



ShapingSEQ 2023

Consultation Report December 2023

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List of acronyms

COMSEQ	Council of Mayors South East Queensland
DDG	Deputy Director-General
DES	Department of Environment and Science
DPO	Deputy Premier's Office
DSDILGP	Department of State Development, Infrastructure, Local Government and Planning
EDQ	Economic Development Queensland
FAQ	Frequently Asked Questions
GMP	Growth Monitoring Program
IAP2	International Association for Public Participation
IISC	Infrastructure Industry Steering Committee
IUB	Inter-Urban Break
LGA	Local Government Area
LGIP	Local Government Infrastructure Plan
LGWG	Local Government Working Group
MEIA	Major Enterprise and Industrial Area
MP	Member of Parliament
MULTI	Model for Urban Land and Transport Interaction
MSES	Matters of State Environmental Significance
PBC	Prescribed Body Corporate
PFGA	Potential Future Growth Area
QA	Quality Assurance
QGSO	Queensland Government Statistician's Office
RACN	Regional Activity Centres Network
REC	Regional Economic Cluster
REP	Recycling Enterprise Precinct
RLUC	Regional Land Use Category
RPC	Regional Planning Committee
RSI	Region Shaping Infrastructure
RPPP	Regional Planning Partner Panel
SA2	Statistical Area Level 2
SAWG	State Agency Working Group
SDA	State Development Area
SEQ	South East Queensland
SEQIP	South East Queensland Infrastructure Plan
SEQIS	South East Queensland Infrastructure Supplement
SEQRP	South East Queensland Regional Plan
SIWG	State Infrastructure Working Group
TMR	Department of Transport and Main Roads

Executive Summary

The Department of State Development, Infrastructure, Local Government and Planning (the department) commenced the targeted review of the current regional plan (ShapingSEQ 2017) as an outcome of the 2022 Queensland Housing Summit. The review maintained the existing vision and five themes of ShapingSEQ 2017 as these were considered fit for purpose, however, where required under the scope updated the strategies and outcomes under these five themes. The review also revised the implementation items and framework.

The draft ShapingSEQ 2023 Update was publicly notified from 3 August to 20 September 2023 (34 business days), which fulfilled the statutory consultation requirements of the *Planning Act 2016*. Beyond the statutory consultation requirements, several consultation methods were used that allowed people to have their say or leave feedback on the draft ShapingSEQ 2023 Update. A summary of the communication and engagement methods implemented is as follows:

Media Campaign:

Advertisements were run on television, radio, electronic billboards, websites, through Google searches related to housing and via Meta social media platforms.

Platforms included:

Pint and Online Newspapers included:

Daily  Australia

Across the media, there were **30 Million impressions** with **17 Million** made through social media platforms.

Planner Sessions:



**Online
73 sessions**

out of the **200 offered** were held to answer specific questions or provide more information about the plan.



**In person
24 sessions**

were held across the region. There were **factsheets** and **flyers** that the community could take away from these sessions with information on the draft plan.

520 community members attended these events.

Submissions:

Submissions were able to be made via post, through an online webform or via email.



2,519 submissions

in total were received with

528 of these requesting regional land use category changes.



Targeted stakeholder engagement:

240 meetings

have been held with the project stakeholders across the duration of the project.

Stakeholders included:

Other state agencies, local governments, utility providers and industry bodies.

First Nations peoples engagement:

5 First Nations peoples engagement sessions with **7** Traditional Owners



Throughout the public notification period, a diversity of views and comments were expressed. In addition, different stakeholder groups had opposing or contradictory views on certain policy items, and within certain local government areas the community could be divided on certain topics. Due to there being various stakeholder groups and opposing views, the following summary is grouped by stakeholder group and covers a broad range of topics related to all themes across the regional plan:

- Local governments:** were broadly concerned about population projections adopted, population and dwelling growth, the short-term rate of growth as well as the assumptions underpinning modelling. They wanted more transparency around access to data sets including the Model for Urban Land and Transport Interaction (MULTI) throughout the process. In terms of accommodating future growth, local governments were generally supportive of Urban Footprint expansion for employment lands but less so for residential purposes. Other areas of concern were the dwelling diversity targets, as well as a standardised approach to gentle density, rather than a localised approach. Local governments also wanted to understand their role in delivering on social and affordable housing targets.

Most local governments supported changes made under the Prosper theme, particularly implementation items. For the Sustain theme, local governments supported First Nations engagement items, koala habitat

preservation measures (with some local governments wanting stronger protection measures), tree canopy targets and hazard risk identification implementation items. Where mentioned, local governments supported the continuation of inter-urban breaks, with some wanting additional breaks identified. Generally, local governments supported strategies around the Live theme, and requested design guidelines or codes to be socialised with them. All local governments sought additional information on implementation items and their role.

Infrastructure was a critical matter to all local governments with them all requesting changes to aspects of the Connect theme or providing comments on SEQIS. All local governments outlined that they could not support growth without infrastructure investment, either actual projects being delivered by the state, increased services, grant funding or the infrastructure charges framework reviewed. Other items of interest were the scope of the review and community awareness campaign.

- **Utility providers:** wanted the MULTI data and modelling platform to be made available for their review. Utility providers supported consolidation targets and a move to more infill to better leverage existing infrastructure. Utility providers were concerned that the Connect theme didn't talk about water or sewerage infrastructure. They also wanted to play a role in implementation items.
- **Industry groups:** industry groups were divided over social and affordable housing targets with majority of them being supportive, although some concerned about implications to market delivery. They were interested in implementation actions and providing certainty and stakeholder accountability in delivering the strategies.

There was strong support for gentle density and providing more housing choice, particularly in attached product, however, some of the groups were concerned about the capacity for the market to deliver housing in this form. Moreover, some groups were concerned that there was an overreliance on infill and that housing supply targets wouldn't be able to be met without additional Urban Footprint for greenfield areas to deliver immediate supply.

There was support from this group from for strengthening protection around industrial land as well as undertaking an industrial land strategy. These groups supported policies and implementation items relating to First Nations peoples. There were contradictory views on tree canopy targets, but broad support for design codes and guidelines.

- **Community groups:** were worried about land banking and implications of this on determining future housing supply for the region. They were supportive of gentle density as a concept, however, not if it proposed building heights above three storeys or impacted on local character and amenity. They did not support gentle density products becoming code assessable. They supported the social and affordable housing targets and were concerned about housing affordability.

Community groups supported a more polycentric growth pattern and supported the regional approach to employment lands, as well as the protection of industrial areas. They queried the primacy of the central business district and whether recent global events had changed its role. This group broadly supported the concepts in the Live and Sustain themes, however, wanted the plan to do more with these themes. For example, mandating compliance with design codes for new developments, strengthening koala habitat protection and better protecting other critical species and corridors. They said community engagement on the project had not been sufficient and sought for ongoing engagement to occur.

- **Environmental groups:** strongly advocated for infill development and restricted expansion targets, with some parties in this group seeking higher consolidation targets. Conversely, this group did express some concerns with the impacts of gentle density on character and amenity of local areas. They also raised concerns with land banking and short-term accommodation as aspects that restricted housing supply.

Contents in the Sustain theme were of critical importance to this group. Broadly, they wanted stronger inter-urban break protection measures, improved First Nations engagement and participation, stronger protection for other species habitat areas beyond koalas, expedited bioregional planning processes, actual targets to address climate change and get the region to net zero and for the plan to do more for water security. Mostly, they supported work done to date on koala habitat protection but sought for stronger protections to occur. They supported the design strategies in the Live theme, wanted the creation of a reference group for implementation items and were interested in any proposed amendments to the Planning Regulation.

- **First Nations:** provided feedback that some of the First Nations content in the regional plan was incorrect and needed to be amended in collaboration with this stakeholder group. They broadly expressed dissatisfaction with engagement to date on the regional plan and were supportive of commencing an ongoing engagement framework to provide input into the regional plan. They outlined that one of the barriers for them to input into the plan was their capacity to do so and sought support from the department to assist them in capacity building.

- **The general community:** were mostly interested in the Grow theme. Generally, the community was concerned with population growth and implications to the environment, amenity and existing infrastructure capacity. The community was very interested in the gentle density concept, with this being a divisive topic. Some members of the community outright did not support the concept, whilst others did support it, saw merit in providing more diverse housing in well located areas and moving towards an infill growth pattern. Much of the community were supportive of infill growth pattern if it meant preservation of the environment. Due to the high volume of proforma submissions specifically opposing the Stage 4 Gold Coast light rail project, the submission report theme of infill density along transport corridors was skewed with a negative sentiment. Adjusting analysis of community sentiment outside of this specific project, community sentiment was supportive of infill around public transport.

The community were interested in the Sustain theme, with many views expressed. Many members outlined that the strategies in this theme needed to do more to protect the environment, commit to reducing impacts of climate change associated with the built environment and reduce hazard risk exposure. On the contrary, some community members felt that environmental protection measures were too restrictive or that they did not accurately reflect site values.

Other aspects of the regional plan that the community was interested in was the Connect theme and infrastructure. Generally, the community wanted more infrastructure, particularly public and active transport infrastructure, schools and hospitals. They were often divided over certain projects in the region shaping infrastructure list of the plan with some residents being strongly opposed to certain projects whilst others sought for them to be brought forward more quickly. This was exemplified with the suggested Russell Island Bridge, which was not included in the regional plan or in SEQIS, however, was a project that had opposing views expressed on it during the consultation period.

The community was generally supportive of the concepts in Live theme in terms of good design outcomes, wanting new developments to consider local character and history and seeking for greater urban greening. The community also supported subtropical and climatically responsive design concepts. They were less interested in Prosper theme but did support location of people near jobs and bringing forward the Bromelton State Development Area.

Comments received through the various engagement streams have been considered by the department in finalising the regional plan. Where submissions have been made on the regional plan the department has reviewed submission content, identified where a change should or can be made and actioned this. If a change is unable to be made the department has provided a response and supporting rationale in appendices within this report.

It is important to note that participation in community consultation events is a self-nominating task. Therefore, views or findings represented in the summary above, as well as in the content report and supporting appendices may not be representative of the broader community views, or views associated with the views of stakeholder groups.

1.0 Introduction

This ShapingSEQ 2023 Consultation Report (the report) has been prepared by the Department of State Development, Infrastructure, Local Government and Planning (the department). The report provides an overview of all engagement and consultation activities that informed the finalisation of ShapingSEQ 2023, including statutory requirements under the *Planning Act 2016* (Planning Act) as well as non-statutory engagement and consultation. It also summarises how the department has considered and incorporated feedback into ShapingSEQ 2023.

