving catchments of major district significance; accommodating key district concentrations of employment in addition to business, service, limited comparison and major convenience retail uses. As a secondary sub-regional focus of administration, these centres accommodate district or branch offices of government, and cultural and entertainment facilities of district significance. Providing a focus for residential intensification, these centres typically comprise key suburban or inter-urban nodes of the regional public transport system.

Emerging Activity Centres

These centres provide the focus for major emerging communities, comprising the primary focus of regionally significant urban growth. They are planned to evolve to provide key sub-regional or district concentrations of administrative, business, retail, cultural and entertainment activity. They are also the preferred locations for major health, education and public transport services. These centres are anticipated to evolve into Major or in some cases Principal Activity Centres by 2026.

Future Activity Centre (Ripley Valley)

This centre is the primary focus of regionally significant urban growth commitments in the Western Corridor. It is planned to evolve by 2026 to provide key sub-regional concentrations of administrative, business, retail, cultural and entertainment activity. It is also the preferred location for major health, education and public transport services.

Specialist Activity Centres

Specialist Activity Centres are precincts of regional economic significance, having a primary non-retail or commercial function. They typically provide a primary focus for specialised economic activity, employment and/or education. The core economic, employment and/or education emphasis of such centres results in high levels of trip generation.

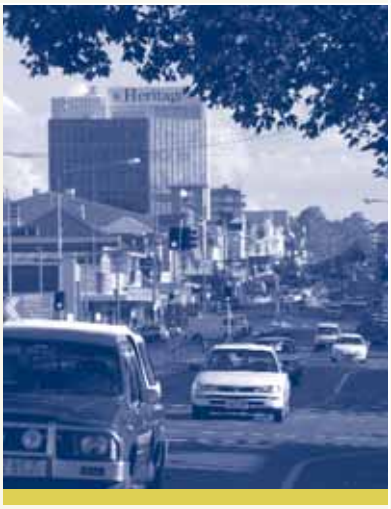
Rural Activity Centre Network

Rural settlements play an important role in the region and provide a range of goods, services and employment opportunities for their resident population and surrounding rural hinterland. The settlement pattern for the region acknowledges that each Rural Activity Centre has an important role and provides unique services to their community.

The rural settlement pattern is based on local and regional cooperation and partnership, to enable each settlement to develop its own unique and complementary character.

- **Principal Rural Activity Centres** – service centre supporting a sub-regional rural catchment, which contains a concentration of rural services; commercial, retail, government and community activities; with good road and public transport linkages.
- **Major Rural Activity Centres** – rural towns providing more than one service function to the surrounding rural catchment. They are characterised by a concentration of retail, commercial, community and some government services. They have good road connections and may have public transport services.
- **Rural Villages** – small villages or localities that have a single function or provide a small range of convenience services. These settlements may accommodate contiguous and infill growth reflecting the scale of the settlement.

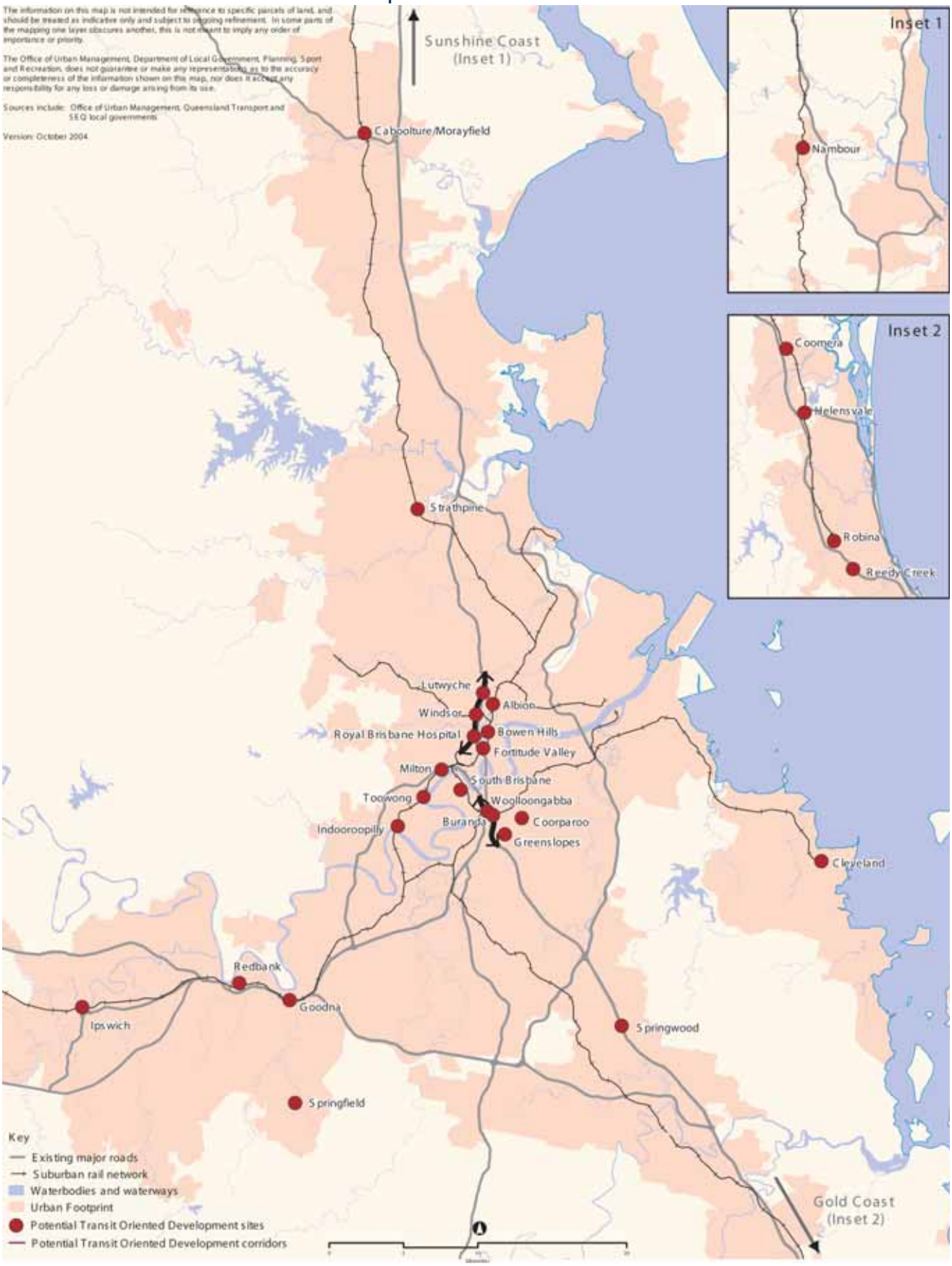




Major Activity Centres complement the Principal Activity Centre network, serving catchments of major district significance; accommodating key district concentrations of employment in addition to business, service, limited comparison and major convenience retail uses.

MAP 9

> Potential Transit Orientated Developments



Transit Oriented Developments (TODs)

TODs are mixed use residential and commercial areas designed to maximise the efficient use of land through high levels of access to public transport. A TOD neighbourhood or activity centre has a walkable and cycle friendly core with a rail or bus station surrounded by relatively high-density development, employment, or a range of mixed uses.

Prerequisites for any TOD would include:

- they are, or will be, serviced by high quality public transport;
- they provide, or are planned to provide, levels of development density and intensity that support public transit; and
- they provide a pedestrian friendly, walkable catchment, centred around the public transport node or corridor.

The main strategies for promoting TODs are to:

- promote TOD principles through detailed planning for Activity Centres;
- increase residential densities around public transport nodes such as rail and bus stations. Residential development in these locations should be medium to high density, and mixed-use activities in the range of 40-80 dwellings per hectare;
- concentrate higher density development in greenfield areas designed around existing or future public transport nodes; and
- establish a TOD Taskforce to facilitate development at TOD priority locations, where the conditions are suitable.

The specific scale, intensity and land use mixes at each TOD will be determined through Local Growth Management Strategies and detailed structure planning processes. Local governments will also identify potential TOD sites and protect them from inappropriate forms of development that might compromise future development or redevelopment potential.

Potential TOD sites include key public transport nodes in the areas identified in Map 9.

The success of TODs will depend on a number of factors including:

- market forces;
- timing/economics;
- strategic location;
- infrastructure provision; and
- land-use policy support.



Local Growth Management Strategies

Local Growth Management Strategies will be prepared to:

- demonstrate how dwelling targets and associated jobs and infrastructure will be accommodated;
- demonstrate that targets can be achieved through the identification of opportunities for infill and redevelopment including Activity Centres and TODs;
- set priorities for investigation and planning for higher densities, including the indentification of potential TODs;
- review land and infrastructure availability in Regional Activity Centres to ensure they perform their intended function;
- prioritise strategies to accommodate the relevant local government area population target and achieve infill targets;
- identify greenfield areas for structure planning;
- investigate the projected housing needs, and the diversity and affordability of housing types required for the future community; and
- identify planning scheme amendments required to meet the goals of the Local Growth Management Strategy.

The timeframes for preparing Local Growth Management Strategies are:

- Completed by June 2006
  - Brisbane City Council
  - Gold Coast City Council
  - Ipswich City Council
  - Maroochy Shire Council.
- Completed by June 2007
  - Caboolture Shire Council
  - Caloundra City Council
  - Logan City Council
  - Noosa Shire Council
  - Pine Rivers Shire Council
  - Redcliffe City Council
  - Redland Shire Council
  - Toowoomba City Council.

Greenfield development

Undeveloped land suitable for urban development is a finite resource. To ensure that greenfield sites contribute to sustainable growth and are developed efficiently, all major new residential development areas are required to have an approved Structure Plan prior to development.

Structure Plans will ensure that new greenfield development:

- is an acceptable area for urban development;
- will achieve a minimum net density of 15 dwellings per hectare;
- provides a mix of lot sizes and dwelling types;
- has the capacity to be serviced by physical and social infrastructure;
- occurs in the appropriate sequence;
- links with the surrounding area;
- responds to development constraints; and
- provides local job opportunities.

Structure Plans will be prepared and adopted for major new development areas, which may include more than one development site. Structure Plans will respect all significant environmental constraints and maintain open space and landscaped buffers to major development corridors. Structure Plans are to be prepared for the entire area and not leave isolated pockets of land without structure planning guidance.



Rural residential development

The rural residential form of urban development is characterised by large lots of between 2,000m² to five hectares in a rural or semi-rural setting. Allotments are generally connected to a power supply but are not normally sewered, and in some cases, not provided with reticulated water.

Although rural residential development provides housing choice, it can constrain future urban growth and the efficient provision of services and infrastructure. A significant proportion of new development in the region's rural and semi-rural area is rural residential.

The Regional Plan aims to reduce the amount of committed rural residential land, and to also allow appropriate consolidation of existing areas of rural residential developments by:

- halting further zoning of land for rural residential development;
- containing future rural residential development to areas within the Urban Footprint and the Rural Living Area; and
- investigating options to consolidate or convert to appropriate urban rural residential areas within the Urban Footprint and Investigation Areas.

Tweed Shire

The Tweed Shire is located in northern New South Wales, adjacent to Gold Coast City and is a member of SouthROC. The Shire has a close working and community relationship with the Gold Coast, with the Tweed Heads to Pottsville coastal corridor effectively forming an extension of the greater Gold Coast urban area.

The population of the Tweed Shire in 2003 was around 78,000. Under the *Tweed 04/24 Draft Strategic Plan*, this is expected to increase to around 120,000 by 2024. The majority of this growth 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 and development pressures on natural areas, the coastal zone and agricultural lands.

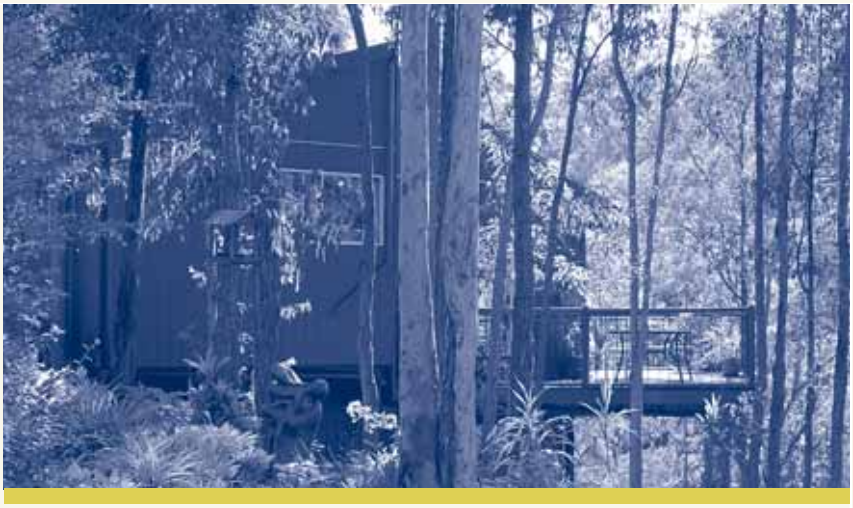
The proposed completion of the Pacific Motorway at Tugun will significantly improve travel times between SEQ and the Tweed Shire, which could increase urban and tourism development pressure in the Shire.

Inter-regional impacts

The SEQ region does not exist in isolation and has a very close nexus to surrounding areas. These areas include Cooloola (north), the Eastern Downs around Toowoomba (west), Warwick (south-west) and the Tweed Shire in New South Wales (south).

A number of these areas are experiencing similar growth pressures to areas inside the SEQ region. In some cases, such as the eastern downs and Tweed Shire, the growth pressures are heavily influenced by growth activity within the SEQ region, specifically Toowoomba and the Gold Coast.

The Regional Plan cannot directly influence the planning regimes in these areas. However, it is important that potential cross-regional development issues be considered in a broader planning context and that mechanisms be put in place to address these issues.



Design for SEQ should be informed by and responsive to the subtropical nature of our environment, in order for it to be appropriate and sustainable.