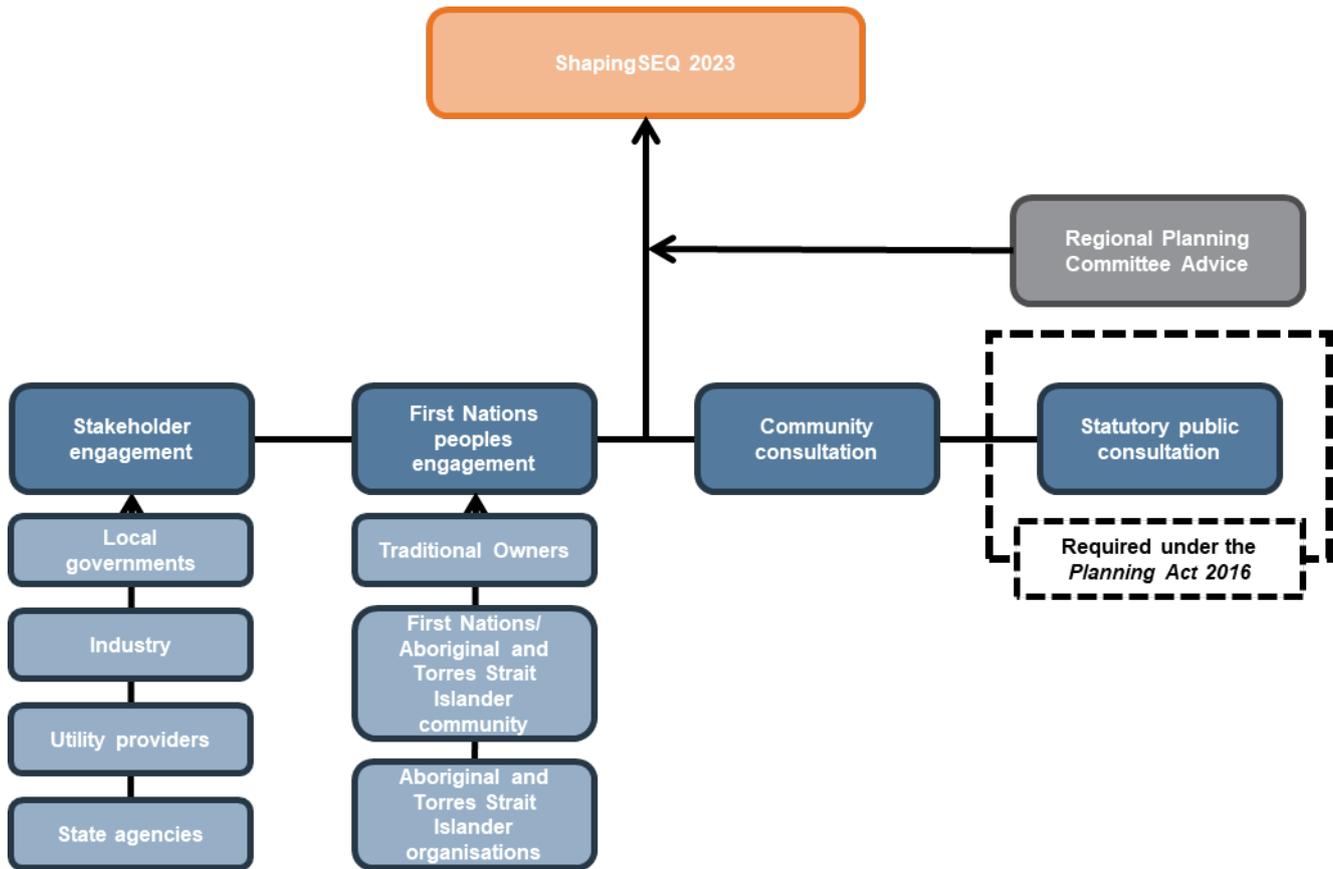
For the purposes of this report, engagement and consultation activities have been broken down into four workstreams (refer **Error! Reference source not found.**):

- **Stakeholder engagement:** targeted engagement and correspondence with key stakeholders including local governments, state agencies, peak industry bodies and utility providers
- **First Nations peoples engagement:** a series of engagement techniques implemented to seek specific feedback from First Nations peoples on specific aspects of the draft ShapingSEQ 2023 Update
- **Community consultation:** a number of events and sessions whereby the broader community could seek out information on the draft ShapingSEQ 2023 Update, ask questions of the project team and leave feedback in various forms
- **Statutory public consultation:** allowed for formal submissions to be made via online portal, email or post for the Minister to consider in finalising the plan.

The report has been structured aligned to these four workstreams, as follows:

- **Section 2** – provides a summary of all engagement and consultation feedback on the draft plan by theme and how the department has responded in finalising ShapingSEQ 2023
- **Section 3** – provides an overview of stakeholder engagement, including a summary of key themes raised and how the department has responded in finalising ShapingSEQ 2023
- **Section 4** – provides an overview of First Nations engagement, including a summary of key themes raised and how the department has responded in finalising ShapingSEQ 2023
- **Section 5** – provides an overview of community consultation, including a summary of key themes raised and how the department has responded in finalising ShapingSEQ 2023
- **Section 6** – provides an overview of statutory public notification, including a summary of all submissions received and how the department has responded in finalising ShapingSEQ 2023
- **Section 7** – provides an overview of the media campaign and two community sentiment surveys that were undertaken to support consultation on the draft ShapingSEQ 2023 Update.

Figure 1 – ShapingSEQ 2023 Engagement and Consultation Streams



1.1 Statutory requirements

The draft ShapingSEQ 2023 Update was made under the Planning Act which sets out the statutory process for public notification under Section 10(3).

The draft ShapingSEQ 2023 Update was announced and gazetted by the Minister on 2 August 2023, in accordance with the provisions of the Planning Act. The statutory consultation period ran from 3 August 2023 to 20 September 2023 (34 business days).

During the statutory public notification period, a number of stakeholder engagement and community consultation methods were employed to seek feedback on the draft ShapingSEQ 2023 Update. The purpose of the consultation and public notification activities undertaken was to:

- Inform the community about current population projections, housing challenges and the Queensland Government’s proposed plan to manage future growth in SEQ
- Inform the community on the benefits of growth, and the need to move towards higher densities in well-located areas to provide housing choice and ensure that we are protecting the things that make SEQ great (environmental areas and greenspaces)
- Inform the community about other aspects considered as part of the review including bolstering economic lands, supporting koala protection, seeking good design outcomes and working with our natural systems
- Provide the community with a genuine opportunity to have meaningful input into ShapingSEQ 2023
- Meet the requirements under the Planning Act by publicly notifying for a period of 30 business days and provide the community the opportunity to provide digital or hard copy submissions in response to the draft ShapingSEQ 2023 Update
- Provide the community additional opportunities to engage with the draft ShapingSEQ 2023 Update, including opportunities to leave feedback and have their say without needing to lodge a formal submission.

The themes and sub-themes that emerged from submissions received during the statutory public notification period have informed the final version of ShapingSEQ 2023. Feedback from consultation events undertaken during the statutory public notification period has also been considered in finalising the regional plan.

The appendices to this report outline an accurate summary of the submissions received from the community in response to the draft ShapingSEQ 2023 Update.

1.2 Non-statutory requirements

Non-statutory engagement and consultation was undertaken on the draft ShapingSEQ 2023 Update which considered feedback from key stakeholders such as Queensland Government state agencies, local governments, industry groups, utility providers, community groups, environmental groups and First Nations peoples.

Details regarding the non-statutory engagement approach, feedback on key themes and how feedback has been addressed in the final ShapingSEQ 2023 is outlined in this report and its appendices.

Development of the SEQ Infrastructure Supplement (SEQIS) was also undertaken in collaboration with state agencies, local governments and the industry. The SEQIS is a non-statutory supplement to ShapingSEQ 2023 which coordinates regional infrastructure that catalyses and services the growth and housing supply of the region. The draft SEQIS was made publicly available alongside the draft ShapingSEQ 2023 Update during the statutory public notification period to provide the community with transparency of the Queensland Government's intended infrastructure planning response to the growth needs identified in the draft ShapingSEQ 2023 Update.

1.3 Regional Planning Committee

As per Section 14 of the Planning Act, a South East Queensland Regional Planning Committee (SEQ RPC) has been established by the Minister. The SEQ RPC comprises Mayors from the 12 local government areas (LGAs) and is chaired by the Minister. The co-chair is the Minister for Housing, with the Minister for Treaty, Minister for Aboriginal and Torres Strait Islander Partnerships, Minister for Communities and Minister for Arts, as well as the Minister for the Environment and the Great Barrier Reefer, Minister for Science and Minister for Multicultural Affairs also comprising the SEQ RPC.

During the drafting process of the draft ShapingSEQ 2023 Update, the SEQ RPC formally met three times to provide advice on items the regional plan should consider addressing, as well as providing feedback on the draft ShapingSEQ 2023 Update. Other briefings were held with the Mayors outside of SEQ RPC to keep them up to date on the updated regional plan as well as seek feedback.

During finalisation of ShapingSEQ 2023, the Minister has considered the advice received from the SEQ RPC in accordance with the requirements set out in Section 14(2) of the Planning Act.

2.0 Summary of consultation feedback

2.1 Overview

This section seeks to provide a high-level overview of the key comments and sentiment that emerged during public consultation across all streams.

Feedback and sentiment have been grouped by:

- The five themes (Chapter 3 of ShapingSEQ 2023) including Grow, Proser, Connect, Sustain and Live
- Delivery and governance (Chapter 4 of ShapingSEQ 2023)
- Infrastructure and SEQIS.

The feedback has been summarised in this section with more detail of submissions outlined in **Appendix A**.

It should be noted that local government and First Nations feedback has not been included in the summary. Local government feedback is included in section 3.4 and First Nations feedback is included in section 4 of this report.

There was a wide variety of feedback received that related to concepts outside the scope and remit of a regional plan, including commentary on local government planning schemes, which have not been summarised below.

Feedback relating to Regional Land Use Category (RLUC) change requests have not been included in the summary below and can be found in section 6.4.2 of this report.

Across the community consultation sessions, the top themes were largely consistent. However, within those top themes the views were mixed with there often being contradictory views expressed within each of the themes and on certain topics. Certain topics had completely polarising views across the region.

The overall sentiment within formal submissions was more positive and receptive to population growth, infill housing and other concepts put forward in the draft ShapingSEQ 2023 Update, albeit with some expressing concerns around the risks of poorly managed population growth and increased density.

Whilst there were some positive comments and feedback received during the community consultation events, attendees at these events generally expressed concerns with many aspects of the draft ShapingSEQ 2023 Update, particularly around population growth, environmental impacts and potential burdens placed on infrastructure.

2.2 Grow theme

The Grow theme attracted the highest volume of comments online, in person and via submissions. Key sentiments from consultation included:

- **Population growth and infrastructure** were very topical. At some community consultation events, community members expressed that they were not supportive of population growth and requested immigration be stopped and population caps implemented. Other community members and submitters outlined that population growth was either too high or too fast, and that due to this they were concerned about impacts on the environment and ecological areas, exacerbating infrastructure strain and potential impacts to on amenity. Matching infrastructure to population growth was a common concern with comments that population increase is not being matched with realistic development and infrastructure planning, existing major infrastructure problems, infrastructure never precedes new residential development and population growth, population growth will generate an increase in the demand for critical social services.
- **Gentle density and housing diversity** was a divisive topic. In terms of submissions received, there was more support than opposition for gentle density. However, there were mixed views on the concept of gentle density within community consultation events, with some community members strongly opposed to densification and gentle density typologies, whilst others supported the policy concept and saw it as inevitable whilst acknowledging the benefits associated with increased densification. These included better utilisation of infrastructure and services and protecting the environment. Community members who

supported gently density typically did so on the condition that it is sensitive to the character of the area and that sufficient infrastructure, services and public open space is provided.

- Many submissions, as well as feedback at events indicated that the community was supportive of **increased density in urban areas**, and consolidation and expansion ratios if it meant the conservation of environmental areas. In some submissions, there was feedback that the consolidation targets were not high enough and that infill development needed to be pushed further.
- The **dwelling supply, diversity and density targets** received mixed views. Some community members were concerned about implications of the targets for their local area either being met or not being met. Some submissions, as well as sentiment from community members supported the need for dwelling diversity targets to accommodate the region's changing population and household needs by 2046 through a balance of infill and greenfield development. Furthermore, some groups saw increased densification as essential to protecting the environment and providing housing choice.
- The **high amenity areas framework** received mixed reviews. Non-proforma submissions generally supported this concept and increased densification along transport corridors. However, proforma submissions outlined that they did not support high amenity areas policy and the utilisation of the framework.
- The **lack of social and affordable housing** supplied across SEQ was a general concern for the community. The community were supportive of the provision of social and affordable housing around transport infrastructure and services.

2.3 Prosper theme

The Prosper theme received the lowest levels of feedback in terms of the volume of submissions. Key sentiments from consultation included:

- Questions around **Regional Economic Clusters (RECs)** and what they meant, as well as submissions requesting REC boundaries to be amended, RECs removed or more added.
- Submissions requesting changes to **centres**, either for their removal, inclusion, or their category to be amended.
- Mixed comments were received in relation to **tourism**. Some submissions supported the importance of the tourism industry (including support for socially, culturally and environmentally sustainable tourism as well as references to particular locations for tourism opportunities) and other submissions raised concerns with the tourism industry (including tourism related short-term accommodation and potential negative impacts on the environment).
- Feedback regarding **localised industrial planning**, with comments relating to support for increased industrial land (such as activating the Bromelton State Development Area), support for Recycling Enterprise Precincts (REPs), and concern about odour impacts associated with these uses and queries relating to infrastructure projects supporting industrial areas.