> Principles for a sub-tropical environment

Design for SEQ should be informed by and responsive to the subtropical nature of our environment, in order for it to be appropriate and sustainable. The following broad principles can be applied by local government planning schemes to guide developments:

- Recognise subregions - The diversity of climatic, landscape, cultural, and habitat subregions of SEQ should be recognised and reflected in the application of design principles
- Respect topography - Protect the integrity and character of the hills, mountains and ridgelines that are important in framing and defining our subtropical environment
- A diverse built environment - Incorporate a diversity of building densities, heights, type, and scale into new developments
- Local character and design - Recognise the contribution of contemporary design to the character and diversity of our subtropical environment
- Integration with nature and orientation - Design for appropriate climate-based orientation and allow for the penetration of breeze, sunlight and the natural environment
- Informality - Recognise the informal relationship between the natural, built and rural environments
- Tree planting - Use extensive native tree planting and large shade trees to flourish in private and public space
- Transport through nature - Incorporate significant local vegetation in transport corridors
- Diversity of open space - Open spaces should be diverse, integrated and designed to form networks
- Access to open space - The proximity of nature in subtropical environments and our outdoor-based lifestyle should be reflected in the access to open space
- Design for water - Subtropical design should reflect the importance and presence of water and provide for public access to any natural or artificial waterways
- Outdoor centres - Outdoor dining, entertainment, recreation, sheltered access to public transport and shaded pedestrian pathways are the attributes of informality and village-like character
- Outdoor meeting places - Incorporate outdoor meeting places into design for subtropical areas.





Strong communities

Desired regional outcome 3:

Cohesive, inclusive and healthy communities with a strong sense of identity and place – with access to a full range of services and facilities and appropriate housing to meet diverse needs.

Communities in SEQ are continually changing: community needs, the ageing of the population, multicultural identity and changing lifestyle choices all affect the provision of community services and housing needs. Some people in SEQ face social, cultural, and location disadvantages. Many live in urban fringe locations, rural areas and some suburbs where services may be limited.

Increasing population density and the continuing gentrification of inner suburbs creates opportunities for some sections of the community, but disadvantages and limits the choices of others.

Improving the quality and safety of the built environment through excellent urban design, strengthening Activity Centres, providing safe streets and ensuring that housing meets community needs will all be important to retain and improve opportunities and choices in SEQ.

Principles and strategies

Principle 3.1 – A sense of place and identity

Urban growth and development will be managed in order to develop, maintain and enhance a sense of community, place and local identity throughout the region.



Strategies

S3.1 – Reinforce local identity through improvement strategies for Activity Centres and rural towns and Structure Plans for greenfield developments and infill areas.

S3.2 – Coordinate community capacity building programs to support planning for greenfield developments and redevelopment projects.



Support community arts and cultural development across the region.

Principle 3.2 – Cultural heritage and development

The region's unique cultural heritage, including historic places, contribute to a sense of place and will be protected; and cultural development opportunities will be promoted.

Strategies

S3.3 – Identify, protect and manage regionally significant heritage and cultural sites.

S3.4 – Support community arts and cultural development across the region.

Principle 3.3 – Safe and healthy communities

Well-designed, safe and healthy local environments to encourage active community participation; inclusive, engaged communities; and healthy lifestyle choices.

Strategies

S3.5 – Use urban design principles, local transport investment, social planning guidelines, community engagement and social assessment to improve the health and safety of the community.

S3.6 – Create safe urban and rural environments by providing appropriate social infrastructure and services and involving local communities in planning activities.

Principle 3.4 – Affordable housing

All communities will have access to appropriate and affordable housing; well located in relation to services, open space and employment; and responsive to the needs of existing and future residents.

Strategies

S3.7 – Increase the supply of affordable housing throughout the region by ensuring all new residential and mixed use developments include a mix of housing type, tenure and form and by encouraging a competitive development industry.

S3.8 – Review institutional arrangements for the improved provision of affordable housing, including support for not-for-profit entities and housing co-operatives.

S3.9 – Review options to encourage development and building markets to provide appropriate housing for the entry buyer and low-income group housing markets.

Principle 3.5 – Access to services

Maximise access for all residents to appropriate community services and facilities in the region.

Strategies

S3.10 – Provide affordable and accessible social infrastructure that is well located in relation to transport, residential areas and employment opportunities.

S3.11 – Provide suitable transport and other infrastructure to increase access to community services and employment.

Principle 3.6 – Addressing disadvantage

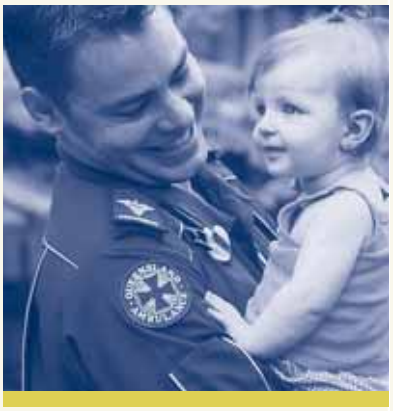
Address issues of multiple disadvantage in all communities.

Strategies

S3.12 – Incorporate initiatives in the planning and development of new urban areas to avoid creating new areas of disadvantage.

S3.13 – Coordinate funding programs, and new models of collaboration between agencies and the community to focus on areas of disadvantage.

S3.14 – Integrate greenfield and redevelopment communities with existing communities.



Principle 3.7 – Support rural communities

Rural communities will be assisted to leverage greater benefits from future growth and participate in the development of the region.

Strategies

S3.15 – Assist rural communities to identify strategies for development and growth, to capitalise on their natural attributes, resources and aspirations for the future.

S3.16 – Identify and support innovative ways of providing or maintaining desired levels of social infrastructure services to small rural towns and villages.

Principle 3.8 – Social planning

Ensure that the social effects of growth and change on the local community are monitored and planned for.

Strategies

S3.17 – Use demographic and socio-economic information to increase understanding of the importance of growth and change on the community and to improve social infrastructure and service planning.

S3.18 – Engage local communities effectively in local and regional planning processes.



Community capacity building

Community capacity describes the set of skills, relationships and networks that collectively exist in a community. These capacities provide social support, especially when people need assistance. The more capacity a community possesses, the more likely it is to be able to influence decisions and processes for change.

In some communities, the capacity is lacking for members to become involved in planning, to create community events and to build relationships and connections with each other and with other communities. This is especially the case in newly developed communities.

Community capacity building can develop social capital and help to create a strong sense of identity and belonging in a community.

Affordable housing

The supply of affordable housing throughout the region will be influenced by:

- ensuring there are adequate supplies of land for urban development;
- implementing more flexible land use policies to provide for a range of housing type and tenure;
- supporting the development of new arrangements for affordable housing such as not-for-profit housing companies;
- requiring major new developments and redevelopments to incorporate affordable housing;
- making affordable housing a priority in the disposal or redevelopment of government property; and
- ensuring local governments consider affordable housing provision and retention as key elements in Local Growth Management Strategies.



Local governments will be assisted to identify suitable projects and encouraged to form partnerships with appropriate State agencies that provide infrastructure and services to the area.

Rural communities

Rural towns and villages generally have less access to social infrastructure and diverse employment opportunities then their city counterparts. This is often compounded by long travel distances to regional centres and a lack of public transport services.

The Regional Plan will provide benefits for rural areas such as:

- a reduction in land use conflicts;
- the protection of productive farmland;
- the development of residential villages, leading to more efficient and better provision of services; and
- a more solid planning scheme for intensive agricultural development.

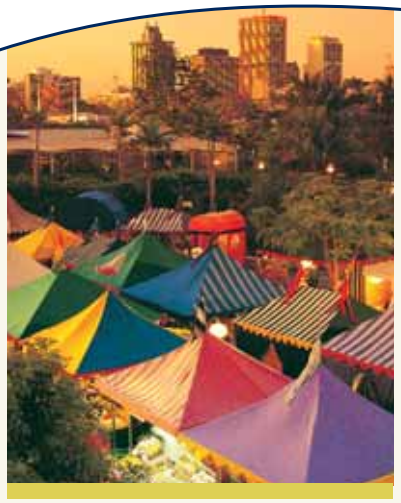
The Regional Plan also provides opportunities for rural centres to grow within existing boundaries or adjoining areas.

However, a more pro-active approach may be required in some areas to address trends and develop a more sustainable community. Local governments will be assisted to identify suitable projects and encouraged to form partnerships with appropriate State agencies that provide infrastructure and services to the area. These activities could be coordinated through community revitalising strategies or local economic development strategies.

Key initiatives include:

- coordinated assistance for rural communities in SEQ to respond to changing rural industries and economic circumstances;
- improved community capacity to contribute to the development of land use and infrastructure plans, and other regional engagement processes;
- the opportunity for rural communities and industry leaders to explore alternative strategies for economic development and growth, in keeping with their natural attributes, resources and aspirations for the future; and
- assistance for community, economic or industry development events, activities or partnerships.





A diverse economy

> Desired regional outcome 4:

A strong, resilient and diversified economy - growing prosperity in the region by utilising its competitive advantages to deliver exports, investment and sustainable and accessible jobs.



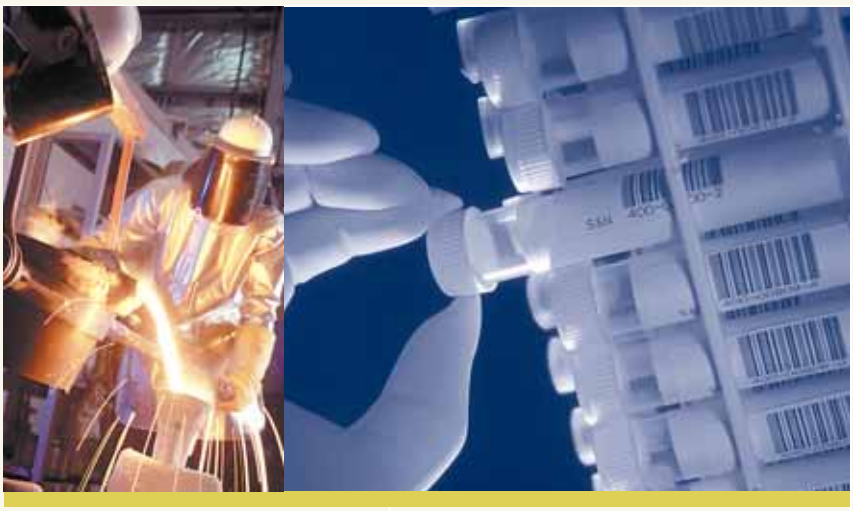
SEQ is the main economic engine for Queensland. In recent years the economy of the region has been growing faster than the Australian average, driven mainly by consumption associated with high population growth.

The regional economy is not homogenous, but it is overwhelmingly a services economy. To sustain this rate of growth requires that we strengthen and diversify the region's economy to raise productivity and the region's standard of living.

There are variations in unemployment and economic activity between areas within the region. Accordingly, the region's capacity to create jobs to support the regional population and the future pattern of urban and regional development will require specific sub-regional strategies and initiatives. These focus attention on:

- training and skills development as a critical factor to raise productivity;
- the development of a more outward-looking, entrepreneurial culture;
- increased integration into the global economy;
- preservation of the region's natural advantages; and
- continuing diversification of the region's economic base.

The economic development initiatives reflected in the Regional Plan are underpinned by the Queensland Government's *Smart State Strategy*, which promotes the use of knowledge, creativity and innovation to drive economic growth and to increase prosperity for a better quality of life.



Identify and protect existing and future economic infrastructure sites and corridors from encroachment by incompatible uses.

> Principles and strategies

Principle 4.1 – A diverse, knowledge-based economy

Support a diversified regional economy characterised by knowledge-based, high value-added industries and building on existing regional and sub-regional competitive advantages and specialisations.

Strategies

S4.1 – Develop and implement sub-regional Economic Development Strategies to deliver high value-added jobs and build knowledge-based industries including advanced manufacturing, aviation, biotechnology, professional/business services, information and communications technology (ICT), food and agribusiness, tourism, marine, mining technologies and pharmaceuticals.

S4.2 – Develop specific strategies, including industry clusters and partnerships, to target industries relevant to the region's competitive advantages and market opportunities.

S4.3 – Strengthen the viability of rural industries by increasing adaptability, productivity and access to markets.

S4.4 – Identify and implement economic development projects and programs to support the Urban Footprint, in particular the *Western Corridor Economic Development Strategy*.

Principle 4.2 – Land and infrastructure for economic development

Identify, provide and protect land and infrastructure required for the region's future economic development.

Strategies

S4.5 – Identify and designate suitable sites for development of future economic activity, such as high-impact industry and logistics, and protect these from encroachment by incompatible uses.

S4.6 – Identify and protect existing and future economic infrastructure sites and corridors from encroachment by incompatible uses.

S4.7 – Maintain and enhance existing transport, power, water and ICT infrastructure, and invest in new infrastructure to support economic activities in a timely and cost-effective manner.

S4.8 – Integrate land use and transport planning and manage constraints to maintain and enhance the region's strategic freight network through the Western Corridor to the Australia TradeCoast (ATC), as well as other major linkages to domestic markets.

Principle 4.3 – Raising productivity

Strengthen the region's position as a developed regional economy and gateway to the Asia-Pacific by increasing investment attractiveness, building export capability and lowering business costs.

Strategies

S4.9 – Utilise the State Government's sectoral development, investment attraction and Export Solutions programs to raise business competitiveness and link domestically focused firms into export supply chains.

S4.10 – Encourage and facilitate private sector investment and reinvestment of capital in the region.

S4.11 – Continue regulatory reform to reduce impediments to business growth in the region.

Principle 4.4 – Accessible employment

Provide a diversity of employment opportunities and accessible jobs, supported by appropriate infrastructure and services.