2.4 Connect theme

The Connect theme received a significant amount of feedback during consultation. Key sentiments from consultation included:

- The **Region-Shaping Infrastructure (RSI) list** had the highest volume of submissions and verbal feedback received for Connect theme. While there was support for long-term infrastructure planning that identifies key infrastructure corridors and sites, but there were also concerns about a lack of certainty of the delivery timeframes and project details. Feedback also included suggested changes to the RSI list, with suggestions to remove, add or change alignment of certain projects.
- The community were largely concerned about existing **road traffic congestion**, as well as population growth adding additional strain to networks that are already struggling. These comments also related to additional strain being attributed to both infill and greenfield development.
- Concerns with the **lack of transport infrastructure** and its quality, with the community seeking existing networks to be upgraded prior to additional population growth. In submissions, there were a series of suggestions provided as to what road infrastructure required upgrades to accommodate future growth.

- There was a lot of support for the prioritisation of, and investment in, enhancing existing or providing new **high-frequency public transport services**, including to support growth. This feedback included support for the Connected Precincts Strategy. In addition, there were concerns with the lack of available public transport to support an increasing population and concern that identified public transport infrastructure is not being delivered, with only limited progress since 2017.
- Feedback included suggestions for **improved infrastructure planning assumptions**, including the impact of hybrid working arrangements on transport infrastructure demand. Feedback also included that new facilities and catchment boundaries should be determined considering the availability of public transport, level of car-dependence and road congestion of an area.
- Feedback sought for greater investment in **active transport networks**, as well as the need to prioritise more sustainable transport modes. Feedback included the need for cycling infrastructure that is separated from vehicular traffic and the need for school zones of increased size with infrastructure that provides safe routes for students.

2.5 Sustain theme

The Sustain theme attracted the second highest volume of interest during the consultation period. Key sentiments from consultation included:

- Concerns were raised with the **loss of environmental areas and biodiversity** as a result of population growth. The community also sought for these areas to be retained to counterbalance negative impacts associated with population growth and increased development. Some submissions supported existing protection measures in the draft ShapingSEQ 2023 Update, whilst other submissions (particularly proforma submissions) outlined that ShapingSEQ 2023 needs to do more to protect the environment.
- There were a number of submissions that commented on growth impacting **koala habitat** and the need for ShapingSEQ 2023 to ensure protection of habitat areas. There was also support in submissions for the Koala Conservation Strategy.
- Significant feedback on the **environmental protection of regional landscapes**, noting the ShapingSEQ 2023 Update needs to do more to protect ecological areas and stop clearing of vegetation. There was also concern that any additional protection measures could trigger pre-emptive clearing.
- Concerns were raised with regards to **water security and supply** for the proposed population growth and declining waterway quality across the region. In community consultation events, questions were asked as to where future water supply would come from.
- There was support for the acknowledgement of **First Nations peoples** and identification of landscape values in the draft ShapingSEQ 2023 Update, as well as to strengthen First Nations engagement and participation. First Nations peoples also expressed their desire for ongoing engagement with the department to continue as part of the regional planning process.
- There was support for consideration of **natural hazards** and mitigating these in the future in terms of identification of “No Go areas” and the Resilience Maturity Framework. However, feedback generally raised that the draft ShapingSEQ 2023 Update did not do enough to address climate change in terms of responding to all hazards and mitigating impacts. There was also feedback from proforma submissions that the draft ShapingSEQ 2023 Update needed additional strategies and outcomes relating to climate change.

2.6 Live theme

The Live theme received limited feedback from the community in terms of volume of submissions. Key sentiments from consultation included:

- Support for the need for **good design** and great places, with design outcomes needed to retain liveability. There was specific feedback supporting model and design codes as well as support for climate responsive, subtropical design as well as embedding First Nations peoples design principles in design outcomes. A high volume of proforma submissions also supported these concepts.
- Support for the **great places** concept with comments in submissions proposing changes to the great places list or seeking to add additional places.
- Support for improving access to **affordable living** in well serviced locations.

- Support for accessible and **pedestrian-friendly infrastructure** to promote walkable cities.
- Concern that inadequate social, health, education and transport infrastructure results in a poor quality of life in existing suburban areas and a need for land use planning to better consider and support **health and wellbeing**.
- Generally, the community valued their **local character** and sought for planning to retain and protect character outcomes and for this to be balanced with increased population growth.

2.7 Delivery and Governance

Feedback was received within submissions and across other consultation activities in relation to the delivery and governance of ShapingSEQ 2023. Key sentiments from consultation include:

- Feedback from the community regarding **improved implementation and monitoring** was generally supported. However, the community was concerned with the lack of historical transparency, as well as the changes to measures over time which made it difficult for them to see progress from previous regional plans.
- Feedback seeking **strengthening the governance arrangements** in ShapingSEQ 2023 acknowledging their criticality in ensuring implementation was done right.
- That **governance frameworks** proposed should consider more than just the three tiers of government. Submissions from a number of stakeholders including community groups, environmental groups and industry groups sought to be included in governance frameworks.
- Ensuring monitoring relied on **real time and up to date data** that reported on more than just targets associated with the Grow theme.
- In addition, a number of groups outlined **additional targets or measures** that they wanted to see in ShapingSEQ 2023.

2.8 Infrastructure and the SEQ Infrastructure Supplement

Feedback relating to infrastructure, including interest in specific local infrastructure, was received across submissions and in person events. Key sentiments from consultation included:

- Support for **integrated land use and infrastructure planning** and broad support for consolidation before expansion as a way to reduce the need to build costly, new infrastructure.
- Demand for **greater transparency** of longer-term infrastructure planning. There was also some interest in understanding the population growth thresholds that would trigger essential infrastructure investment.
- There was a high level of interest in **transport infrastructure**, particularly in relation to the need to address current road congestion, increased public and active transport, more efficient local movement systems and greater investment in RSI transport infrastructure projects.
- Concerns around how **existing transport and other infrastructure** cannot support the current population, and therefore will not support additional population. There were also concerns that infrastructure provisions are not considered before developments in new areas are approved.
- Where there was support for population growth, it tended to be conditional acceptance, primarily around the **need for better transport infrastructure** including roads, public transport and active transport. To a lesser extent, conditional acceptance of growth identified the need for more schools, hospitals and water security.
- Concerns around the burden of projected population growth and increased density on **water supply and water infrastructure**.
- Feedback regarding the infrastructure needed to support an **ageing population** (e.g., health infrastructure, aged care and accessible housing), the impact of projected population growth on the capacity and service reliability of existing utility and broadband networks, and the additional burden placed on existing infrastructure during peak tourism demand.

3.0 Stakeholder engagement

3.1 Overview

This section summaries techniques utilised to engage with key stakeholders during the drafting and finalisation of ShapingSEQ 2023, including:

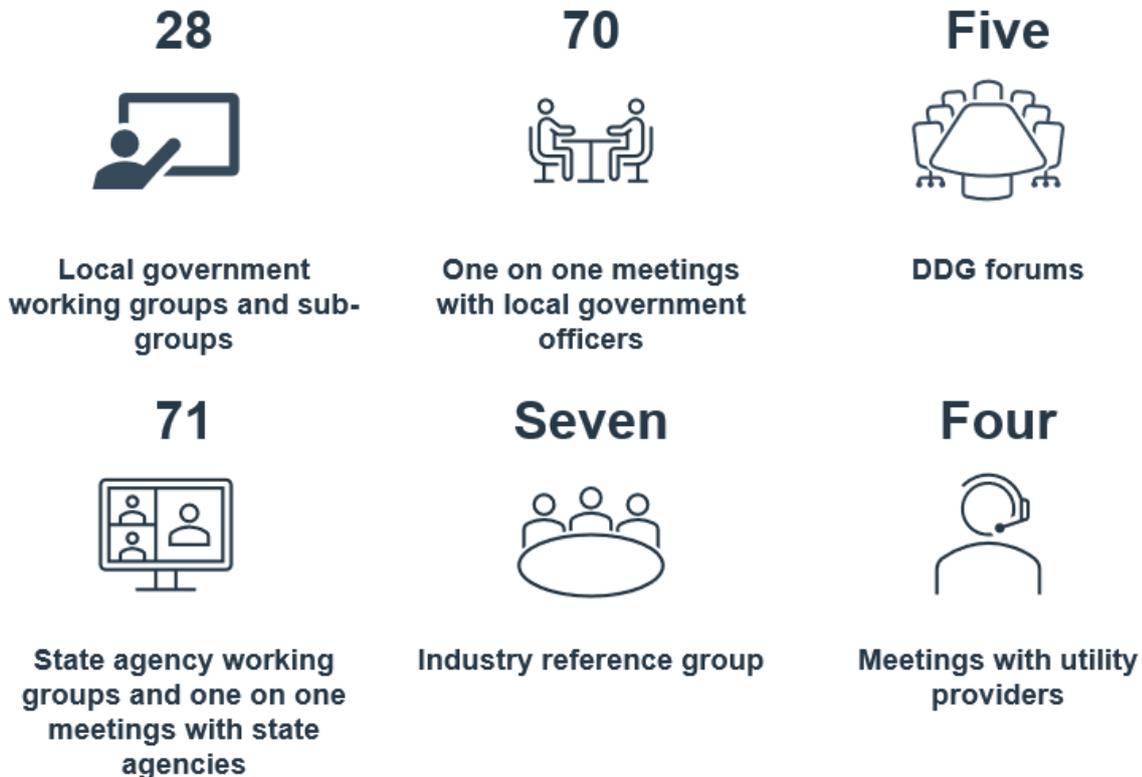
- State agencies
- Local governments
- Industry
- Utility providers.

These stakeholders were engaged with separately from the broader community as they have significant roles in the ongoing implementation and delivery of ShapingSEQ 2023, monitoring and reporting on progress.

Some stakeholders within these key groups also provided the department with submissions in accordance with the requirements under the Planning Act. An accurate summary of these submissions, grouped per stakeholder is contained in **Appendix B** which includes responses to key themes. **Appendix C** provides details of meetings that occurred with these stakeholders throughout the duration of the project.

State agencies were not required to make and lodge formal submissions in response to the draft ShapingSEQ 2023 Update, with their feedback considered through various channels throughout the duration of the project.

3.2 Fast facts



1

¹ Meeting counts as at the 28th November 2023.

3.3 State agencies

Engagement activities with state agencies included, but were not limited to:

- A State Agency Working Group (SAWG)
- One-on-one meetings with individual state agencies
- Written feedback, responses, and correspondence through government approval processes
- Deputy Director-General (DDG) Regional Planning Forums.

The level of engagement with individual state agencies was dependent on their role and influence in the ongoing delivery of the draft ShapingSEQ 2023 Update, with some state agencies being consulted extensively in policy development, having a clear responsibility in implementing ShapingSEQ 2023.

Due to state agency feedback being considered outside the broader engagement program, their feedback has not been summarised or included within this report. **Appendix C** outlines the details of the SAWG and DDG Regional Planning Forums.

It is noted that SEQIS undertook additional engagement with state agencies. The SEQIS project team utilised the established State Infrastructure Working Group (SIWG) to provide initial briefings to agencies, followed by one-on-one meetings with state agencies to consider infrastructure responses to ShapingSEQ 2023, including projects listed in the pipeline tables.

3.4 Local governments

Meetings with the Mayors of local governments were facilitated by SEQ RPC, with supplementary meetings also held with Mayors to provide additional updates where necessary. Local government participation, at officer level, was executed through extensive engagement throughout the process, including:

- **Local Government Working Group** – which contained representatives from all SEQ local governments and were held prior to release of the draft ShapingSEQ 2023 Update, throughout the consultation period and through finalisation of ShapingSEQ 2023
- **Local government sub-groups** – these were focused sub-group meetings that took place pre-release of the draft ShapingSEQ 2023 Update with specific local governments. The sub-groups included: greenfield, infill, rural living, resilience and outer economic opportunity
- **One-on-one meetings** – meetings were held with individual local governments to discuss the draft ShapingSEQ 2023 Update in more detail including specific matters relating to their locality.

Appendix C provides details on the meetings held with local governments.

Local governments were able to make formal submissions in response to the draft ShapingSEQ 2023 Update. Items in these submissions varied, particularly relating to policy concepts and their application to specific local governments. During the submission review process there were consistent themes that emerged across all local governments. **Appendix B** provides a summary of the consistent themes and items raised, with detail of how the department has considered and responded to these matters.