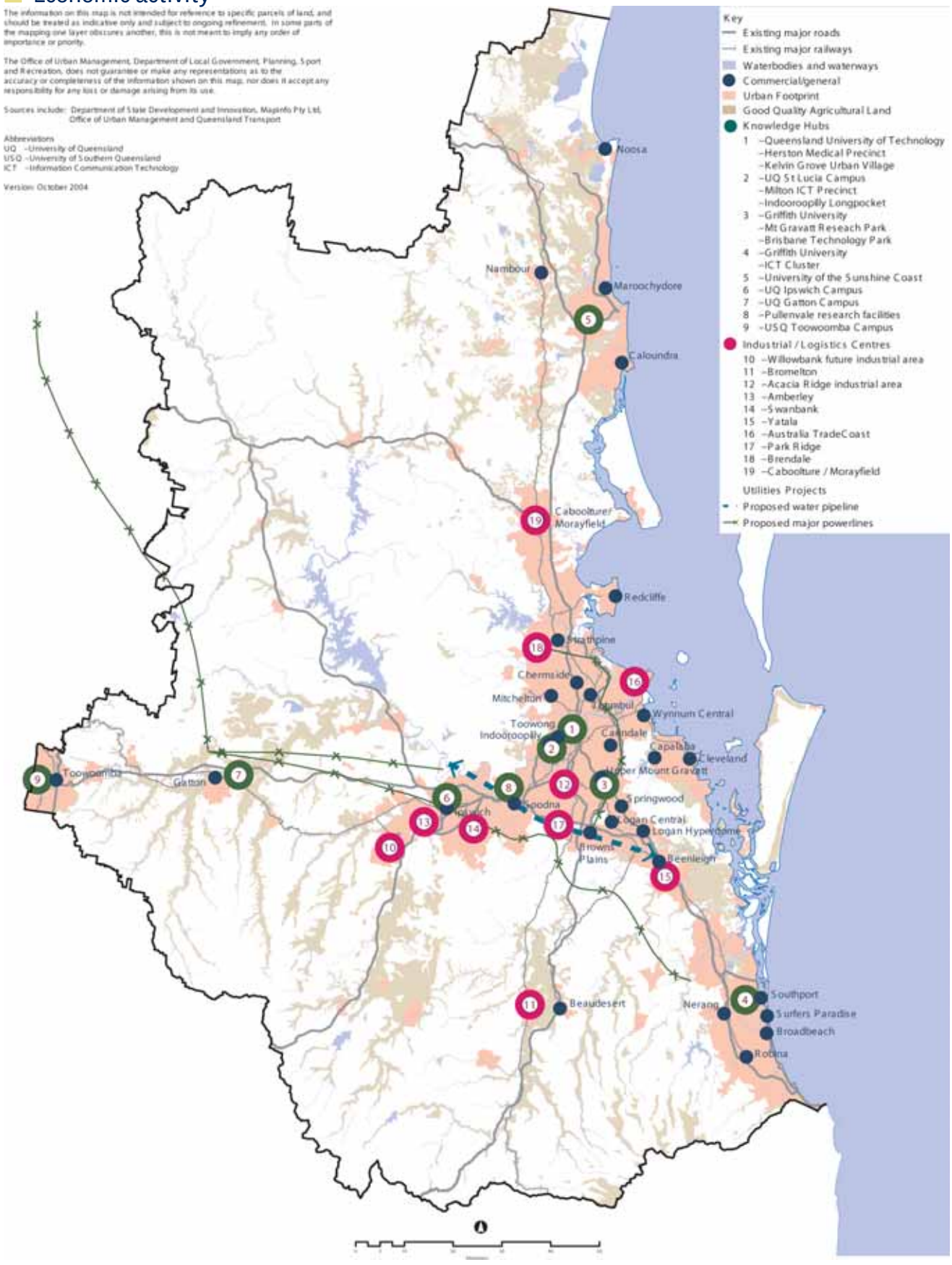
Strategies

S4.12 – Incorporate the provision of employment opportunities in the planning and development of all major new urban development areas.

S4.13 – Support employment opportunities in close proximity to transport services and at Regional Activity Centres, including the CBD, by designating appropriate land and facilitating supporting physical and social infrastructure.

MAP 10

> Economic activity





Research trends in sub-regional labour markets, skills and education levels to inform economic development forecasting, strategies and programs.

S4.14 – Identify, promote and support new business and industry opportunities for rural centres, based on local strengths and opportunities.

S4.15 – Support small and home-based businesses, start-ups, entrepreneurs, as well as providers of business and professional services including those with export potential.

Principle 4.5 – Development of skills, science and technology

Provide infrastructure and programs to support advanced technologies, research and development, innovation, skilling and entrepreneurship.

Strategies

S4.16 – Research trends in sub-regional labour markets, skills and education levels to inform economic development forecasting, strategies and programs.

S4.17 – Facilitate the development of a range of regional education and training infrastructure and programs that are accessible to the community, respond to specific regional industry needs and support skill development of the workforce.

S.4.18 – Further develop key nodes of science, research and development and innovation.

> Economic activity

The main centres and locations of economic activity in the region and their relationship to the settlement pattern of the region include:

Commercial/general

This type of activity is represented mainly in the Brisbane CBD and other Regional Activity Centres. High rates of growth in the retail, construction, health and personal services sectors have been driven by population increases. There has been consequential rapid growth in the property and business services sector, which typically locates close to the commercial activity it supports. It is anticipated that higher population and business densities resulting from urban consolidation will drive greater business activity and efficiency.

As well as acting as a business 'enabler', the professional services sector is also itself a significant employer and has still untapped export potential. Many business service firms start as home-based enterprises, subject to town planning regulations and the availability of high-speed communications such as broadband.

Rural production areas

The rural production areas of SEQ include beef cattle grazing, cropping, horticulture, animal industries, plantation forestry, fisheries and aquaculture. The main cropping areas are the Brisbane, Lockyer, Fassifern, and Albert-Logan valleys, and the coastal areas around Rocky Point, Redlands, Glasshouse Mountains and the Sunshine Coast hinterland. The location of rural production activities is heavily influenced by access to resources such as land, water and infrastructure, and markets.

Knowledge hubs

The Brisbane CBD and Frame is home to globally recognised knowledge clusters such as Herston (medical research) and Kelvin Grove (creative industries, health). The ICT sector is developing in Milton and Fortitude Valley, with government representation in the iLab incubator (Toowong) and Information Industries Board (Milton). Substantial activity is also centred around the University of Queensland at St Lucia with a range of research facilities, including the Institute for Molecular Bioscience and a natural resources/environmental cluster nearby at Indooroopilly Longpocket.

A similar concentration is located south of the city, with Griffith University at Nathan, the nearby Mt Gravatt Research Park and Brisbane Technology Park at Eight Mile Plains. Emerging clusters are apparent at the Sunshine Coast, based on the University of the Sunshine Coast and at the Gold Coast with the Griffith University campus and the proposed Knowledge Precinct. The Gold Coast is also home to a thriving ICT industry and enterprises associated with leisure and entertainment.

Elsewhere in the region, there are specialist centres of research and development at sites such as Pullenvale (minerals and energy), Coopers Plains (pathology, biosecurity) and Cooroy (timber). The ongoing development of University of Queensland campuses at Ipswich and Gatton will be a key factor in diversifying that area's economic activity, as well as increasing access to education and training in the Western Corridor.

Urban redevelopment areas, particularly knowledge precincts such as Boggo Road/Dutton Park, provide the opportunity for mixed-use development, incorporating high value-added research, development and service industries and linkages to university research facilities. Such developments have the potential to encourage industry clusters, which can be located either in close proximity or more distant, but connected by high-speed broadband.

Boggo Road

The Boggo Road Precinct is planned as an inner-urban Knowledge-Based Research and Business Precinct, with mixed research, residential and commercial uses. The inner city location offers the opportunity to develop high quality research and technology facilities.

The Precinct has the potential to have transport and ICT linkages to the University of Queensland.

The Western Corridor Economic Development Strategy

The *Western Corridor Economic Development Strategy*, centred on Ipswich City, has identified industries including food and manufacturing, aerospace and education as potential generators of sustainable future employment and economic growth in this area.

Specific elements of the strategy include:

- The planned redeployment of Australian Defence Force personnel to Amberley Air Force Base creates the opportunity for continued growth through development of the Amberley Aerospace Park as a key node in the aviation cluster now developing in SEQ.
- The Ipswich campus of the University of Queensland, with its focus on arts, business, nursing, technology, culture and heritage complements a city known for its commitment to technological innovation such as iTel, a leading community-based Internet services provider. The Ipswich and Gatton campuses will be the centres of growth for a number of the University's key undergraduate programs, particularly in agribusiness and business.
- Developing a continuing supply of industrial land in the Western Corridor will provide for high impact industries and those requiring substantial space such as logistics, metals and paper processing.

Industrial

High impact industries often require specific site conditions to operate. These include good access to transport, power and water for heavy industries, plus a separation or buffering of industries such as meat processing. Identifying, protecting and developing appropriate sites for industrial use will be essential for the region's economic development.

The Western Corridor is a key area for industrial development, with significant sites such as the intermodal freight terminals at Acacia Ridge, Rocklea, Wacol and Swanbank along with Parkinson, Larapinta and Carole Park. To the north, key areas include Brendale, Caboolture and Yandina.

Future industrial development areas for manufacturing and similar activities have been identified at Bremer, Willowbank and Purga (west), Park Ridge (south) and Caloundra (north).

Significant opportunities will arise from the planned upgrading of activities at Amberley Air Force Base, by co-locating advanced manufacturing and associated knowledge intensive industries that support both defence and civilian aviation/aerospace activities. The development of Amberley will also spur substantial growth in consumption-related employment in and around Ipswich.

Logistics

The need for significant tracts of land for future logistics operations can also be met in the Western Corridor, particularly the opportunity for a multi-model inland port at Ebenezer. There are opportunities to provide sites for logistics operations to support the emerging half million population in the Sunshine Coast, provided additional industrial land can be identified.

Tourism

SEQ is one of Australia's major destinations for domestic and international visitors. Tourism is a significant revenue-earner and employer for the region. There are visitor attractions in the urban areas, coastal areas, hinterlands and rural areas, ranging from theme parks to National Parks and wilderness areas. However, people seeking beach, marine and bush experiences constitute the major users.

There are opportunities to grow the regional tourism sector through development of more nature-based tourism, conventions and conferences and building on the artificial attractions to broaden the opportunities for visitors. Transport connections with adequate capacity to move expected numbers of patrons and event visitors and developing vibrant Activity Centres and the CBD are important for the continued development of the industry. Protection of the natural attractions and character of the region is also important to the sustainability of the industry in the region.



The Australia TradeCoast demonstrates Brisbane's role as the State's export gateway to the world.

Other industries

Other identified priority industries in the region include biotechnology, pharmaceuticals, food, agribusiness and mining technology. Many companies in these industries, being high technology in nature, depend on close relationships with nodes of research and development located around the region. For example, Toowoomba is already home to growing capability for innovation in agribusiness, natural resource management, construction and engineering.

The Australia TradeCoast (ATC)

The ATC, including Brisbane Airport and the Port of Brisbane, is SEQ's main industrial and logistics hub and is a critical driver of economic growth in the region as well as a significant generator of employment. The ATC demonstrates Brisbane's role as the State's export gateway to the world. The area has the potential to develop as a major industrial and logistics hub on a national and international scale.

The identification of a Strategic Freight Network connecting the ATC, major manufacturing and multi-model logistics areas in the region, and interstate transport corridors is important to maintaining and developing the strategic advantages of the area within the State and national economies.

Existing programs

There is a wide range of programs to support economic development in the region and the intent of the Regional Plan is to ensure that these programs are used and tailored to best support development of the region.

Key business support programs include grants-based schemes such as the *Smart State Research Facilities Fund*, the *Queensland Investment Incentive Scheme* and the multifaceted *Targeted Industry Development Scheme*.

Making Queensland's Future - A Manufacturing Development Plan sets out the agenda for continuing development of this important sector.

The State's trade strategy, *Export Solutions*, is aimed at expanding and diversifying Queensland's export base and fostering more knowledge-intensive exports.

Tailored programs such as the Innovation *Start-Up Scheme*, *teQstart* and the *Queensland Capital Raising Pipeline*, target start-up companies, particularly in emerging industry sectors. Various types of support for small business is available through the *Smart Small Business Strategy*.

There are a number of key training programs supporting economic development of the region including *Skilling Solutions Queensland*, *Recognition of Prior Learning*, *Industry Training Partnerships*, *Smart Skills Program* - including cadetships and accelerated apprenticeships, and *Skills Formation Strategies*.

Sub-regional employment

In order to improve the relationship between residential and employment locations, consideration must be given to providing a mixed range of employment throughout the region. In particular, opportunities need to be identified to improve employment self-containment on the Sunshine and Gold Coasts and the Western Corridor in order to reduce the need to commute to the Greater Brisbane area for employment.



Integrated transport

> Desired regional outcome 5:

A connected and accessible region – based on an integrated transport system that supports compact urban growth and efficient travel; connects people, places, goods and services; and promotes public transport use, walking and cycling.



The quality of life for people living in SEQ relies on a transport system that links the wider community with services and employment.

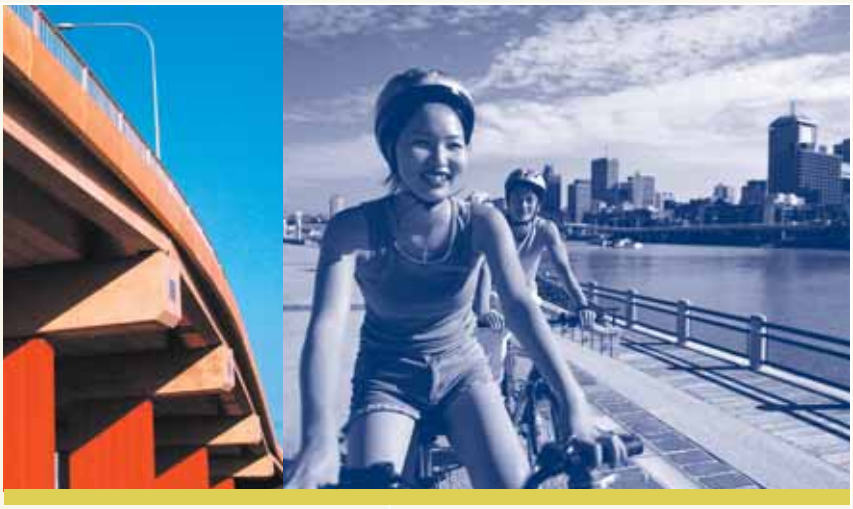
An effective, integrated transport network of roads, railways, ports and airports supports the competitiveness of industry and business. Transport also helps shape the region by providing the structure that supports land use patterns.

Public transport provides access for the whole community, including those who do not have cars or who cannot drive. Walking and cycling networks provide flexibility as well as significant health and environmental benefits.

Transport also has negative impacts, such as greenhouse gas emissions, air and noise pollution, accidents and congestion and these issues must be managed effectively. The use of cars in SEQ is growing faster than the population: we own more cars, we use them more, and we drive them further. Private cars will continue to be used into the future for the majority of trips in SEQ but we must make the alternatives – walking, cycling and public transport – more viable and attractive.

Integrated transport planning recognises the complementary roles that roads, public transport, cycling, walking and land use play in a sustainable transport system. The region is well positioned to move forward in an integrated way. The foundations for a strong busway network in Brisbane are in place and TransLink is delivering an integrated public transport system to increase bus, ferry and train use. Planned investment in public transport infrastructure and services will make public transport a more attractive choice. At the same time, new roads, and improvements to existing roads, are being planned to address the most congested parts of the network and to ensure effective regional connections.

The Regional Plan builds on these foundations to deliver improved transport and land use in SEQ including an increased emphasis on public transport, walking and cycling.



Ensure planning and development of urban areas support walking, cycling and public transport.

Principles and strategies

Principle 5.1 – Integration

Integrate transport and land use to support a compact pattern of urban development and promote the self-containment of travel in sub-regions.

Strategies

S5.1 – Review the *SEQ Integrated Regional Transport Plan* to incorporate the outcomes of the Regional Plan.

S5.2 – Strengthen partnerships between all levels of government to coordinate transport planning and to deliver more sustainable regional and local transport systems.

S5.3 – Support TODs and Regional Activity Centres with priority public transport networks and services.

S5.4 – Ensure planning and development of urban areas support walking, cycling and public transport as per the *Shaping Up Guidelines*.

S5.5 – Develop a priority public transport network and services that support a compact urban form.

Principle 5.2 – Connecting people, places and activities

Strengthen the regional transport system to improve accessibility.

Strategies

S5.6 – Strengthen the delivery of regional transport infrastructure and services by aligning transport plans and implementation programs at the regional and local level.

S5.7 – Improve the efficiency of existing transport interchanges and develop new interchanges at key locations to improve passenger and freight connections.

S5.8 – Develop strategic regional road and freight network plans.

Principle 5.3 – Sustainable travel and equitable access

Improve sustainable travel choices to support the accessibility needs of all members of the community.

Strategies

S5.9 – Promote and support walking, cycling and public transport with new infrastructure, improved services and community education.

S5.10 – Improve travel choices, particularly for people who are disadvantaged in their access to transport.

S5.11 – Provide high-quality local public transport services linked to regional and sub-regional services.

S5.12 – Influence travel behaviour by working with local communities and businesses to increase awareness of travel options and support sustainable travel choices.

S5.13 – Develop a regional approach to manage parking, particularly in Regional Activity Centres and the Brisbane CBD, to support sustainable travel and Regional Activity Centre functions.

Principle 5.4 – Effective investment

Ensure transport investment produces the maximum benefit to the community.

Strategies

S5.14 – Invest in transport infrastructure, services and complementary measures to support the preferred sequence and form of development.

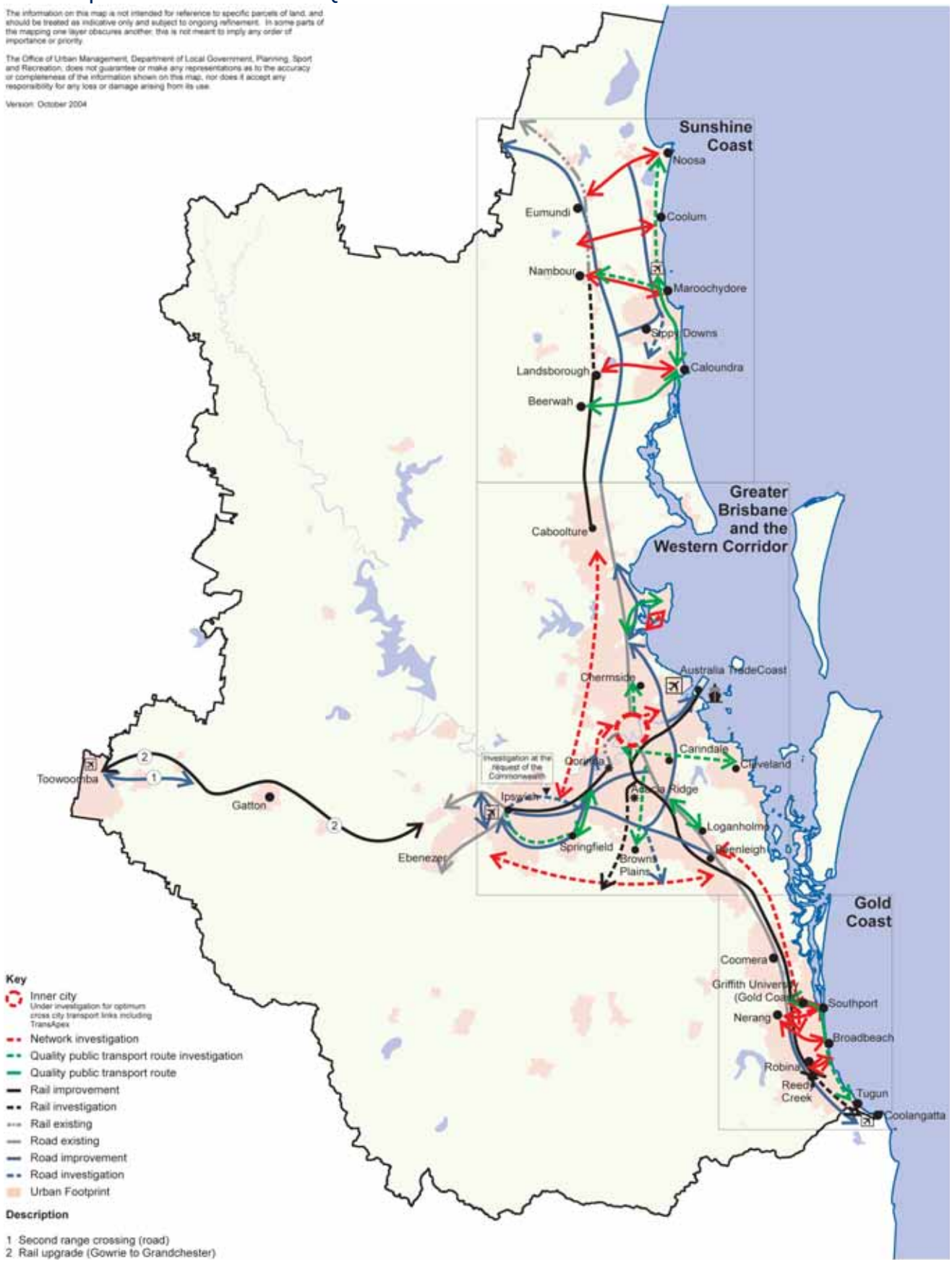
S5.15 – Prioritise and implement policies and investments to maximise the benefit and use of existing transport assets and services.

S5.16 – Prioritise investment in public transport infrastructure and services to lead and support land use development.

S5.17 – Use the best mix of measures including demand management, infrastructure, services, regulation, information, education, marketing and non-transport solutions to provide competitive travel choices.

MAP 11

> Transport infrastructure – SEQ



Principle 5.5 – An efficient transport system

Develop and manage the transport system to enhance efficient travel and effective operation of the system in the long term.

Strategies

S5.18 – Identify and protect key existing and future transport sites and corridors.

S5.19 – Develop and implement management plans for regional transport sites and corridors.

S5.20 – Enhance transport networks to improve connectivity and provide a hierarchy of alternative routes.

S5.21 – Strengthen partnerships with industry, State and local governments to manage regional freight corridors and improve freight efficiency.

S5.22 – Develop consistent and coordinated systems for managing road network operations in SEQ.





> Public transport

Public transport, including buses, ferries and trains is a key component in delivering the outcomes in the regional plan. It enables compact urban patterns of development and connects centres across the region, provides connections in cohesive communities, supports economic growth, helps people with few other transport options and reduces environmental impacts. The ability to access a public transport system that easily connects people with goods, services and each other is an essential element of quality of life in SEQ.

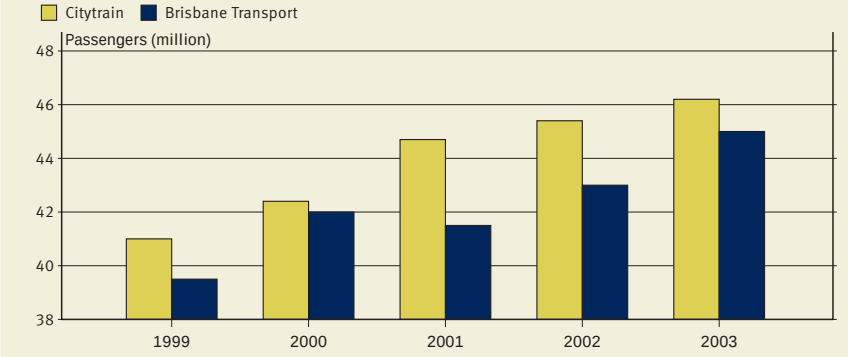
- **Compact urban form** – Public transport supports increased urban densities, especially around transit nodes. Quality public transport services, particularly on rail or busways, allows large numbers of people to move efficiently along key corridors. This is very important at peak times when road capacity for cars is stretched.
- **Connections in cohesive communities** – Public transport helps to connect people with the services and facilities in the region. It provides access to community services and employment.
- **Support economic growth** – Thousands of workers use public transport to and from their place of work. A similar number of students use and often rely on public transport to access education.

  The non-productive work time and personal stress experienced by commuting workers delayed in traffic congestion has an adverse impact on our economy. A reliable public transport system reduces commuter travel times, the associated stress and lost productive work time.

  Tourism is a significant contributor to the region's economy. Ease of access to our public transport services helps to make the region an attractive tourist destination.
- **Access** – Public transport provides access for people who have few other options for travel. Many people, for a range of reasons, are unable to use private cars. Public transport ensures they are able to get to work, education and to the range of services and facilities they need.
- **Reduce environmental impacts** – Air quality in SEQ has been linked with motor vehicle emissions. Better use of public transport contributes to fewer motor vehicles on the road, helping to improve the quality of our air and reduce greenhouse gas emissions.

FIGURE 5

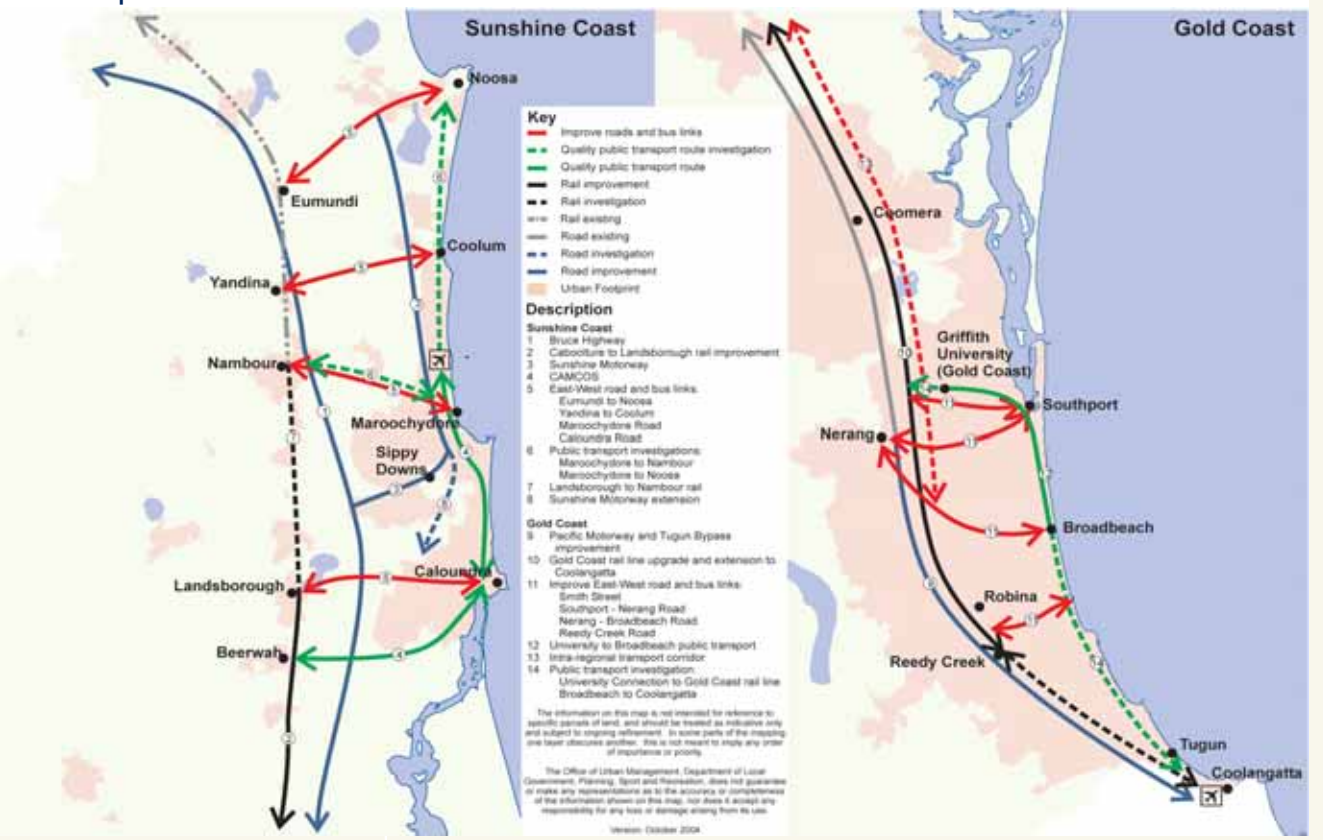
> Public transport patronage (1999 to 2003)

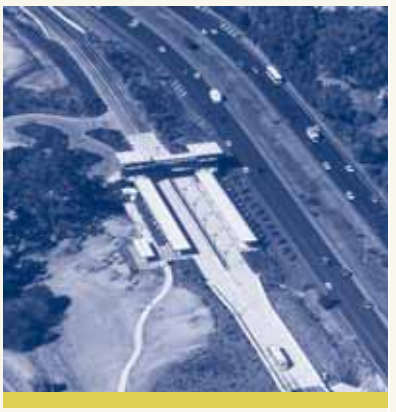


Source: Queensland Transport

MAP 12

Transport infrastructure – Sunshine and Gold Coasts





National, State and inter-regional linkages

The region has several important National and inter-regional transport linkages that must be protected and allowed to develop. These include:

- The port and associated land-based facilities at the Port of Brisbane, providing freight, passenger and cruise boat facilities. The Port of Brisbane Corporation has medium and long-term strategies in place for the continued development of these facilities.
- The airport facilities and air services at Brisbane, Coolangatta and Sunshine Coast Airports. The airports develop and implement Master Plans, which are 20-year development strategies.
- Rail linkages to other parts of Queensland and the standard gauge line to Sydney and Melbourne.
- The National and State highway network, connecting the region with other states and other regions of Queensland.