3.5 Industry

Industry groups were consulted prior to, during and after the statutory public notification period. Engagement with industry bodies was predominately facilitated via the Industry Reference Group (IRG), with members of this group outlined in **Appendix C**. Engagement with industry bodies was critical in understanding lessons from ShapingSEQ 2017 and its implementation, test potential policy concepts and implementation items and to provide a clear channel for their feedback on the draft ShapingSEQ 2023 Update.

All members of the IRG, as well as other peak industry bodies, provided formal submissions during the statutory consultation period. This feedback is summarised in **Appendix B**, including responses to how the department has considered and responded to these matters.

SEQIS engaged with infrastructure industry via the already established Infrastructure Industry Steering Committee. Engagement occurred with this group three times during the drafting of SEQIS.

3.6 Utility providers

Engagement with utility providers was predominately facilitated via the Regional Planning Partner Panel (RPPP) which is an existing group co-ordinated by Seqwater. **Appendix C** includes a list of the representatives that comprise the RPPP. One-on-one meetings were also held with certain members of this group throughout the project. A number of utility providers also lodged formal submissions in response to the draft ShapingSEQ 2023 Update, with a summary of key items and themes provided in **Appendix B**.

4.0 First Nations engagement

4.1 Overview

The department undertook targeted engagement with First Nations peoples to seek feedback specific to First Nations interests. During development of the draft ShapingSEQ 2023 Update, continued engagement and advice was sought from First Nations stakeholders to assist in policy development and drafting. During the consultation period, a broader engagement program with First Nations peoples commenced to seek a wider-reach and diversity of views and feedback.

Whilst representatives from this stakeholder group were welcome to participate in broader community consultation activities, as well as provide formal submissions to the draft ShapingSEQ 2023 Update, this was supplemented with more targeted activities. The purpose of undertaking a separate engagement process with First Nations peoples was to ensure robust discussions could be had in appropriate forums, and to commence an ongoing engagement framework between the department and First Nations peoples on ShapingSEQ 2023 and broader regional planning matters.

Section 4.3 details the engagement approach undertaken with First Nations peoples, the specific stakeholders engaged with, and a summary of the feedback received. It is noted that feedback has been summarised, and not all items have been included due to some matters providing sensitive information.

4.2 Fast facts

Four



In person workshops held across the region

One



Online webinar with First Nations peoples

Seven



Traditional owner groups engaged with

4.3 Approach

The department engaged with First Nations peoples to inform and request feedback on the draft ShapingSEQ 2023 Update. The consultation prioritised engagement with:

- Traditional Owners, being the recognised traditional owners under the *Native Title Act 1993*, current claimants in a native title claim and Prescribed Body Corporates (PBCs)
- First Nations (Aboriginal and/or Torres Strait Islander community, being members of the Aboriginal and/or Torres Strait Islander diaspora living in SEQ), distinct from the Traditional Owners of SEQ
- Aboriginal and/or Torres Strait Islander organisations, being organisations in SEQ other than PBCs
- Aboriginal and Torres Strait Islander individuals.

To encourage participation and engagement from First Nations peoples on the draft ShapingSEQ 2023 Update, numerous activities were undertaken including:

- Emailing individuals and groups to provide notification. Community connectors and service providers assisted in circulating the notification
- Phone calls to PBCs, Cultural Heritage Bodies, and First Nations businesses and SMS was used when needed

- Media channels such as radio (Brisbane Indigenous Radio Service and Bumma Bipper Media through the National Indigenous Radio Service)
- Social media platforms (LinkedIn and Facebook) were utilised to invite a broader audience from the Aboriginal and/or Torres Strait Islander community.

The three engagement techniques that were utilised included:

- **Online webinar:** The purpose of the online webinar was to provide information about the draft ShapingSEQ 2023 Update, how it relates to First Nations people and how to provide feedback. The session was facilitated through a Microsoft Teams meeting.
- **In person workshops:** These workshops allowed for First Nations individuals to either attend an event and ask planners questions about the draft ShapingSEQ 2023 Update or leave feedback. These sessions were held in Brisbane, Noosa and Toowoomba.
- **Traditional Owner Group discussions:** Traditional owner group discussion sessions were held across the region. The department undertook the sessions on Country or over the phone as requested by Traditional Owners.

The First Nations peoples consultation report is provided in **Appendix D**.

4.4 Findings and assessment

During the consultation period, four key themes could be identified. These included: relationships, engagement, recognition, and resourcing. Table 1 provides a summary of key findings from First Nations peoples engagement, as well as how the department has considered this feedback and responded.

Table 1 – First Nations peoples engagement findings and responses

Findings	Assessment and response
<p>Relationships</p> <p>Traditional Owner participants advised the ongoing relationship between the department and Traditional Owners should take precedence for the ShapingSEQ 2023 project, with a need for consistent follow-up, particularly when discussing land use planning in SEQ, over broader engagement with the Aboriginal and Torres Strait Islander community, individuals, and Community Controlled Organisations.</p>	<p>ShapingSEQ 2023 provides an opportunity for First Nations peoples to engage with the department and develop relationships while providing valuable feedback on the growth and planning of the region.</p> <p>A First Nations Engagement Framework which seeks to continue ongoing engagement with First Nations peoples on the implementation of ShapingSEQ 2023 and broader regional planning processes is a priority action within the Sustain theme. The engagement framework will build on existing engagement and preparation of the strategy will occur over the next two years.</p>
<p>Engagement</p> <p>First Nations participants advised the engagement period was too brief and that clear and early communication was needed. Additionally, there was a request for State Government consultations with First Nations people to occur before decisions are made or at a stage where influence can be exercised.</p> <p>The idea of supporting a Traditional Owner Alliance was suggested, however engagement should encompass a broad reach and involve Traditional Owners directly rather than solely relying on PBCs to inform their members. The initiative to visit Traditional Owners on Country was appreciated, and the concept of consolidating multiple department meetings with First Nations groups was suggested. It was also emphasised that not all consultations should be channelled</p>	<p>During the public notification period, engagement activities occurred beyond what is required under the Planning Act with the aim of ensuring the community were aware of the draft ShapingSEQ 2023 Update and providing them with multiple opportunities to provide feedback, either formally as a submission or informally through other avenues. The feedback provided by First Nations peoples in regard to timing of engagement and appropriate techniques is appreciated and has been documented to ensure in future regional planning processes, that more targeted engagement activities for First Nations people take place prior to formal consultation periods.</p> <p>A First Nations Engagement Framework which seeks to continue ongoing engagement with First Nations peoples on the implementation of ShapingSEQ 2023 and broader regional planning processes is a priority</p>

exclusively through PBCs as representatives of Traditional Owners.

action within Sustain theme. The engagement framework can outline when First Nations people should be engaged and how often. It is acknowledged that undertaking engagement on Country was appreciated by different groups and will be woven into the engagement framework and any related strategies developed. Engagement is intended to encompass a broad reach and involve SEQ Traditional Owners who are on or not on PBCs and knowledge holders.

Recognition

First Nations participants commented on the Native Title map in the draft ShapingSEQ 2023 to be updated to include Traditional Owners who are not recognised under the Native Title system.

Furthermore, it's stressed that the aspirations of First Nations groups should extend beyond Sustain chapter of the draft ShapingSEQ 2023 Update and indicate a broader range of goals and objectives.

There was a concern about the government's level of support for Native Title rights, as there's a desire among Traditional Owners to work on Country, access land, and utilise existing infrastructure. Supporting Traditional Owners in living on Country is essential and should not be done on an ad hoc basis. Traditional Owners also expressed a desire to protect sacred sites, including by imposing restrictions on access, and emphasise the need for references to Songlines in ShapingSEQ 2023.

It is acknowledged the Native Title map within the draft ShapingSEQ 2023 Update did not include Traditional Owners who are not recognised under the Native Title system. A disclaimer is provided for this mapping to acknowledge that Native Title has played an important role in recognising the continuing rights of Traditional Owners to their Country, however the department acknowledges the limitations of the law and its failure to fully recognise the connection of First Nations peoples and their Ancestors to Country.

ShapingSEQ 2023 has been updated with wording and content suggestions received through consultation, including the ongoing effect of displacement on First Nations peoples, the legislative framework to protect Aboriginal and Torres Strait Islander cultural heritage, and to better reflect the limitations of the mapping included in ShapingSEQ 2023.

Resourcing

Traditional Owners and First Nations people currently lack the resources necessary to effectively engage with the department on ShapingSEQ 2023, and future regional plans.

It was recommended that the department proactively identify and engage with key knowledge holders within First Nations communities in the region. Commitment to collaboratively developing cultural spaces with Traditional Owners is encouraged.

It is acknowledged that engagement with First Nations people needs to occur early in the regional planning process and ensure they are appropriately resourced. ShapingSEQ 2023 proposes to establish a First Nations Engagement Framework which aims to develop consistent engagement strategies for the implementation and future updates of ShapingSEQ. Addressing the resourcing issues for First Nations people can be investigated through this process.

The engagement framework will assist with engaging with key knowledge holders along with Traditional Owners groups. Building relationships with First Nations peoples will support initiatives like living on Country and identifying and protecting sacred sites.

5.0 Community consultation

5.1 Overview

This section outlines the additional community consultation activities that were undertaken during the statutory consultation period that went beyond the requirements of the Planning Act. These consultation activities supported the statutory consultation process and were utilised to allow the community to provide feedback and have their say on the draft ShapingSEQ 2023 Update without needing to make a formal submission. These activities also provided greater information and awareness to community members, where community members could ask questions of departmental planning officers and seek clarification on key matters within the draft ShapingSEQ 2023 Update.

This section provides a high-level summary on the broader community consultation activities. For detailed reporting on the approach, techniques and feedback refer to **Appendix E**.

5.2 Fast Facts



5.3 Approach

The engagement approach sought to provide the community equal opportunity to provide feedback on the draft ShapingSEQ 2023 Update as well as ask questions of the department. To provide opportunity to the community to have their say, there were several engagement techniques deployed that allowed for feedback to be provided in a range of ways depending on their engagement preference.

The engagement opportunities that were offered included:

- **Online tools:** An online platform was provided with updates and information on the project, allowed community members to register for further project updates and where formal submissions could be lodged.
- **In-person ‘talk to a planner’ sessions:** Allowed for members of the community to attend in-person events in their local government area, provide feedback on the draft ShapingSEQ 2023 Update or talk to planners and ask questions. These events also provided opportunities for members to book time with a planner to have a detailed discussion regarding their property and/or the draft ShapingSEQ 2023 Update.

- **Online ‘talk to a planner’ sessions:** Online sessions were offered so that community members who were able to book in a timeslot with a planner and have an individual discussion about the draft ShapingSEQ 2023 Update, or a particular property. These sessions were facilitated through Microsoft Teams meetings.
- **Community and environmental group sessions:** A total of three community and environmental group webinar-style workshops were held with representatives from these groups. These sessions allowed for discussions, feedback to be given on the draft ShapingSEQ 2023 Update as well as questions to be answered by department staff.

Where community members or stakeholder groups attended these sessions and wanted to provide a formal submission, departmental staff encouraged and showed community members how to lodge a formal submission online or via email. This was particularly relevant for those who attended in-person to discuss their property and had decided to request a RLUC change, as RLUC change requests must be made via a formal submission.