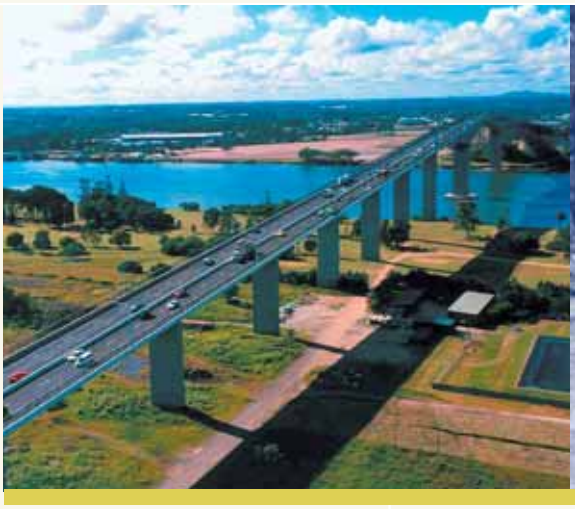
Transport infrastructure to support the Regional Plan

This section identifies the major elements of the transport system likely to require development within the timeframe of this Regional Plan. These transport elements are shown in Maps 11, 12 and 13.

Western transport links

The road and rail links from Ipswich west to Toowoomba are a key component in the region's freight network. These links provide access to agricultural areas on the Eastern Downs as well as providing access to the inland freight routes to Central Queensland and north-west New South Wales.

In this area, there is a need to protect and enhance the functionality of the main freight links. The second range crossing for Toowoomba and the Gowrie to Grandchester rail line upgrade are important in this context as they are the key pieces of regional infrastructure required in this area.





Sunshine Coast

The focus on the Sunshine Coast will be to continue to develop, protect and manage the transport function of the major north-south road spines and the east-west grid road network. In developing areas, road networks require planning to take account of regional as well as local needs.

For public transport, a north-south spine within the Caboolture to Maroochydore Corridor Study (CAMCOS) corridor and initially servicing the Sunshine Coast, will support self-containment of travel and more compact urban growth. Improved public transport links between the coast and hinterland are also needed. The continued upgrade of the north coast rail line will serve the dual purpose of improving passenger and freight services.

Traffic congestion in peak tourism periods is a major problem in popular tourist and recreational areas such as Coolum, Mooloolaba, Caloundra and Noosa. The use of innovative transport solutions, such as park-and-ride facilities, local bus services, parking controls and accessible walking and cycling facilities are offsetting the need for major road improvements and maintaining the amenity of these areas in the face of high travel demand. The Regional Plan supports this management of travel behaviour approach.

Transport infrastructure actions to support the Sunshine Coast corridor include:

- Implement Stage 1 of the CAMCOS Corridor between Caloundra and Maroochydore to provide a dedicated intra-regional public transport spine. This could start as bus priority and be used for rail when potential capacity warrants
- Preserve the corridor to allow the extension of CAMCOS to Beerwah, with provision for a freight service from Beerwah to Bells Creek when required
- Investigate corridors for extending CAMCOS to Noosa and Nambour
- Upgrade the passenger rail line between Caboolture and Landsborough and ultimately to Nambour
- Improve east-west connections between the coast and hinterland to provide better road and bus connections, including bus priority
- Upgrade and extend the Sunshine Motorway to support its function as the key intra-regional link
- Improve connectivity in the local road network to cater for local trips that would otherwise use the Sunshine Motorway
- Progressively upgrade the Bruce Highway to support its role for inter-regional travel and as part of the National Highway system.

Gold Coast

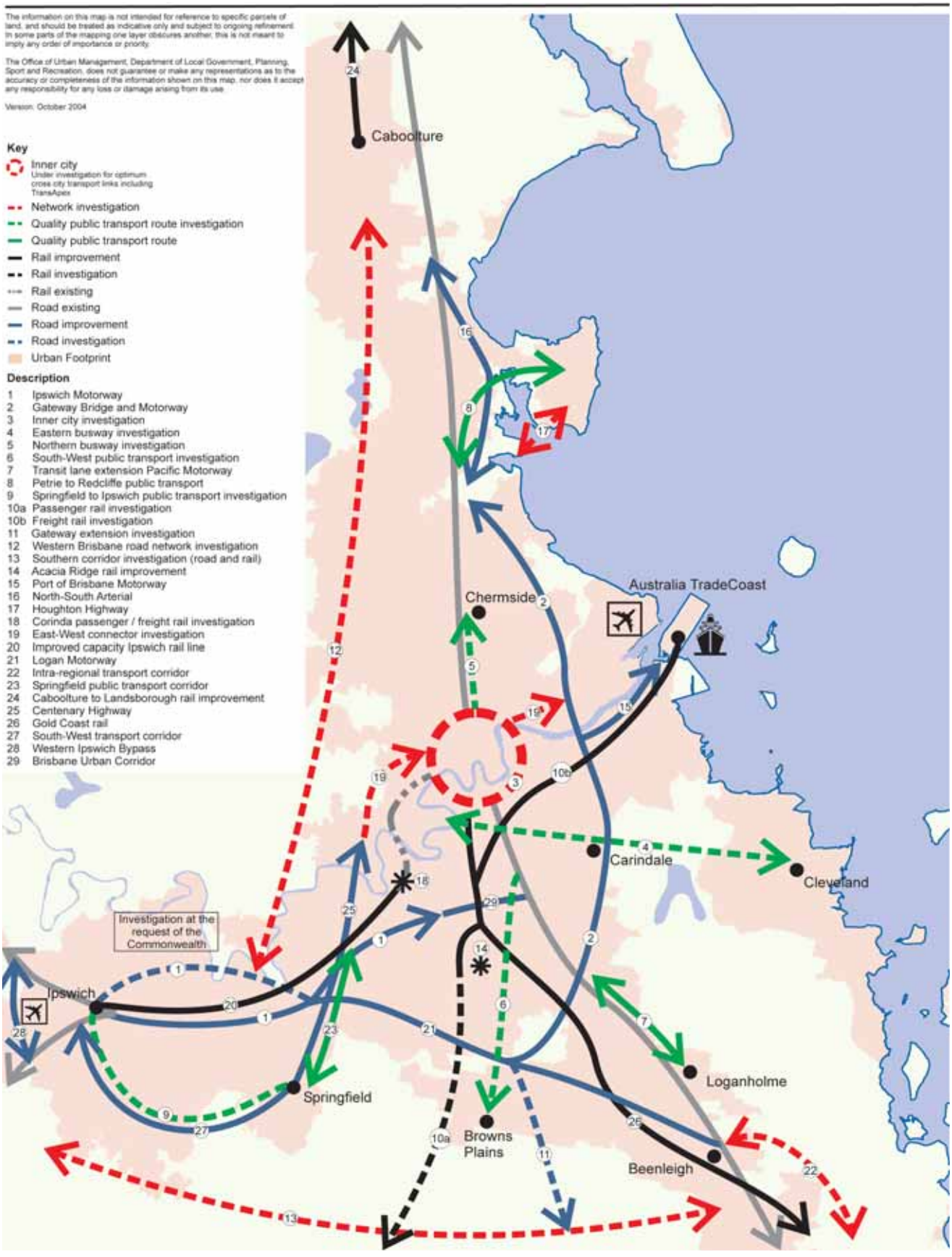
The Gold Coast corridor is undergoing significant population growth and development. The key challenge for the transport system is to concurrently improve internal transport movements and inter-regional linkages to Brisbane and northern New South Wales.

A dedicated public transport spine linking the key centres within the coastal area is required to support compact urban growth, as are improved east-west links to provide better road and public transport connections between the coast and hinterland. A priority is to protect and enhance the regional road network and plan new roads in developing areas to take account of regional as well as local traffic.

The Brisbane to Gold Coast rail link is a significant component of the sub-regional transport system and has further potential to reduce the demand for car travel on key regional roads. High patronage from residents and visitors means that the system is rapidly approaching its current service capacity. Upgrading of the rail network, including staged duplication of the track, development of new stations and extension of the line south of Robina, are priorities.

MAP 13

> Transport infrastructure – Greater Brisbane and the Western Corridor



Transport infrastructure actions to support the Gold Coast corridor include:

- Plan a priority bus and high occupancy vehicle lane network for the Gold Coast
- Implement a priority public transport corridor from Griffith University to Southport and Broadbeach and progressively extend the corridor to Coolangatta and Parkwood, linking it to the Brisbane to Gold Coast rail line
- Upgrade the existing Brisbane to Gold Coast rail line, including increasing capacity and making provision for additional rail stations
- Extend the Brisbane to Gold Coast rail line to Coolangatta/Gold Coast airport
- Plan and implement bus priority corridors from Nerang to Southport and Nerang to Broadbeach
- Improve east-west connections between the coast and hinterland to provide better road and bus connections on Smith Street, Nerang-Broadbeach Road, Reedy Creek Road and Southport-Nerang Road
- Upgrade the Pacific Motorway south of Nerang, including the Tugun Bypass
- Improve connectivity in the local arterial road network to cater for local trips that would otherwise use the Pacific Motorway. This includes preservation of an intra-regional corridor between Stapylton and Nerang and extension of the road network into Coomera.





> Greater Brisbane and the Western Corridor

Within Greater Brisbane, the ability to improve surface transport connectivity is limited due to the presence of the Brisbane River and existing urban development. To maintain the vibrancy and amenity of the inner city and to enhance the SEQ economy, significant strategic transport initiatives are required.

The Regional Plan recommends support for significant population and employment growth in the Western Corridor. New and enhanced infrastructure and services will be needed to support sub-regional self-containment in this area and compact urban development. Early provision of public transport networks and services will encourage adoption of this more sustainable mode of travel.

Priority will be given to planning transport networks in the Western Corridor to allow for local needs, and to also take into account regional requirements. In particular, a multi-user infrastructure corridor that allows for road, standard/dual gauge rail and other infrastructure connections between the new industrial areas south of Ipswich and the industrial areas at Yatala, picking up the interstate rail line and the Pacific Motorway may be required.

Managing traffic within Brisbane requires quality orbital road systems. Orbital routes provide a bypass for through traffic away from congested areas. This will free up capacity on radial roads to allow enhanced public transport services and support for walking and cycling opportunities.

For areas outside Brisbane City, protecting the integrity of regional road connections and enhancing public transport systems are key challenges.

A clear priority is to increase and protect freight capacity, especially on the rail network. This will support the important role of the ATC in the regional and national economies. Rail crossing capacity of the Brisbane River in the inner city is a significant issue.

New public transport corridors will focus on linking Activity Centres and opening up new public transport markets. Key corridors for improvement include a south-west corridor, an eastern busway, a northern busway, a Petrie to Redcliffe public transport corridor and links to Springfield and Ripley Valley.

Improvements to public transport infrastructure and services will also assist to with the development of TODs throughout Greater Brisbane.

Infrastructure actions supporting Greater Brisbane include:

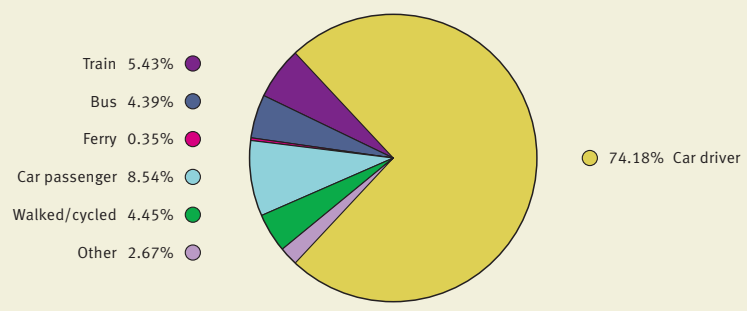
- Extend the busways network to include an eastern and northern busway and an inner city busway link under King George Square
- Investigate high quality public for transport services for Browns Plains and the Springfield and Ripley Valley areas, including a public transport corridor from Darra to Springfield and Springfield to Ipswich; from Petrie to Redcliffe and public transport improvement to the Houghton Highway
- Investigate passenger use of the interstate rail corridor to Greenbank
- Extend transit lanes on the Pacific Motorway
- Improve rail capacity, including the provision for a new crossing of the river for rail in the inner city, as well as improvements for rail freight at Corinda and Acacia Ridge, and along the interstate and Ipswich rail lines
- Implement bus priority measures, interchange upgrades and other improvements identified across the network through TransLink
- Construct additional cross-river walking and cycling bridges in inner Brisbane to improve connectivity and to reduce the length of these trips
- Improve public transport access to the University of Queensland
- Progressively implement the *Integrated Regional Cycle Network Plan*
- Complete an orbital road system in Brisbane to complement an overall network of north-south and east-west arterial connections
- Identify opportunities to extend and improve ferry services
- Investigate optimal solutions for cross-city movements, for example, TransApex



- Upgrade and protect the strategic function of inter-regional corridors and corridors of National significance. Ipswich and Gateway Motorways are a priority but the Bruce Highway, Logan, Pacific and Port of Brisbane Motorways will all need attention
- Upgrade the north coast rail line - Caboolture to Landsborough
- Improve services and capacity on Brisbane to Gold Coast rail line
- Extend road networks to developing areas including the north-south arterial at Mango Hill/North Lakes and in the south-west corridor around Ripley, Springfield and Ebenezer. In particular, extend the Centenary Highway to Ripley and preserve the Western Ipswich Bypass
- Implement high quality public transport routes servicing the Springfield area, including a public transport corridor from Darra to Springfield and Springfield to Ipswich, through the Ripley Valley
- Identify and preserve corridors for necessary network improvements in western Brisbane, including consideration of a western bypass and a potential bypass of the Ipswich Motorway
- Plan integrated transport networks in sub-regional growth areas including the areas around Ebenezer, Ripley and Northern Beaudesert. These should include corridor investigations for possible extension of the Gateway Motorway at Drewvale and for a link between Ebenezer and Yatala.

FIGURE 6

Journey-to-work mode split



Source: ABS census data



The projected growth in the freight transport task in SEQ, and the planned development of the Australia TradeCoast, means that efficient freight movement is a priority.

> Freight

The projected growth in the freight transport task in SEQ, and the planned development of the ATC, means that efficient freight movement is a priority.

Key infrastructure to improve freight transport efficiency in SEQ includes:

- Address the needs of both freight and passengers on shared, high demand corridors approaching and within Brisbane, particularly in the inner city and through Corinda
- Identify necessary road network improvements in western Brisbane
- Ensure adequate inter-regional road capacity and identify and preserve alternative road network corridors and local road networks, including the inter regional transport corridor south of Logan River
- Identify and preserve a southern infrastructure corridor between the major industrial areas at Ebenezer and Yatala, linking to the standard gauge rail line
- Develop a regional freight network plan involving an investigation of freight interchanges
- Preserve a second range crossing for Toowoomba.

The main transport plans and guidelines in SEQ are:

- The *Transport Coordination Plan* sets the strategic direction for transport in Queensland
- *Roads Connecting Queenslanders* provides the long-term direction for roads in Queensland
- Main Road's *Road Implementation Program* is a five-year rolling program for State road works (the first two years is committed)
- *TransLink Network Plan* will provide for improved public transport facilities and services in SEQ
- The *Integrated Regional Transport Plan (ITRP) for SEQ* coordinates transport initiatives in the region. *Transport 2007* provides a seven year action plan for the *ITRP*
- The *Brisbane Transport Plan* aims to achieve balanced transport solutions for the city
- Other local governments also use Integrated Local Transport Plans and Priority Infrastructure Plans to guide local transport investment
- The *Integrated Regional Cycle Network Plan* identifies the desired regional cycling network in SEQ
- The *Integrated Transport Planning Framework* is a guide to best-practice transport planning. Key themes are sustainability, integration and partnerships
- The *Shaping Up Guidelines* provide best-practice land use ideas and opportunities for local governments and land developers.



Infrastructure and services

> Desired regional outcome 6:

Regional infrastructure and services are planned, coordinated and delivered in a timely manner to support existing and future settlement pattern and desired outcomes.

Regional infrastructure includes the networks, systems, facilities and structures that support economic, social and cultural development in the SEQ region. They include transport, water and wastewater, energy, telecommunications, solid waste and community services.

Rapid population growth and low-density urban development has created difficulties in providing infrastructure in the right place at the right time. In the future it will become increasingly important to deliver infrastructure to regional communities with greater certainty and in a more timely and coordinated fashion.

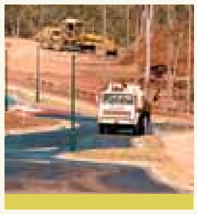
Infrastructure also helps to shape and encourage development. The strategic provision of new infrastructure and the maintenance of existing assets will be critical to achieve the preferred settlement pattern. It is intended that, wherever possible, infrastructure will lead major development not follow it.

Key challenges will be to maximise the use of existing infrastructure by continuing to manage it efficiently, effectively and economically; find better ways to prioritise and coordinate new infrastructure projects; establish the correct balance between funding new infrastructure and maintaining existing assets; and harness innovative funding and delivery mechanisms.

> Principles and strategies

Principle 6.1 – Leading regional growth

Use infrastructure to lead and support desired regional growth and help create a more compact urban pattern, cohesive urban and rural communities and regional economic development.



Strategies

S6.1 – Identify and prioritise key infrastructure projects to support the Regional Plan, shape the preferred settlement pattern and provide greater certainty for development.

S6.2 – Identify areas having access to surplus infrastructure capacity to assist in identifying infill and redevelopment opportunities.



Develop a regional infrastructure coordination process linking State and local governments to include transport, water, energy, telecommunications and community infrastructure.

Principle 6.2 – Infrastructure coordination

Coordinate, prioritise and sequence infrastructure to support the region through strategic plans, programs, budgets and statutory planning.

Strategies

S6.3 – Prepare and use an annual SEQ Infrastructure Plan and Program to coordinate and prioritise infrastructure delivery.

S6.4 – Align and coordinate the infrastructure plans, priorities and budgets of State agencies with the Regional Plan and the SEQ Infrastructure Plan.

S6.5 – Align local government infrastructure planning, including Priority Infrastructure Plans and sub-regional plans, with regional infrastructure priorities and timelines.

S6.6 – Develop a regional infrastructure coordination process linking State and local governments to include transport, water, energy, telecommunications and community infrastructure.

S6.7 – Develop demographic forecasts and targets for the region and monitor development activity to inform infrastructure planning and service delivery.

Principle 6.3 – Managing demand

Manage demand and change consumer behaviour to maximise the use and benefits of existing infrastructure and to minimise the need for additional projects and services.

Strategies

S6.8 – Prepare and implement demand management strategies for transport, water and energy infrastructure.

Principle 6.4 – Infrastructure funding

Ensure infrastructure funding addresses whole-of-life costs of the asset and is equitable in relation to current and future beneficiaries and users.

Strategies

S6.9 – Explore all available options to fund future infrastructure, including extended debt funding, special purpose and hypothecated levies, user charges, private investment, public private partnerships, developer contributions and demand management measures.

S6.10 – Identify the best delivery options and funding mechanisms for key infrastructure projects with due consideration to benefits, public interests and risk management.

Principle 6.5 – Protecting key sites and corridors

Key sites and strategic corridors will be identified, protected and managed until required.

Strategies

S6.11 – Explore all available options to reserve and protect key sites, corridors and buffer areas for future regional infrastructure and services.

Principle 6.6 – Water supply

Assured supplies of water are required to meet the reasonable needs and expectations of growth and development of the region.

Strategies

S6.12 – Accelerate completion of the SEQ Regional Water Supply Strategy.

S6.13 – Protect drinking water catchments from inappropriate uses to maintain water quality.

S6.14 – Identify and protect future sites for bulk water infrastructure, including surface water storages, desalination and water recycling.

Principle 6.7 – Total water cycle management

Acknowledge water as a valuable and finite regional resource and manage it for the whole region in the most efficient way.

Strategies

S6.15 – Develop and implement an *Integrated Urban Water Management (IUWM) Strategy* for SEQ.

S6.16 – Review policy and financial assistance schemes for whole-of-water cycle infrastructure to ensure investment in alternative water sources and non-capital demand management solutions is more equitable.

S6.17 – Require all water service providers to provide common and consistent information on water consumption and wastewater management along with information about the success of *IUWM* initiatives in accordance with regional guidelines, as part of regular reporting regimes.

S6.18 – Encourage the use of best practice standards for the planning, design and operation of sewerage collection, transport, treatment, disposal and reuse.

S6.19 – Manage development to achieve appropriate flood immunity and minimise downstream effects.

Principle 6.8 – Regional water management

Water resources are planned, managed and coordinated as a regional asset to increase security of supply and minimise overall system costs.

S6.20 – Review the institutional arrangements for storage, treatment and delivery of bulk water, including wastewater, for the whole region to improve integration of networks, increase the security of supply and improve system efficiency and flexibility.

Principle 6.9 – Energy

Energy supplies will be provided to all new and infill development areas and viable alternative energy sources such as gas will be encouraged where appropriate.

S6.21 – Identify and prioritise additional electricity transmission lines required to support the preferred pattern of development.

S6.22 – Identify and prioritise substations required for new development, infill and redevelopment areas.

S6.23 – Encourage the use of gas as a major secondary energy source for new developments.

Principle 6.10 – Telecommunications

Affordable access to high-speed broadband telecommunications will be required to support the continued growth of the SEQ economy.

S6.24 – Expedite the deployment of high-speed broadband telecommunications in SEQ.

Principle 6.11 – Community infrastructure and services

Planning and coordination of community infrastructure and services will provide effective and timely access to community facilities and services in greenfield and infill growth areas.

Strategies

S6.25 – Establish community infrastructure and service needs in growth areas in advance of development.

S6.26 – Identify sites for community services, including co-location opportunities as an integral part of structure planning for new communities.

S6.27 – Ensure all developments make adequate provision for essential community infrastructure in planning, design and development.

SEQ Infrastructure Plan and Program

The *SEQ Infrastructure Plan and Program* will be released mid-2005. It will identify key infrastructure requirements, implementation strategies, responsible agencies and delivery timeframes in relation to SEQ. The Infrastructure Plan and Program will coordinate the infrastructure and services plans and priorities of State agencies and give guidance to local governments. The Plan and Program will be reviewed annually to inform infrastructure planning and the State Budget processes.

Demand management

Demand management aims to make better use of existing infrastructure by modifying consumer behaviour rather than directing limited resources towards major infrastructure upgrades.

Demand management initiatives can include a broad range of economic, social and planning tools, for example:

- educational or incentive measures to bring about voluntary changes to consumer behaviour;
- the introduction of technology to make better use of existing resources; and
- restrictive measures designed to increase cost or increase the comparative attractiveness of more sustainable alternatives.

Value for money

The Queensland Government uses the *Value for Money Framework* to assess major infrastructure projects. The Framework focuses on:

- service outcomes rather than outputs;
- risk allocation and management;
- whole-of-life costing; and
- opportunities for private sector involvement.

> Water

The region's water supply comes from a variety of sources, including the Wivenhoe and Somerset Dam system; North Pine, Baroon Pocket and Hinze Dams; and Stradbroke Island aquifiers. Based on current demand levels and population projections, the region will need additional water sources by 2020. This timing could be extended if effective demand management measures, pricing and regulations are introduced widely across the region.

The options for new sources include new dams, desalination, stormwater harvesting and wastewater reuse. A combination of these sources would improve security of supply and minimise the impact of drought. Given the long lead times to commissioning a new source, a decision about future water sources is likely to be needed before 2010.

Establishing new dams is a very expensive and lengthy process and there are only a few suitable locations within SEQ. Potential future dam sites need to be identified and protected from inappropriate development.

Saltwater desalination technology is improving and desalination may become economically viable for SEQ in the foreseeable future.

Reuse of wastewater, for a range of industrial, irrigation and some domestic activities, has the potential to release significant volumes of potable water for higher order uses.

Stormwater harvesting including rainwater tanks can be applied at a site or community level.

There are many demand management approaches currently being used in SEQ, such as outdoor watering restrictions and two-part water pricing. There is, however, scope to broaden these initiatives, for example, mandating the use of water efficient appliances, rainwater tanks and water reuse (dual reticulation) systems in new development areas. To have a significant impact these measures need to be applied consistently across the region and introduced as soon as possible to achieve critical mass. Some measures such as dual reticulation and rainwater tanks have a life-cycle cost penalty compared with existing water supplies and some initiatives also shift costs from government to consumers.

Institutional models for water supply

The Regional Plan recommends investigating alternative institutional models to provide more efficient water management at the regional level. This could also better promote more equitable and efficient water use, optimise the provision of water infrastructure and improve flexibility to address future demand in a more efficient way.

The SEQ Regional Water Supply Strategy

The *SEQ Regional Water Supply Strategy* will identify issues and solutions for water supply and management in the region. Work has commenced on the Strategy and will be completed by 2006.

Integrated Urban Water Management for SEQ

The Regional Plan recommends augmenting the *SEQ Regional Water Supply Strategy* with a policy framework to manage all aspects of the water cycle of the region.

These initiatives will together include:

- solving the immediate water supply needs of the Gold Coast which also services the preferred long-term settlement pattern for the region;
- preserving potential future dams sites and management measures to protect potable water catchments;
- identifying alternative and critical timelines for key infrastructure including future new water sources;
- developing a risk management strategy addressing security of supply;
- creating agreed and common demand management measures and the means of implementation;
- reducing the average residential potable water consumption from the current level of 300 litres per person per day to a target of 270 litres per person per day by 2010, reducing to 230 litres per person per day by 2020, which can then be used as a basis for planning by all water authorities in the regions;
- creating a water pricing regime which reflects the true cost of storage, treatment and distribution and encourages efficient water use;
- mandating low-level water restrictions on outdoor water uses;
- incorporating water sensitive design into all new developments;
- requiring rainwater tanks, water recycling and water-efficient appliances in all new developments;
- introducing incentives for retrofitting of rainwater tanks, water recycling and water-efficient appliances in existing development;
- developing water recycling targets and strategies to promote 'fit-for-purpose' use of water by major industrial and commercial users;
- establishing appropriate regional institutional arrangements;
- minimising water loss through leakage in water distribution systems; and
- improving asset management.

These initiatives will be completed in parallel with the preparation of the *Water Resources Plan*, which will determine the allocation of bulk water supplies between various water uses, including environmental flows, in the region.

Wastewater

Most of the future wastewater treatment needs of the region will be addressed through progressive capacity upgrades to existing wastewater treatment plants (WWTPs). Over time it is also likely that smaller, stand-alone and technologically advanced treatment plants will become more common, particularly in new development areas that incorporate dual reticulation water reuse systems.

Wastewater management and treatment has a major influence on the quality of our waterways and regional environmental values. Environmental issues, primarily water quality, are likely to drive increasing discharge standards, requiring further upgrades to treatment plants. This presents opportunities to combine future environmental compliance upgrades with additional treatment processes to ensure 'fit-for-purpose' water is available for reuse.