5.3.1 Online tools

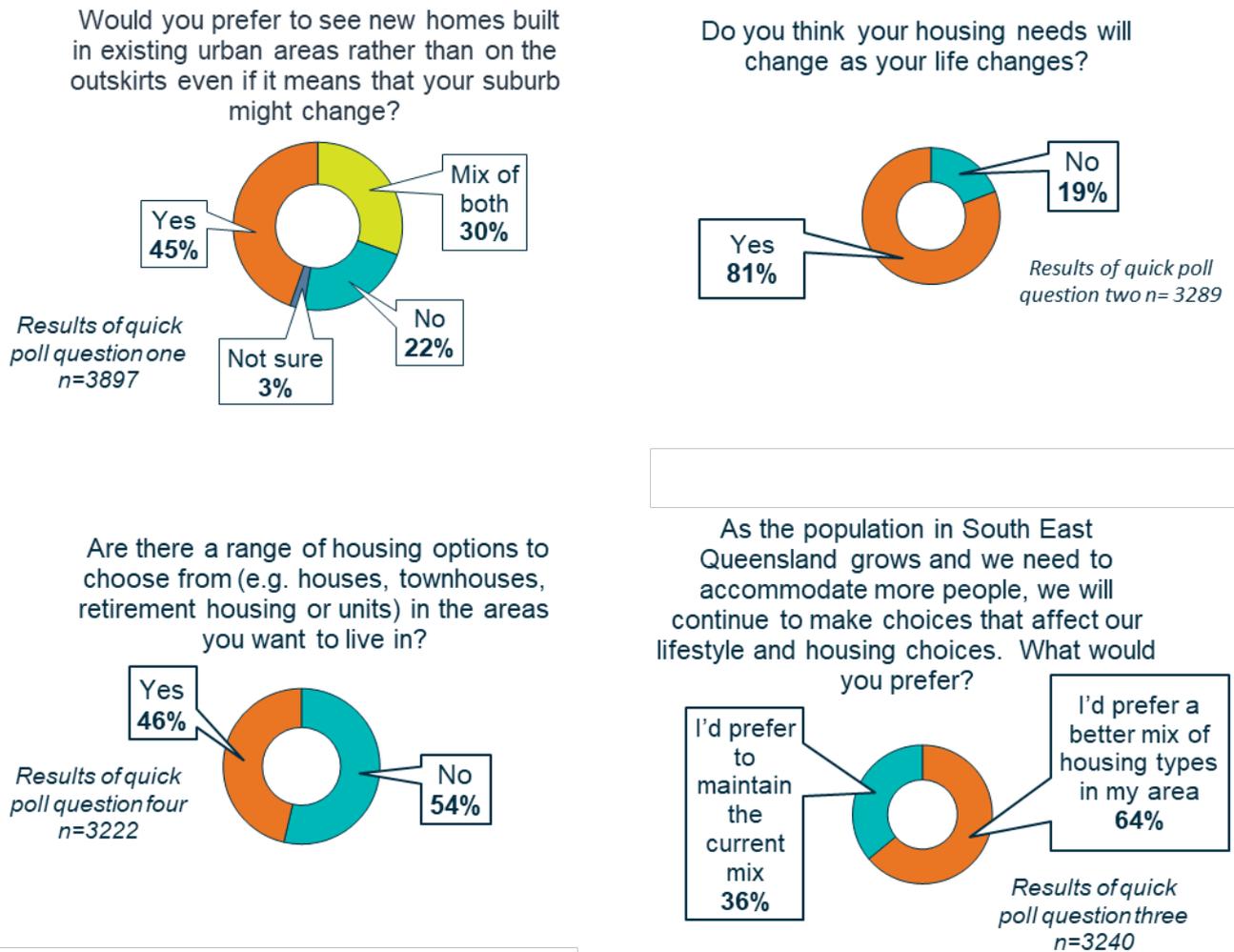
There were numerous engagement tools to seek feedback, information and material to support the draft ShapingSEQ 2023 Update made available online on the project web page. A summary of these tools and the rationale for them is outlined in the following:

- **Documentation:** The website provided a range of project information for both the draft ShapingSEQ 2023 Update and draft SEQIS. It was the primary portal for sharing information and live project updates with the community and for receiving feedback. The website hosted a range of information including the draft ShapingSEQ 2023 Update, Regulation amendment consultation paper, and the draft SEQIS available for download. Supporting documentation included fact sheets on each of the five themes, a ‘summary of amendments’ document which provided an overview of changes and frequently asked questions (FAQ) documents. In addition, a high-resolution version of the draft ShapingSEQ 2023 Update maps were available for viewing and download.
- **Interactive mapping:** The website hosted a link to the department’s interactive mapping website which contained the draft ShapingSEQ 2023 Update regulatory maps including a property search function for ease of reference.
- **Submissions:** The website included a submission portal whereby people making a submission had the opportunity to lodge a submission through answering a series of questions, free text fields and/or upload files to the website. The submission page also included guidance on how to make a properly made submission as well as provided details for people wishing to lodge submissions via other techniques.
- **In person ‘talk to a planner’ sessions:** A total of 24 in person sessions were held across the region (two in each local government area) over a three week period during the statutory consultation period. Event details for these sessions including times and locations were provided online. There was also the ability to register interest in attending these events, as well as outline topics wishing to be discussed in advance of the session. This ensured registered attendees were able to talk to a planner best suited to respond to their queries.
- **Online ‘talk to a planner’ sessions:** Provided a link to the list of available online talk to a planner session across the subregions within the region for community to book in a suitable time and session. It allowed community members to provide a summary of what they wished to discuss to ensure the attending planner was prepared for the discussion.
- **Quick poll:** Quick polls were made available throughout the statutory consultation period on the website. The quick polls included four specific housing topics that related to policy items in the draft ShapingSEQ 2023 Update. The four quick poll questions and results are included in Figure 2. Quick polls were added to the website to allow for the community to quickly contribute their views on policy concepts without needing to commit to more time-consuming engagement techniques or to lodge a formal submission. Out of all the engagement opportunities, the quick polls had the highest number of contributions with a total of 13,648 contributions. Following the conclusion of statutory consultation period, the quick poll results were made publicly available online.
- **Online visioner board:** The online visioner board was made available during the statutory consultation period and allowed the community to provide concise and quick feedback on the draft ShapingSEQ 2023 Update or matters relating to policies, key issues or items of interest. The visioner board allowed free text comments (up to 140 characters) allowing the community to comment on all aspects of the draft ShapingSEQ 2023 Update, not just policies related to the Grow theme. A voting tool was also available for people to like or dislike comments made by others which gave context to how popular certain comments or

issues were within the participating community. The online visioner board had the second highest number of contributions across the engagement tools with 1,242 comments being posted. Following close of statutory consultation, the results remained online for the community to continue to review.

- Feedback loop / getting in touch:** The online platform provided a feedback loop as community members were able to register for project updates. In addition to this, the website provided details for how the community could get in touch with the project team to ask questions of the project team outside of formal engagement or 'have your say' channels. Community members who registered for updates were sent updates throughout the consultation period, with an update upon final release of ShapingSEQ 2023.

Figure 2 - Quick Poll Results

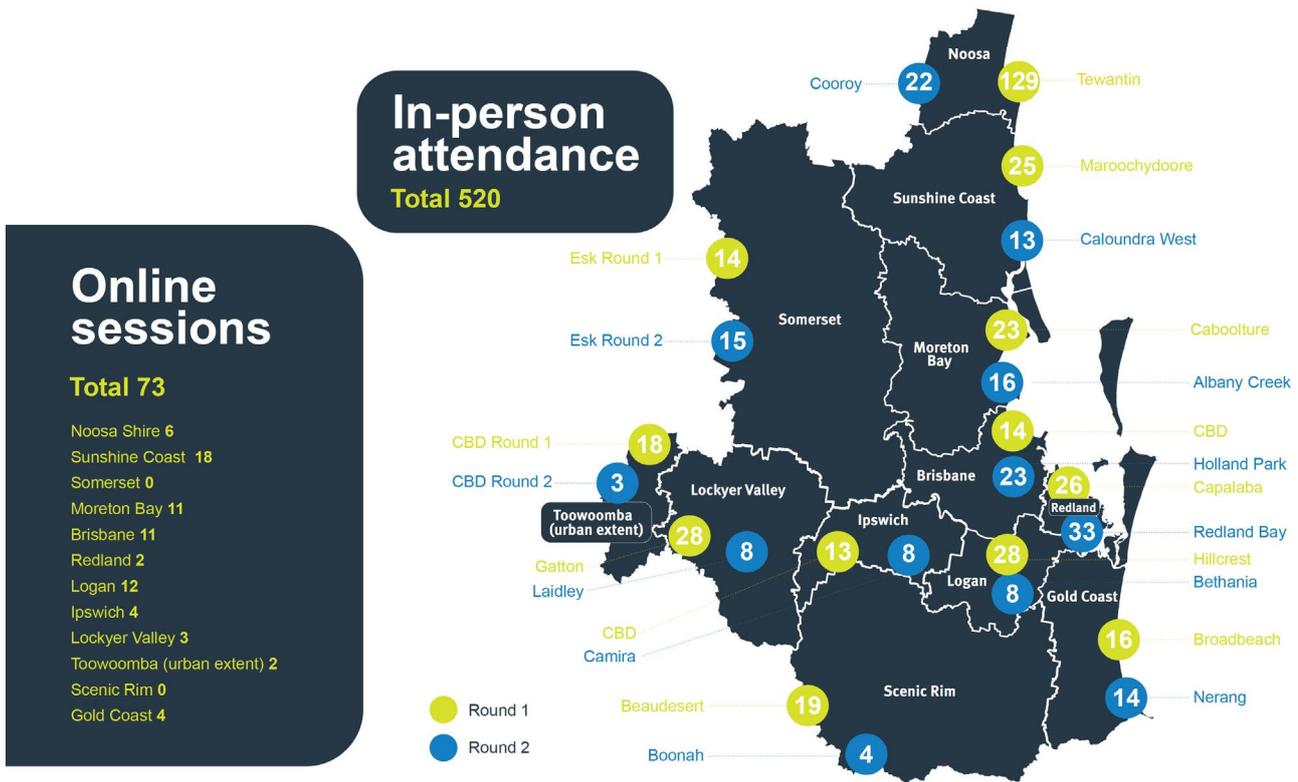


5.3.2 In person events

A total of 24 in person events were held across the region, with two events being held in each local government area. Events ranged in time from two to four-hour sessions, with one event held during business hours and one outside of business hours or on the weekend to provide greater accessibility. A list of the event dates, times and venues is contained in **Appendix E**.

Figure 3 contains attendance numbers at each of the events.

Figure 3 - In Person Event Attendance



The in-person events allowed for community members to either register prior or attend the session and discuss aspects of the draft ShapingSEQ 2023 Update or draft SEQIS or leave feedback. They also provided opportunities for community members to ask department planners questions, such as how to make a submission on a RLUC change request or how assessments of these requests were to be considered. There were no presentations or formal question and answer sessions held at any of the in-person events.

These events also provided the community with the following opportunities to:

- Review hard copy versions of the draft ShapingSEQ 2023 Update and draft SEQIS
- Learn more about the about the draft ShapingSEQ 2023 Update by reviewing a series of A1 posters which contained information on the five themes and the sub-region, plus facts sheets on each theme
- Provide written feedback on the in person visioner/ ideas board (Figure 4)
- Take away printed factsheets, flyers and 'summary of amendment' documents to review following the close of the session or to distribute to other members in the community.

All planners that attended these sessions were required to fill out a feedback form on the discussions they had with community members. Detailed information about findings from each of the local government sessions is contained within Part 2 of **Appendix E**.

Figure 4 - Redland Community Session Visioner Board



5.3.3 Online 'talk to a planner' events

To supplement the in-person engagement events, online 'talk to the planner' sessions were offered. The intent of these sessions was to increase accessibility to the community as it allowed for them to have one on one conversations with the department's planners without needing to travel to or attend an in-person event.

The website provided the platform for the community to book in a pre-offered (date and time) session with a planner. The times offered were broken down by sub-region to allow for community to be matched with a planner familiar with the sub-region with local knowledge. Following completion of booking a Microsoft Teams Meeting invite would be issued to the relevant planner and community member for the session. Upon booking sessions community members were asked to advise on what they wished to discuss with the planner to ensure planners could come prepared for sessions.

Community members were able to ask the department's planners questions about the draft ShapingSEQ 2023 Update, leave feedback as well as have discussions about their property.

Originally a total of 200 online talk to a planner session were offered to the community across the region. Of the total number of sessions offered, just over half of these were booked, with 73 sessions attended.

At the end of the meeting, the departmental planner completed a feedback form to ensure that feedback from the session was captured and reported on accurately. **Appendix E** contains information on the feedback forms as well as the timeslot and dates that were offered to the community for these online sessions. Findings from the sessions are included in the local government summaries (Part 2) of the same report.

5.3.4 Community and environmental group sessions

There were a total of three community and environmental group sessions during the preparation of the draft plan and at the commencement of the consultation period. In addition to this, an Industry Briefing was held upon release of the draft ShapingSEQ 2023 Update for public statutory consultation. This session provided an overview of the key changes proposed from *ShapingSEQ 2017* to the draft ShapingSEQ 2023 Update and highlighted how further information could be obtained and where to provide feedback.

Regarding the three sessions held with community and environmental groups, the format of these varied based on progress of the project. These sessions are described below:

- **Pre-draft release community and environmental group workshop:** An in-person workshop was held with a diverse mix of community and environmental groups in July. Representatives from more than 20 groups across SEQ attended this session and were provided with an update on the draft key policy changes that the draft ShapingSEQ 2023 Update was exploring. Participants then broke into smaller table group discussions whereby a table facilitator guided the group in reaching consensus on three key topics related to the ShapingSEQ 2023 Update.

The findings from this session revealed that most of the participants saw the draft ShapingSEQ 2023 Update as needing to support a diverse mix of transport infrastructure, expressed concerned about growth implications to the environment and the need to protect this, wanted community infrastructure better addressed, had queries about cross governance and other planning policy changes, supported housing diversity in the right locations, as well as social and affordable housing targets and saw that hazard resilience and sustainability needed to be fundamental to land use planning.

- **Post-draft release community group webinar:** An online webinar with attendees from ten community groups was held in early September following release of the draft ShapingSEQ 2023 Update. The session provided a short ten minute briefing on updates that had been made, as well as a summary of what the department had been hearing from the community across the region in response to the draft ShapingSEQ 2023 Update. The community groups were then able to ask questions about the plan to department staff.

Broadly this group expressed concerns associated with population growth and gentle density on environmental values, infrastructure and amenity. They also sought to better understand data and modelling underpinning the draft ShapingSEQ 2023 Update as well as wanted to ascertain how submissions would be considered and inform changes to ShapingSEQ 2023. This report and the appendices address responses and changes to submissions.

- **Post-draft release environmental group webinar:** An online webinar with attendees from six environmental groups was held in early September following release of the draft ShapingSEQ 2023 Update. This webinar was held separately to the community group webinar as environmental groups had already submitted targeted questions around the Sustain theme of the regional plan, as well as other questions that were manage by the Department of Environment and Science (DES). A representative from DES also attended the session to assist in responding to these queries.

The session ran in a similar format to the community group webinar with a brief overview of the updates to the draft ShapingSEQ 2023 Update, namely focusing on the Sustain theme. Environmental groups were able to then ask questions of the department and DES officers which were focused around koala habitat, how biodiversity corridors would be protected, how tree canopy targets would be implemented, how the draft ShapingSEQ 2023 Update would reduce land clearing and requests for additional details on implementation assurance.

Figure 5 shows excerpts of the community and environmental group webinars.

Figure 5 - Community and Environmental Group Webinars



Community Group Webinar Attendees



Environmental Group Webinar Attendees

5.4 Findings and assessment

Findings from the community consultation across all streams (in person events, online talk to a planner, webinar and online visioner board) informed the overall region-wide comments provided in Table 2. There were specific and nuanced feedback points captured through all engagement tools, however, these have not been included in Table 2. These specific or local comments are captured in **Appendix E**, and where relevant to the draft ShapingSEQ 2023 Update have been considered when finalising ShapingSEQ 2023.

During community consultation, there were many comments or suggestions that were out of scope of the regional plan, or items that could not be reflected in ShapingSEQ 2023, for example ‘stopping population growth’. However, all sentiments including these have been captured in **Appendix E**.

Whilst all feedback received from consultation events was considered, there is a different approach to submissions lodged versus feedback through other engagement techniques. Feedback from consultation activities do not carry statutory weight as it is not a requirement under the Planning Act. Therefore, it is not subject to the same assessment process as formal submissions. However, the department has reviewed all feedback received from the various engagement streams to inform the finalisation of ShapingSEQ 2023. For assessment, Table 2 contains the region-wide feedback themes that relate to key policy items and departmental responses.

Table 2 – Community consultation findings and responses

Community consultation findings	Assessment and response
<p>Grow:</p> <ul style="list-style-type: none"> • Both support for and opposition to increased housing density and diversity • Concern for population growth • Conditional support for population growth with adequate consideration for infrastructure and impacts on environment and lifestyle • Conditional support consolidation before expansion • Support for more social and affordable housing • Support for growth in high amenity areas • Concern for inadequate housing supply, infrastructure and services to support growth in rural towns and villages • Some interest in Potential Future Growth Areas (PFGAs). 	<ul style="list-style-type: none"> • ShapingSEQ 2023 will continue to have a focus on consolidation, with policies supporting infill development and higher densities and diversity around areas with services and transport infrastructure. Submissions revealed that the community is open to further densification and provision of housing choice in areas where it is suitable, leverages off existing infrastructure and where it means that environmental areas are able to be protected. In addition to this, other engagement techniques outlined that housing choice and diversity of housing typologies was supported. Housing diversity targets will be set for all local governments in ShapingSEQ 2023 to underpin this policy. <p>Housing diversity targets are supported by robust modelling which considers a number of variables such as local government existing planning schemes or development scheme capacity, local government planning scheme constraints, ability to service, market demand and consumer preferences. This has resulted in the split typology targets for local government areas and reveals that at a regional level the demand for certain housing typologies varies.</p> <ul style="list-style-type: none"> • Population growth is already happening and will continue to occur. The plan ensures that region is well equipped to manage population growth from a land use perspective, through a pragmatic growth pattern. ShapingSEQ 2023 includes strategies to support sufficient land supply to accommodate future growth, as well support for employment centres to stimulate the economy. ShapingSEQ 2023, as a statutory regional plan, cannot stop people from moving to the region, however, it can ensure we plan for their arrival in a sustainable manner. Dwelling growth is not just attributed to population growth, households are becoming smaller, more diverse as well as peoples housing choices and needs change throughout their lives. ShapingSEQ 2023 is focused on providing choice for people in terms of where they live and what home they live in. <p>ShapingSEQ 2023 also ensures that communities have well located housing, both close to transportation services, social services and employment.</p> <ul style="list-style-type: none"> • ShapingSEQ 2023 has a focus on achieving consolidation in existing urban areas. This policy is supported by the housing diversity targets, introduction of gentle density and high amenity areas. Increased densification is supported in well serviced and well-located areas. There has been some Urban Footprint expansion on sites that fulfil the urban footprint principles to ensure sufficient residential and employment land supply to 2046. <p>Additionally, where Urban Footprint expansion area has occurred to accommodate residential supply, it is to respond</p>

to the current housing pressures being experienced in SEQ and ensure there is sufficient land and the right type of housing supply to meet the housing needs across the region both now and into the future.

The Urban Footprint is sized having regard to development capacity within statutory plans (including constraints and infrastructure servicing), efficiency of infrastructure servicing, and the ability to deliver growth at the rate to meet population growth. Natural hazards have been factored into determining the capacity of land for urban development within the existing Urban Footprint. This is accounted for through local planning schemes and their relevant natural hazard. Any new land included in the Urban Footprint has been assessed against the Urban Footprint principles.

An analysis informed by the MULTI indicated that there is limited supply for the required dwellings (including detached homes) across the region despite the Urban Footprint inclusions provided in the regional plan. The limited supply will, over time, impact on rate of growth due to limited development opportunities. It is recognised regional practice to ensure there are reserves of residential supply to ensure growth and the market is not unduly restricted.

Therefore, additional land has been included in the Urban Footprint between the draft ShapingSEQ 2023 Update and the final ShapingSEQ 2023 in response to demand, particularly for detached dwellings as informed by the regional land supply modelling. It should be noted that not all land identified in the Urban Footprint is suitable for development and require appropriate mitigation or management through local planning.

- ShapingSEQ 2023 maintains a minimum 60/40 consolidation / expansion dwelling growth ratio across the region, seeking a move towards a 70% consolidation target in the future, with 30% expansion target to ensure infill remains the focus for the region.
- ShapingSEQ 2023 will retain the 20% combined target for social and affordable housing, which can be met through the delivery of any combination of social housing, affordable housing and affordable by design housing.
- High amenity areas remain in ShapingSEQ 2023. The intent is to work collaboratively with local governments to spatially identify high amenity areas, to inform future plan-making processes.
- ShapingSEQ 2023 includes provisions in support of Rural Precincts which support the sustainable growth of rural towns and villages. Rural precincts are identified with the department and local governments and allow for population growth to be accommodated which supports economic and social sustainability of a township without compromising natural resources.
- Community interest in PFGAs mostly related to questions around timeframes for bioregional plans to be undertaken. The first mapping phase of bioregional plans has now commenced with DES leading this work. Community consultation on bioregional plans is anticipated to commence in 2024.

Prosper:

- Support for activation of the Bromelton State Development Area (SDA)
 - Mainly localised interest in industrial land use planning
 - Negative impacts of living with tourism
 - Some interest in RECs
 - Support for more jobs close to where people live.
- ShapingSEQ 2023 continues to identify and support the activation of the Bromelton SDA. SEQIS has been updated to provide further detail on the activation of the Bromelton SDA including an action to support coordinated infrastructure planning for the Bromelton SDA.
 - Community was mainly interested in localised industrial precincts with support for increasing employment opportunities in these precincts, without amenity impacts occurring to residential areas. Whilst this feedback has been noted, it is acknowledged that localised industrial land use planning is undertaken by local governments. The role of the regional plan is to spatially identify industrial areas of regional significance and support these with appropriate policies including urban encroachment, regulatory provisions and implementation actions where relevant.
 - Comments associated with the tourism sectors mostly focused on impacts to residents in terms of housing supply. Particularly in regard to the supply of short-term accommodation, as well impacts to infrastructure. The department has considered this feedback in drafting ShapingSEQ 2023, and where relevant have also passed on feedback to other state agencies regarding any proposed amendment to regulating short term accommodation.
 - Comments on RECs mainly related to questions about what they did and how their boundaries were determined. ShapingSEQ 2023 retains the concept and methodology of RECs that was established as part of ShapingSEQ 2017. The explanation of RECs has been retained in ShapingSEQ 2023. Highlighting RECs at a conceptual level allows for the department with local governments to review these areas and identify any policy changes, or infrastructure investment that maybe needed to support them. A priority action for implementation is included in the final ShapingSEQ 2023 that requires local and state government to undertake detailed investigations of each REC ascertain their unique role and functions, inform plan making including amendments to local government planning schemes, and to inform future regional plan reviews.
 - ShapingSEQ 2023 includes several regional significant employment land categorisation tools including, RECs, the RACN (regional activity centre network) centres hierarchy, MEIAs (major enterprise and industrial area), knowledge and technology precincts, REPs as well as PFGAs, SDAs or SEQ development areas for industrial lands. These areas are located across the entirety of the SEQ region and ensure a diversity of employment options are provided near where people are living.

Connect:

- Call for uplift to public transport
 - Concern about the impact of growth on the local movement
 - Strong interest in region shaping infrastructure projects
 - High social value of improved active transport networks.
- The RSI list identifies a number of public transport infrastructure projects for to support future population growth. ShapingSEQ 2023 also includes the hierarchy of modes and policy supporting active and public transport above private motor transport.
 - Local network planning is managed by local governments via their Local Government Infrastructure Plans (LGIPs). The department is working with local governments to determine how LGIPs can reflect modelling work undertaken as part of ShapingSEQ 2023.

- Feedback from in person events and from submissions received relating to transport infrastructure have been passed onto TMR (Department of Transport and Main Roads) and will be assessed across broad criteria of RSI, TMR network planning, and the outputs of the Strategic Transport Model to determine their appropriateness for inclusion in the priority RSI list. It is noted that the RSI list is not intended to present a definitive list of all transport infrastructure required to support growth to 2046. It is acknowledged that there will be a suite of projects undertaken by TMR to address safety concerns and capacity constraints to support efficient movement of people and goods which are not included on this list. This list also doesn't include local government projects.
- TMR are developing a Movement and Place Policy and Framework, including a Practitioner Guideline which is to be released 2024. The intent is for this guideline to be used across state and local governments to join up policy across the region. This framework will focus on supporting active transport use and will continue to be supported by ShapingSEQ 2023.