Wastewater recycling relies upon an ability to treat water to appropriate standards and distribute it to consumers. Many WWTPs across the region are capable of providing treated water suitable for industrial use, fire fighting, irrigation, garden watering, and toilet flushing. Several SEQ local authorities already operate or have planned water reuse projects and there is potential to build on these projects to realise the significant reuse opportunities presented by the proximity of major WWTPs to large potential users such as major industry precincts (for example, the ATC and the Western Corridor) and key agricultural areas (for example, the Bremer, Warrill and Lockyer valleys).

WWTP discharge standards

The Moreton Bay Waterways and Catchments Partnership is currently reviewing WWTP discharge standards based on sustainable discharge loads for SEQ waterways.



Energy

Queensland is a member of the National Electricity Market (NEM) and has the highest level of investment in electricity infrastructure in the NEM. With the completion of Kogan Creek Power Station, generation capacity will be sufficient to meet the forecast regional demand growth until about 2010. Queensland will need significant development of new generation and transmission capacity through the balance of the life of the Regional Plan.

The region's pattern of electricity demand has changed from its traditional winter peak to a summer peak, driven by the substantial increase in domestic air conditioning. Current capital and maintenance expenditure on networks is aimed at improving supply reliability to existing developed areas. There may be some impact on the capacity of the distributors to meet projected peak demand growth, which could be addressed through sequencing of planned upgrades and network extension.

The region's gas distribution network is relatively small and the residential sector represents the majority of customers on distribution networks. The primary area of growth for the gas distribution network will be larger residential estate development. Major future gas demand will come from customers who take gas directly from gas transmission pipelines for industrial processing and electricity generation.

The key pieces of regional energy infrastructure identified as a result of the regional planning process include:

- additional electricity and gas distribution infrastructure to support urban consolidation and infill throughout the region; and
- additional electricity transmission lines to the west of Brisbane.

Telecommunications

Telecommunications is a major facilitator of economic development, but the regulatory environment is dynamic and complex with substantial private sector competition. Although the Federal Government policy framework is influential, the roles of government and the private sector are changing. Next generation broadband telecommunication, which provides affordable, very high speed services to business and residents is necessary to drive economic growth. This will facilitate innovation and raise the productive capacity of the workforce.

Ineffective strategic planning of telecommunications infrastructure in SEQ has resulted in unnecessary infrastructure duplication. Distribution of infrastructure and services is characterised by over-supply in some areas and under-supply in others.

The State Government has committed to implementing a Telecommunications Planning Project to facilitate the efficient provision of infrastructure, reduce barriers to entry and operations, and to encourage greater take-up of broadband communications.

The project will give consideration to:

- preparing a new statutory planning regime to provide a uniform approach to telecommunications infrastructure;
- developing policy guidelines to ensure consistency in dealing with telecommunications infrastructure providers seeking access to government assets, rights of way and easements; and
- mandating the provision of fibre optic cable in new housing, high rise developments and urban renewal projects.

The State Government will also work with other levels of government and effectively engage with the private sector to deliver high-speed broadband tele-communications and services to all of SEQ.

> Solid waste management

The existing waste management infrastructure in the region comprises 46 operating landfills, 63 waste transfer stations and 11 materials recovery facilities. Under the pressure of tightening environmental controls, more stringent development and licence conditions being applied to new landfill sites and current filling rates, it is predicted that about one-third of the existing landfills will close within the next five years.

Certain waste types are being recycled at unprecedented rates, including biosolids (98 per cent recycled compared with less than 50 per cent only a few years ago), green and organic waste (71 per cent); and construction and demolition waste (42 per cent).

Currently approved landfill capacity across the region is around 35 million tonnes - sufficient for 17 years for the region as a whole. There is considerable potential for increasing this capacity to around 100 million tonnes, or 50 years landfill life, by extending existing sites, establishing new sites and improving recycling. This potential increase in landfill capacity is primarily located to the west and south of the region.



Work is also proceeding in respect to more efficient management of the overall waste stream by encouraging waste avoidance, improving waste transportation logistics and the appropriate siting of waste treatment facilities.

> Social and community infrastructure

Social and community infrastructure and services are provided in response to the needs of communities. They enhance the quality of life, equity, law and order, stability and social well being through community support; safety and security; sports; recreation and culture; justice; housing; health and education.

Key issues for the provision of social infrastructure and services in SEQ include:

- the high population growth rate in SEQ that is currently causing strain on the provision of social and community services and facilities in some areas;
- the need to provide social infrastructure in an efficient, coordinated way;
- the need to prioritise and time the provision of social infrastructure and services with new developments;
- the limited human services available in rural and urban fringe areas;
- the mismatch of services in inner and middle ring urban areas, directly related to the effects and processes of urban development (and gentrification);

Social and community infrastructure and services are provided in response to the needs of communities.

- at a regional scale, the high need for social services and infrastructure is predominantly in urban-fringe developments, rural areas and urban locations of multiple social disadvantage; and
- the potential to gain maximum benefit from community facilities through co-location, integration and providing for greater community access to existing facilities such as schools.

New master-planned communities are increasingly using the provision of community services as an attractor. The challenge is for the development community as a whole to plan for the adequate provision of social and community services in all developments.

The proposal to require Structure Plans for new development areas and the high emphasis on consolidating urban development around transport and activity centres will assist in addressing many of these issues.





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 Traditional Owners are engaged in business about their country.



Aboriginal Peoples have a unique and inalienable link to the SEQ region. As Traditional Owners, they are connected to, associated with and responsible for their ancestral estates, water and air. Mountains and rivers traditionally define the boundaries and areas of responsibility of Aboriginal Peoples and these boundaries are different to those used in planning by State and local governments. Succeeding generations of Traditional Owners have asked for proper acknowledgment, respect and commitment to progress their interests and responsibilities.

Other Aboriginal Peoples have now also come to live in the 'countries' of the Traditional Owners. All Aboriginal and Torres Strait Islander Peoples should be able to enjoy a high standard of living and participate fully as citizens of the region. The challenge is to identify ways to involve Aboriginal and Torres Strait Islander Peoples effectively in planning processes and regional activities in SEQ.

> Principles and strategies

Principle 7.1 – Traditional Owner engagement

Traditional Owner groups are recognised as the custodians of country, and their obligations in relation to country are understood and respected.

Strategies

S7.1 – Develop a regional framework for Traditional Owner engagement and support the establishment of the SEQ Traditional Owner Consultative Committee.

S7.2 – Enhance regional collaborative and consultative processes that engage Traditional Owners in planning and decision-making processes.



Form partnerships to support a whole-of-government response to the aspirations of Aboriginal and Torres Strait Islander Peoples in SEQ.

S7.3 – Address land and natural resource issues in a comprehensive and coordinated way which incorporates the social, environmental and economic aspirations of all Traditional Owner groups in the region.

S7.4 – Promote a regional approach to Native Title which complements regional level planning of infrastructure, growth management, economic development, natural resources and open space.

Principle 7.2 – Formation of partnerships

The engagement of Aboriginal and Torres Strait Islander Peoples will be progressed through cooperative partnerships based on respect and understanding.

Strategies

S7.5 – Develop place-based partnerships to achieve social and economic well-being and support existing programs and policies such as *Partnerships Queensland* and *Community Renewal*.

S7.6 – Form partnerships to support a whole-of-government response to the aspirations of Aboriginal and Torres Strait Islander Peoples in SEQ.

Principle 7.3 – Protecting Aboriginal cultural heritage

Aboriginal cultural heritage in the region will be recognised and protected.

Strategies

S7.7 – Improve the management of areas of high cultural significance through the development of cultural heritage management agreements.

S7.8 – Ensure land use planning processes adequately protect Aboriginal cultural heritage.

S7.9 – Map geographic areas, which are of high cultural significance, in consultation with all Traditional Owner groups in the region.



Principle 7.4 – Social and economic equity

Aboriginal and Torres Strait Islander Peoples living in SEQ have equal access to the same standard of living, economic prospects and general well-being as other residents of the region.

Strategies

S7.10 – Manage the impacts which development has upon Aboriginal and Torres Strait Islander Peoples living in the region.

S7.11 – Improve statistical information relating to the Aboriginal and Torres Strait Islander population and use this information to guide infrastructure and services planning, decision making and reporting.

S7.12 – Ensure regional housing strategies address the housing needs of Aboriginal and Torres Strait Islander Peoples.



Part F

Implementation and monitoring

Implementation of the Regional Plan will involve a range of planning, infrastructure and services coordination and review processes.



Implementation

The Regional Plan is a framework to achieve better planning, management and development of the region. It is both a strategic and a statutory plan. Effective implementation will require cooperation by community stakeholders and coordination of State and local government plans.

Implementation of the Regional Plan will involve a range of planning, infrastructure and services coordination and review processes.

Statutory processes

The Regional Plan is a statutory instrument. The statutory implementation requirements are established under the *IPA*, as amended.

Key elements of the legislation with respect to implementation are:

- oversight by the Regional Coordination Committee (RCC);
- local governments are required to amend their planning schemes to reflect the Regional Plan;
- State and local government agencies preparing or amending a plan, policy or code that may affect a matter covered under the Regional Plan must take account of the Regional Plan;
- development assessment processes, including referral agency obligations for development applications, relating to matters covered in the Regional Plan.
- the effectiveness of the Regulatory Provisions of the Regional Plan; and
- the Regional Planning Minister can exercise 'call in' powers.

The State Government will establish mechanisms to comply with the regulatory requirements for implementing the Regional Plan.



The implementation process also requires the preparation of detailed action plans, work programs, budget estimates and resource requirements. This work will be coordinated by nominated government agencies.

Planning

The Regional Growth Management Strategies in Part E of the Regional Plan establish a range of desired regional outcomes, principles and strategies to guide development of the region.

Implementation of these strategies at the regional level will primarily be focussed on State and local government agencies. Implementation may also involve a wide range of community and industry groups, particularly at the sub-regional and local level.

Either State Government agencies or local government in the region will be designated with the primary responsibilities for implementation of the regional planning strategies. Either State Government agencies or local government will be designated as lead agencies with responsibility for coordinating the actions of all agencies that have a role in the implementation of strategies.

The implementation process also requires the preparation of detailed action plans, work programs, budget estimates and resource requirements. This work will be coordinated by nominated government agencies.

Key steps for implementation

The key initial planning steps in implementing the Regional Plan are:

- population projections for the region will be revised based on the preferred pattern of development;
- Local Growth Management Strategies will be prepared by local governments to plan for and manage change;
- local government planning schemes will be aligned with the Regional Plan;
- detailed studies will be undertaken in Investigation Areas to determine the feasibility and timing of any future development;
- the *SEQ Infrastructure Plan and Program* will give direction to State infrastructure planning and guidance to local governments' priority infrastructure plans;
- TODs will be facilitated by a special-purpose task force; and
- the Regional Landscape and Open Space Advisory Committee will provide strategic advice about the planning and management of regional open space.

Infrastructure and service coordination

The *SEQ Infrastructure Plan and Program* will identify future infrastructure priorities for the region and will be updated annually. Queensland Treasury and the Office of Urban Management will oversee infrastructure and services planning and priority setting for the region and advise the Cabinet Budget Review Committee (CBRC) to achieve alignment of budget proposals with the Regional Plan.

A consultative Regional Infrastructure and Services Coordination Group will be established in State Government to provide a whole-of-government approach to infrastructure and services planning, programming, budgeting and review.

Monitoring is an important part of the planning process as the results inform future policy development.





Review

Implementation of the Regional Plan will be monitored and reviewed annually in the light of changes to demographic, housing and economic information, revised forecasts and changes to the timing and nature of development. This will inform the annual infrastructure and services coordination processes of government.

The Regional Plan will be reviewed formally every five years.

Sustainability indicators will be monitored and reported against annually to measure the on-going and cumulative success of the Regional Plan over time.

> Monitoring

The Regional Plan will contribute to a sustainable region by managing growth in a way that:

- preserves and enhances the regions natural diversity;
- provides prosperity through a dynamic and resilient economy; and
- promotes equality in a community that cares for its members and for the environment in which they live.

Monitoring is an important part of the planning process as the results inform future policy development.

Sustainability indicators have been identified to measure important elements of regional sustainability and monitor progress towards the achievement of the desired regional outcomes.
The indicators will:

- monitor change;
- increase awareness of the current State and future trends in the region;
- set benchmarks;
- measure an outcome of the plan or elements that can be influenced;
- measure the effectiveness of policy and inform policy development;
- be appropriately used at a regional scale;
- use data that can be readily collected; and
- identify clearly the accountability and responsibility for each indicator.

When combined, the indicators will provide an overall picture of the progress made towards a sustainable region.

The proposed indicators build on a number of existing monitoring activities including the *State of the Environment Queensland Report*, the *Queensland Householder Survey* and *Queensland Residential Land and Dwelling Activity Monitor* and the *Moreton Bay Waterway and Catchment Partnership's Healthy Waterways Scorecard*.

The information will be monitored and reported on annually.

The sustainability indicators for the Regional Plan are documented in Table 4.

Roles and responsibilities

SEQ Regional Coordination Committee (RCC)

Coordinates the preparation and review of the Regional Plan and advises the State Government about the development and implementation of the Regional Plan.

Office of Urban Management (OUM)

Works collaboratively with State Government agencies, local governments and stakeholders to keep the Regional Plan under review, manage growth effectively and coordinate timely infrastructure and services to implement the Plan. The OUM is also a Concurrence Agency for development of regional significance and the Draft Regulatory Provisions under *IPA*.

Table 4 – Sustainability indicators

Urban Form
1. Housing density
2. Distribution of new dwelling by location, including infill
3. Diversity of new housing types
Natural environment, resources and rural production
4. Health of regional waterways, including Moreton Bay
5. Days per annum the Air Quality Index is 'fair' or less
6. Per capita greenhouse gas emission by source
7. Area (in hectares) of natural habitat
8. Area of 'protected estate'
9. Area (in hectares) of land available for productive agriculture, horticulture, forestry and grazing
Strong communities
10. Quality of the Urban Environment Index
11. Housing affordability (CBA-HIA Housing Affordability Index)
12. Change in areas identified as relatively socially disadvantaged
A diverse economy
13. Gross Regional Product per capita by industry sector
14. Employment and unemployment rate by location
15. Business activity by location
Integrated transport
16. Transport Accessibility Index
17. Total vehicle kilometres travelled per capita
18. Mode share of total trips
19 Congestion
Infrastructure and services
20. Energy consumption per capita
21. Potable water consumption per capita
22. Potable water storage capacity in years
23. Waste recycling and disposal (water and solid)
Engaging Aboriginal and Torres Strait Islander peoples
24. Quality of life indices for Aboriginal and Torres Strait Islander peoples



Sustainability indicators have been identified to measure important elements of regional sustainability and monitor progress towards the successful achievement of the desired regional outcomes.