Sustain:

- Prioritise environment and biodiversity protection to mitigate negative impact of growth and increased density
- Interest in the tree canopy targets and their implementation as well as other method for reducing the heat island effect
- Ensure strong climate resilience considerations in planning
- Consider Aboriginal and Torres Strait Islander peoples perspectives.
- The final ShapingSEQ 2023 includes strengthened environmental measures including updated Koala habitat mapping and MSES mapping work undertaken by DES. ShapingSEQ 2023 focuses on infill development via consolidation within urban areas, with expansion areas limited to sites where detailed master planning will be required to identify environmental values prior to development occurring.
- Tree canopy targets are retained in the final ShapingSEQ 2023, however, are moving into the Live theme to better align with the vision. Tree canopy coverages is included as a priority action for implementation in ShapingSEQ 2023, including the commencement of ongoing monitoring of tree canopy cover.
- The final ShapingSEQ 2023 retains the Resilience Maturity Framework, including establishing 'no-go areas' as a key priority action for implementation, which seek to consider hazard impacts from a regional level as a foundational element to ongoing regional planning.
- The final ShapingSEQ 2023 continues to have the First Nations engagement framework as a priority action, and as part of this drafting process has commenced this engagement. Initial feedback from this stakeholder group on the draft ShapingSEQ 2023 Update has identified where short-term changes can be made in the final ShapingSEQ 2023 as well as identifying longer term projects that need to commence for future regional plan reviews.

Live:

- Improve design outcomes to retain liveability
- Concerns about impact of growth on lifestyle values
- Improve accessibility in housing and public transport particularly for older people and people with disabilities
- The final ShapingSEQ 2023 continues to provide strategies to support good design, which will inform ongoing plan-making and development assessment processes. The Live theme also includes a priority action for the development of model codes for gentle density.
- Live theme provides strategies that outlines that new development is to consider local character and context, sympathetically integrating with existing built form.
- Grow theme has included an additional strategy supporting the establishment of housing for persons with disabilities and

-
- Improve affordability of living
 - Protect health and wellbeing through more considered land use planning
 - Protect Queensland's character housing and towns.
- elderly people. This is included in the social and affordable housing element in Grow (strategy 4.2). In terms of improving public transport accessibility, this is also managed through local government planning schemes, TMR and Australian standards.
- Continues to include strategies and outcomes that support health and wellbeing through good design, encouraging a climatically responsive built environment and support the use of active transport.
 - As outlined above, the final ShapingSEQ 2023 continues to provide strategies to support good design that considers local context and character.
-

General infrastructure/SEQIS:

- Support for integrated land use planning and infrastructure planning to coordinate growth
 - Demand for infrastructure before population growth
 - Interest in transport infrastructure investment and priorities (roads and rail), as well as more health and education infrastructure
 - More water, sewerage and telecommunications infrastructure to support growth
 - More energy infrastructure to support growth.
- The SEQIS was amended to provide further clarity on the infrastructure needed to support the growth identified in ShapingSEQ 2023. It identifies implementation actions to actively improve the collaboration and longer-term infrastructure planning to support population growth including digital-driven infrastructure planning and Regional Growth Coordination Plans in pilot locations.
 - State government agencies will need time to adequately assess and plan the infrastructure response to the impacts on demand for their services resulting from the population growth identified in ShapingSEQ 2023. A full update of infrastructure required to support the growth identified within ShapingSEQ 2023 will be presented within the SEQ Infrastructure Plan (SEQIP) programmed for 2025.
 - Where available, SEQIS includes anticipated planning timeframes for different types of infrastructure (e.g., transport, health and education) to address the growth identified within ShapingSEQ 2023. For example, the SEQIS identifies the TMR is currently progressing an update of the SEQ Regional Transport Plan to address the growth outlined in ShapingSEQ 2023.
 - The scope of the SEQIS is limited to Queensland Government owned infrastructure, which does not include local water/wastewater or telecommunications infrastructure. In terms of regional water security, the SEQIS has been updated to acknowledge Seqwater's recently released 30-year strategic water supply plan for the SEQ region: the 2023 Water Security Program.
 - The SEQIS has been updated to identify that the Queensland SuperGrid Infrastructure Blueprint, which outlines the optimal infrastructure pathway to transform Queensland's electricity system, will be updated in 2024. The SEQIS also includes an action to identify and coordinate infrastructure planning to support the Queensland Energy and Jobs Plan.
-

6.0 Statutory public notification

6.1 Overview

This section details the approach for analysing, reviewing and considering submissions received during the public notification period. Submissions can be classified into two categories: submissions in response to the draft ShapingSEQ 2023 Update, and submissions requesting RLUC changes. The two submission types went through a methodical analysis and assessment process that were different depending on the submission type.

During the statutory public notification period, there were a number of submissions received that included:

- Comments on regional planning issues that were out of the scope of this review. In response to this, the department has recorded these comments and will consider them in the next comprehensive review of ShapingSEQ.
- Comments and feedback on policies and programs that sit with other state agencies. For example, some comments relating to social housing (the remit of the Department of Housing) or Priority Development Areas (the remit of Economic Development Queensland). In such cases, comments were collated and passed onto the relevant agency for consideration.

It is noted that of the total number of submissions received in this period, some were not considered as 'properly made' as they were made following the close of the public notification period and/or did not meet other criteria of the 'properly made' criteria as outlined in the Planning Act. However, these submissions were also considered and reviewed by the department despite not meeting the criteria.

This section provides an overview of the approach, findings and assessment of the submissions received and is supported by numerous appendices. These include:

- **Appendix F** contains responses to submissions regarding policy and general feedback on the plan, and notes where changes have been made to ShapingSEQ 2023 in response to these submissions. It draws out the key points to the matters outlined in **Appendix A**.
- **Appendix B** contains summarised issues raised in submissions from key stakeholders. This includes local governments, industry groups, utility providers and community and environmental groups. These were extracted in a separate appendix as items within these submissions were either very specific or related to a specific locality. This allowed for sentiment and themes per stakeholder group to be better identified and considered, as well as provides greater transparency to all stakeholder groups as to what certain groups were most interested in.
- **Appendix G** outlines the RLUC changes made to inform the regional spatial pattern that supports the strategies and outcomes of ShapingSEQ 2023. These changes were subject to a detailed review process and were included based on the analysis of the MULTI and the need for additional land supply to accommodate the dwelling supply targets and regional plan sub-targets.
- **Appendix A** provides a detailed overview of the submission review and findings process.

6.2 Fast Facts



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6.3 Approach

The draft ShapingSEQ 2023 Update was publicly consulted on between 3 August 2023 and 20 September 2023. During this period, the community and stakeholders were invited to provide written submissions in response to the draft ShapingSEQ 2023 Update via:

- The online webform
- Email to the 'ShapingSEQSubmissions' mailbox
- Written correspondence to the Minister.

Of the above methods, majority of submissions were made via email (1,754 submissions), followed by 743 submissions received via the online webform and 22 via written correspondence sent to the Minister. Where there was a duplicate or multiple duplicates of the same submission this was recorded. Duplicates were not double counted or reanalysed to ensure sentiment output was not distorted i.e., the same submission considered multiple times.

The submission review process was designed to:

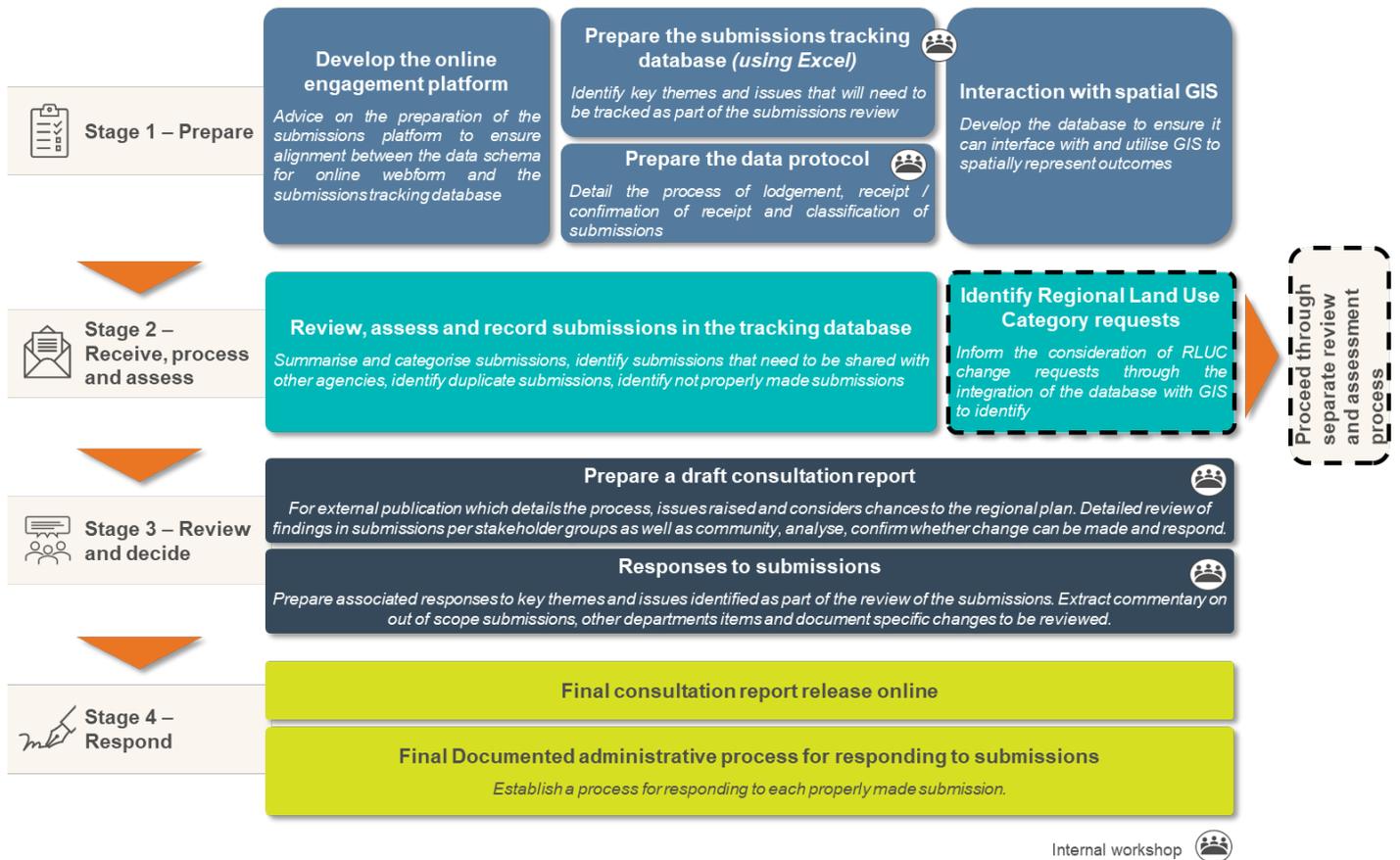
- Ensure that all submissions were captured in a timely, transparent and objective manner, which allowed for review of submissions to occur during submission period and provide for transparent reporting
- Enable the identification of key matters being raised in submissions, and the consideration of submissions in preparation of ShapingSEQ 2023
- Ensure compliance with the Planning Act.

All submissions are treated as confidential and will not be made publicly available.

The submission review process is outlined in Figure 7. It is noted that at the end of Stage 2, RLUC submissions were reviewed and assessed separately (refer to section 6.4.2). All other submissions continue through to Stage 3 and 4.

² Total Grow theme matters raised includes proforma submission matters.

Figure 6 - Overarching Submission Review Process



Key steps within the methodology (refer to Figure 7) to complete the review of submissions were:

Stage 1

- A submissions review project protocol was developed to document the administrative process for the receipt, lodgement and classification of submissions
- Key themes for analysis classifications were developed which would be utilised to analyse all submissions in the submission tracking database.

Stage 2

- Routine quality checks of the submissions review process and submissions tracking database to ensure that all submissions were considered in a fair, equitable, open and transparent manner occurred throughout the process
- The submissions tracking database was finalised with key matters by theme raised in submissions identified
- Stakeholders were separated out from tracking database for specific themes to be identified, and then key matters within those themes to be outlined, per stakeholder group.

Stage 3

- The department then undertook a series of workshops for general policy submissions to identify key matters for resolution and to inform amendments to the ShapingSEQ 2023
- Once responses to submissions had been finalised, and the key changes agreed upon by the project team, key amendments were made to the regional plan in response to these items.

Stage 4

- Final documentation included summarising submissions, the responses to key matters, and the respective amendments made to ShapingSEQ 2023. These summaries and responses are included in **Appendix B** and **G**. Noting that these appendices do not respond to each individual comment raised across all submissions and summaries matters at a high level.