Part G

Draft Regulatory Provisions

Division 1 – Preliminary

1. SEQ region divided into areas

(1) The Draft SEQ Regional Plan allocates all land in the SEQ region into one of the following areas:

(a) Regional Landscape and Rural Production Area;

(b) Rural Living Area;

(c) Urban Footprint;

(d) Investigation Area;

(e) Mt Lindesay/North Beaudesert Investigation Area.

(2) These areas are shown on the maps referred to in Schedule 1.

Division 2 – Provisions affecting planning schemes (Act[1] s2.5A.12(2)(a) ~ (c))

2. Certain material changes of use assessable development[2]

A material change of use for urban purposes[3] other than for a single dwelling on an existing lot is assessable development requiring impact assessment if all or part of the premises, the subject of the development, is in the:

(a) Regional Landscape and Rural Production Area; or

(b) Rural Living Area; or

(c) Investigation Area; or

(d) Mt Lindesay/North Beaudesert Investigation Area, unless the premises is designated or zoned for urban purposes in the relevant planning scheme.

1 *Integrated Planning Act 1997*.

2 The Chief Executive will become a Concurrence Agency for development applications mentioned in this section under the *Integrated Planning Regulation 1998*.

3 Urban purposes is defined in Part 4 of Schedule 8 of the *Integrated Planning Act 1997*. To make it clear for these regulations urban purposes does not include rural residential purposes as defined in Schedule 2.

3. Additional matters for assessment

In addition to any relevant matters applying for assessing and deciding an application to which Section 2 applies under a planning scheme, the application complies with these Draft Regulatory Provisions only if:

(a) for premises in or adjoining a rural village - there is a nexus between the development and the strategic intent for the growth of the rural village under the planning scheme; or

(b) if subsection (a) does not apply :

(i) the development has locational requirements or environmental impacts necessitating its location outside the Urban Footprint; and

(ii) there is an overriding need for the development in the public interest[4]; and

(iii) for development in the Investigation Area – the development would be consistent with the future development of the area for urban purposes.

Division 3 – Provisions regulating development (Act s2.5A.12(2)(d))

4. Certain reconfiguration prohibited

(1) Subsection (2) applies for land in the following areas:

(a) the Regional Landscape and Rural Production Area;

(b) the Investigation Area;

(2) Reconfiguration of a lot may not occur if any resulting lot would have an area less than:

(a) if the planning scheme states a minimum lot size greater than 100 hectares - the area stated in the planning scheme; or

(b) to the extent the land is located in a designated agricultural area the minimum lot size stated in the planning scheme; or

(c) in any other case - 100 hectares.

(3) However subsection (2) does not apply if:

(a) the number of lots that would be created by the reconfiguration is the same or less than the number of lots to be reconfigured; or

(b) the reconfiguration is associated with a material change of use for which a development approval is in effect; or

(c) the reconfiguration is:

(i) for rural residential purposes on land designated or zoned for rural residential purposes; and

(ii) the application for the reconfiguration is made within two years of the day these Draft Regulatory Provisions came into effect.

5. Development in the Mt Lindesay/North Beaudesert Investigation Area

(1) Subsection (2) applies for land in the Mt Lindesay/North Beaudesert Investigation Area.

(2) Reconfiguration of a lot may only occur if:

(a) the number of lots that would be created by the reconfiguration is the same or less than the number of lots to be reconfigured; or

(b) the reconfiguration is:

(i) for urban purposes and the land is in or adjoins a rural village; or

(ii) the land is designated or zoned for urban purposes; or

(c) the reconfiguration is for a material change of use:

(i) mentioned in Section 2; and

(ii) for which a development approval is in effect.

(3) Subsection (2) expires 18 months after the day these draft Regulatory Provisions came into effect.

Division 4 – Transitional arrangements for development applications affected by Draft Regulatory Provisions (Act s2.5A.12(2)(e))

6. Development applications may continue

These Draft Regulatory Provisions do not apply for a development application made before the day these Draft Regulatory Provisions came into effect.

Schedules

Schedule 1 – Maps

The maps referred to in Division 1 are marked Draft SEQ Regional Plan, Draft Regulatory Provisions, Schedule 1 - Regulatory Maps, numbered Map SEQRP1 to Map SEQRP 33.

Schedule 2 – Dictionary

Designated agricultural area means land identified as being predominately for agricultural purposes in an *IPA* planning scheme made pursuant to the *Integrated Planning Act 1997* and for which the scheme specifies minimum lot sizes.

[4] Schedule 3 provides guidance on how to determine overriding need in the public interest.

[5] Net residential yield is calculated by adding the area of the parcels created and the area of local parks and road casements, then dividing by the number of lots created.

[6] Community Infrastructure is defined in Schedule 5 of the *Integrated Planning Act 1997*.

Rural residential purposes means purposes for which land is used that are predominantly residential and having a net residential yield[5] of less than four dwellings or residential lots per hectare. Such residential purposes is not included in the definition of urban purposes for these regulatory provisions.

Rural village means a location named in accordance with the *Place Names Act 1994* that comprises residential dwellings, some urban function (for example, shop, office or community infrastructure[6]); and is not located within the Urban Footprint. These locations include but are not limited to those listed in Schedule 4.

Schedule 3 – Determining overriding need in the public interest

1. Certain development may be approved if in the public interest

Division 2 of the Draft Regulatory Provisions states that certain development applications comply with these Draft Regulatory Provisions only if there is an overriding need for the development proposal in the public interest. Determining whether or not overriding public need exists will necessarily depend on the circumstances of the particular development proposal.

2. Establishing net economic, social or environmental benefit

The overall social, economic and environmental benefits of the development proposal should be established and weighed against:

(a) any detrimental impacts upon the natural values of the site; and

(b) any conflicts with the desired outcomes of the Draft Regional Plan, especially in relation to promoting consolidation of development within the Urban Footprint and preventing fragmented development in the Regional Landscape and Rural Production Area and Investigation area; and the Mt Lindesay/North Beaudesert Investigation Area.

This may require an assessment to determine if the development could reasonably be located within the Urban Footprint. It is considered unlikely that activities with relatively few specific locational requirements, such as residential development, shopping centres and the like, would be able to demonstrate that they should be permitted to locate outside the Urban Footprint. The fact that the development proponent has an interest in or options over the subject site and that it is consequently available for the development proposal does not in itself justify an overriding need.

3. Determining community benefit to be overriding

For the proponent to demonstrate that the development proposal would achieve sufficient community benefit for it to be overriding, it must be shown that the community would experience significant adverse economic, social or environmental impacts if the development proposal were not to proceed.

Schedule 4 – Rural village or township

Place name	Administrative area name
Beechmont	Beaudesert
Hillview	Beaudesert
Rathdowney	Beaudesert
Tamborine	Beaudesert
Dugandan	Boonah
Mount Alford	Boonah
Munbilla	Boonah
Warrill View	Boonah
Bulwer	Brisbane
Cowan Cowan	Brisbane
Kooringal	Brisbane
Elimbah	Caboolture
Mount Mee	Caboolture
Neurum	Caboolture
Wamuran	Caboolture
Conondale	Caloundra
Witta	Caloundra
Glamorgan Vale	Esk
Harlin	Esk
Linville	Esk
Minden	Esk
Moore	Esk
Somerset Dam	Esk
Coominya	Esk
Grantham	Gatton
Ma Ma Creek	Gatton
Murphys Creek	Gatton
Springbrook	Gold Coast
Grandchester	Ipswich
Villeneuve	Kilcoy
Jimna	Kilcoy
Ninderry	Maroochy
North Arm	Maroochy
Kin Kin	Noosa
Pinbarren	Noosa
Teewah	Noosa

Glossary

CBD: The Brisbane Central Business District and the adjacent area with significant office development, cultural facilities and service industries.

Concurrence Agency: An entity prescribed under a Regulatory Provision as a Concurrence Agency for an application made under the *IPA*.

Greenfield area: Relevantly large area of undeveloped land identified as suitable for urban development in the Urban Footprint.

Infill development: New development in established urban areas where the site 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 and/or surround urban villages, towns and metropolitan areas.

Local Growth Management Strategy: Strategies to be prepared by local governments to demonstrate how dwelling targets and associated jobs and infrastructure will be accommodated.

Major new residential areas: Combines significant land areas identified for residential development that could be in one or more ownership.

Net residential density: A measure of housing density measured as lots or dwellings per hectare and calculated by adding the area of residential lots plus the area of local roads and parks and then divided by the number of dwellings and residential lots.

Regional Activity Centres: Areas supporting a concentration of higher density living, business, employment, research, education, services and social interaction activities.

Regional Plan: The *South East Queensland Regional Plan*, developed in accordance with Section 2.5A10 of the *IPA*.

Regional Planning Minister: The Minister administering Chapter 2, Part 5A of the *IPA*.

Regulatory Maps: Set of Maps referred to in Schedule 1 of the Draft Regulatory Provisions, identifying land areas under Division 1 of the Draft Regulatory Provisions.

Regulatory Provisions: Regulatory Provisions made under Section 2.5A12 of the *IPA* in respect to the SEQ region.

Rural residential: A form of low-density residential developments characterised by large lots of between 2,000m^2 to five hectares in a rural or semi-rural setting and with a net residential density of less than four dwellings or residential lots per hectare.

Rural Village: A rural settlement within the Regional Landscape and Rural Production Area that is not bound by an Urban Footprint.

SEQ region: The 18 local government areas within the SEQ region and the waters adjacent to these areas.

Structure Plan: An integrated land use plan developed at a local level, setting out the broad environmental, land use, infrastructure and development concepts to guide detail site planning.

Sustainability indicators: Broad measures of sustainability to be used to monitor the progress of the implementation of the Regional Plan.

Transit Oriented Development (TOD): Mixed-use residential and commercial areas, designed to maximise the efficient use of land through high levels of access to public transport.

Western Corridor: The Greater Ipswich area, extending generally form Wacol through Ipswich City to Amberley and including Ebenezer, Swanbank, Ripley Valley and Springfield.

Abbreviations

ATC – Australia TradeCoast

CAMCOS – Caboolture to Maroochydore Corridor Study

CBD – Central Business District

CBRC – Cabinet Budget Review Committee

ESD – Ecologically Sustainable Development

ICT – Information and Communications Technology

IDAS – Integrated Development Assessment System identified in the *Integrated Planning Act 1997*

IPA – Integrated Planning Act 1997

IPOLAA 2004 – Integrated Planning and Other Legislation Amendment Act 2004

IUWM – Integrated Urban Water Management

NEM – National Electricity Market

NORSROC – Northern Regional Organisation of Councils

OUM – Office of Urban Management

SEQ – South East Queensland

SEQRCC – SEQ Regional Coordination Committee

SEQROC – SEQ Regional Organisation of Councils

SouthROC – Southern Regional Organisation of Councils

Sub-ROC – Sub-Regional Organisation of Councils

TOD – Transit Oriented Development

WESROC – Western Regional Organisation of Councils

WWM – Wastewater Management

WWTP – Wastewater Treatment Plant.

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The Hon Paul Lucas – Minister for Transport and Main Roads
The Hon Tony McGrady – Minister for State Development and Innovation
The Hon Warren Pitt – Minister for Communities, Disability Services and Seniors
The Hon Stephen Robertson – Minister for Natural Resources and Mines
Cr Campbell Newman – Lord Mayor of Brisbane and Chair of SEQROC
Cr Bob Abbot – Mayor of Noosa and Chair of NORSROC
Cr John Freeman – Mayor of Logan and Chair of SouthROC
Cr Paul Pisasale – Mayor of Ipswich and Chair of WESROC

State Government Departments:

Department of Aboriginal and Torres Strait Islander Policy
Department of Child Safety
Department of Communities
Department of Corrective Services
Department of Education and the Arts
Department of Emergency Services
Department of Employment and Training
Department of Energy
Department of Housing
Department of Industrial Relations
Department of Justice and Attorney-General
Department of Local Government, Planning, Sport and Recreation
Department of Main Roads
Department of Natural Resources and Mines
Department of the Premier and Cabinet
Department of Primary Industries and Fisheries
Department of Public Works
Department of State Development and Innovation
Department of Tourism, Fair Trading and Wine Industry Development
Disability Services Queensland
Environmental Protection Agency
Queensland Health
Queensland Police Service
Queensland Transport
Queensland Treasury

Local governments:

Noosa Shire Council
Caloundra City Council
Maroochy Shire Council
Kilcoy Shire Council
Caboolture Shire Council
Pine Rivers Shire Council
Esk Shire Council
Brisbane City Council
Redcliffe City Council
Redland Shire Council
Logan City Council
Toowoomba City Council
Gatton Shire Council
Laidley Shire Council
Ipswich City Council
Boonah Shire Council
Beaudesert Shire Council
Gold Coast City Council
Tweed Shire Council

Local government Organisations of Council:

SEQ Regional Organisation of Councils (SEQROC)
Northern Sub-Regional Organisation of Councils (NORSROC)
Western Sub-Regional Organisation of Councils (WESROC)
Southern Regional Organisation of Councils (SouthROC)
Brisbane City

Images courtesy of:

Brisbane City Council, Boonah Shire Council, Caboolture Shire Council, Caloundra City Council, Gatton Shire Council, Ipswich City Council, Logan City Council, Maroochy Shire Council, Redcliffe City Council, Toowoomba City Council, Centre for Subtropical Design, Department of Communities, Department of Main Roads, Department of State Development and Innovation, Tourism Queensland, Michael Aird, Jemina Dunn and Darren Jew.

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Translation statement

The Office of Urban Management is committed to ensuring that all people in SEQ have the opportunity to provide feedback on this draft Regional Plan. If you need help with English translation, please contact the Office on 1800 021 818.

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