An overview of the analysis and review process of submissions is provided in Figure 8 and 9. The process for RLUC analysis is further detailed in Figure 9 and further elaborated on in section 6.4.2. For further details of each of these stages refer to **Appendix A**.

Figure 7 - Submissions Review and Analysis Process

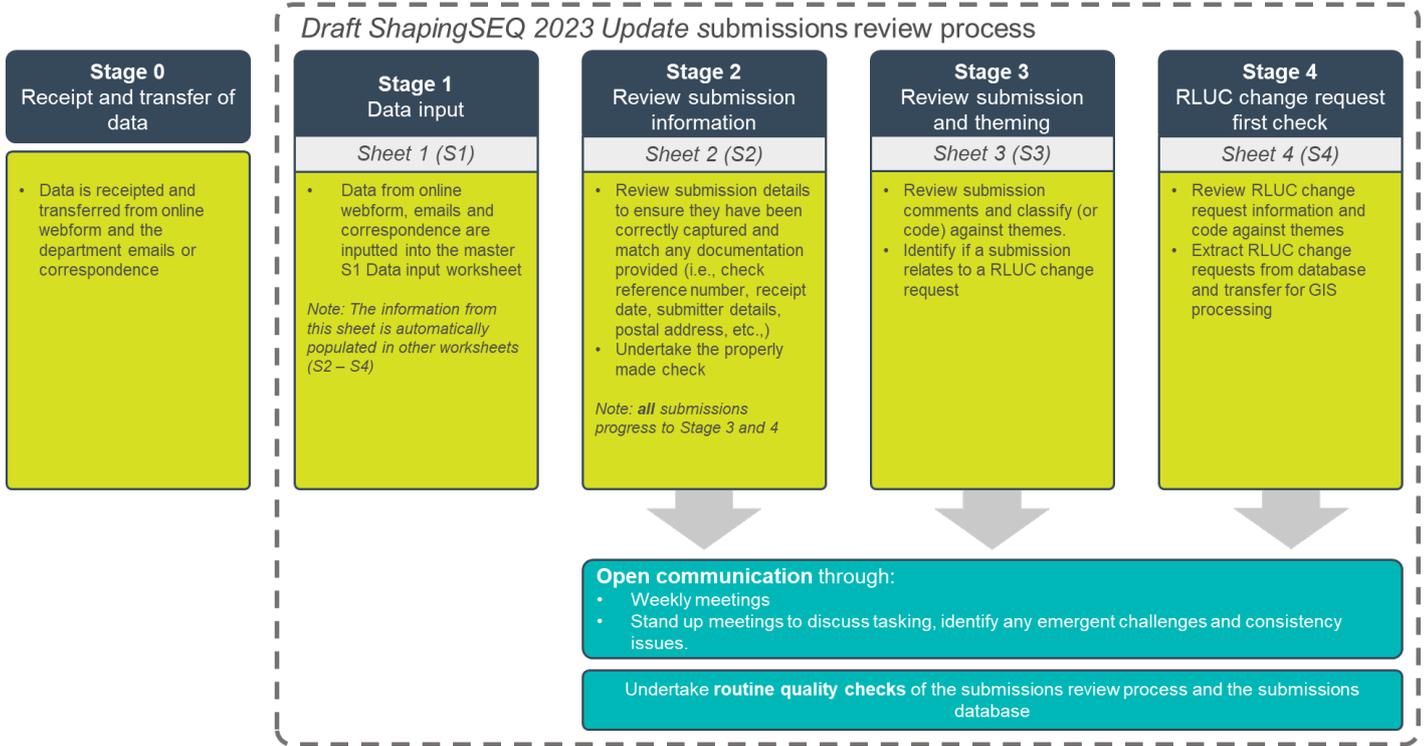
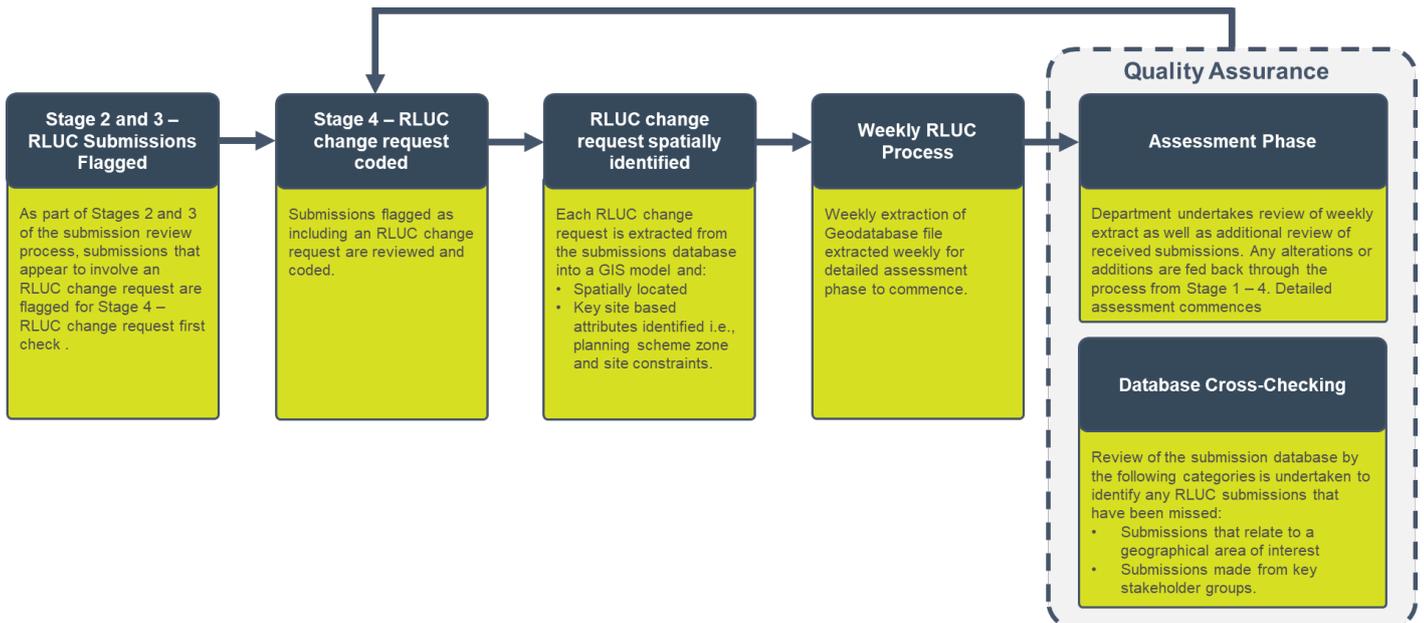


Figure 8 - RLUC Change Review and Analysis Process



6.4 Findings and assessment

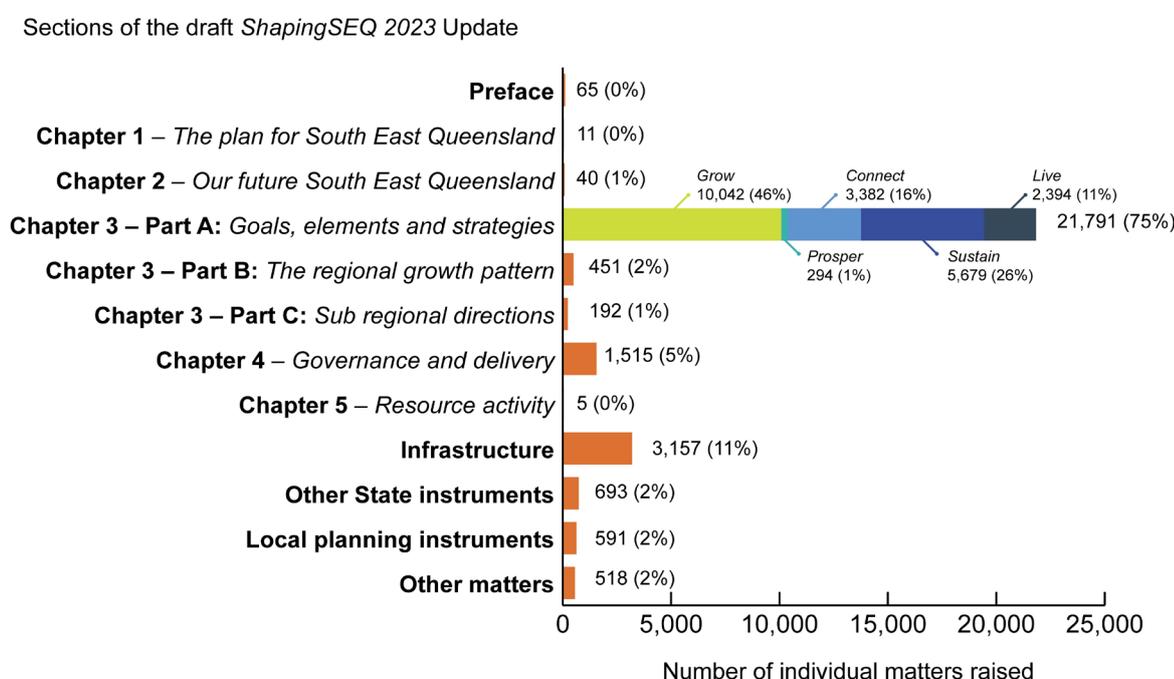
This section outlines the key statistics and themes identified during the statutory consultation period.

Due to the high volume of comments and key matters raised by all stakeholder groups, these have been outlined in further detail in **Appendix B** and **F**, which provide key matters grouped by stakeholders. Similarly, due to a high volume of submissions requesting an RLUC change received during the public notification period, only sites that have resulted in RLUC change in ShapingSEQ 2023 are included and documented in **Appendix G**.

6.4.1 General policy submissions

In terms of key findings from the submissions review process, there were 29,029³ individual matters raised in submissions. The majority of submissions were made regarding Chapter 3 – Part A, with the Grow theme having the highest volume of comments, followed by Sustain and then Connect. Figure 10 outlines the volume of individual matters raised in relation to the draft ShapingSEQ 2023 Update, as well as capturing any other comments made. Comments on SEQIS are included in the infrastructure category, however, not all infrastructure comments were directly related to SEQIS.

Figure 9 – Individual Matters Raised Across the Document



The top 20 sub-categories and themes identified across all submissions are outlined in Table 3, excluding local government submissions. It is noted that these figures also include matters included within proforma submissions.

Table 3 – Top 20 Themes from Submissions

Top 20	Sub-categories	Themes	No. (n)	Perc. (%) with the no. of submissions
1	Consolidation / expansion ratio	Comments on consolidation / expansion growth	980	38.90%
2	Gentle density	Comments on gentle density and housing diversity	946	37.55%
3	Consolidation / expansion ratio	Sentiment to consolidation / expansion growth ratio	894	35.49%

³ This figure includes proforma submissions. Excluding proforma submissions there were 6,300 matters raised.

4	Design and character (Good design)	Support for good design, climate-responsive and sub-tropical design	879	34.89%
5	Region shaping infrastructure	Comments on priority region-shaping infrastructure	853	33.86%
6	Live theme	Comments on the live goal	852	33.82%
7	Gentle density	Do not support or have a concern with the range of housing, block sizes and loss of character of the area	844	33.51%
8	Region shaping infrastructure	Request for alteration to the priority region-shaping infrastructure	816	32.39%
9	High amenity areas	Comments on amenity-based policy framework or high amenity areas	800	31.76%
10	High amenity areas	Concern with densification of development along transport corridors and the impact on the character of the area	760	30.17%
11	Region shaping infrastructure	Request for removal of priority region-shaping infrastructure	751	29.81%
12	Biodiversity	Concerns raised with the loss of or impact on biodiversity corridors / networks as a result of development and population growth	659	26.16%
13	Regional Landscapes	Comments on environmental protection	642	25.49%
14	Regional Landscapes	Support the protection of regional landscapes, biodiversity corridors and greenspace networks	623	24.73%
15	Koala Conservation	Comments on koala conservation	566	22.47%
16	Governance and delivery	Comments on implementation / delivery	540	21.44%
17	Consolidation / expansion ratio	Concern with increasing population and housing growth and impact on the environment, character of an area or infrastructure	537	21.32%
18	Biodiversity	Protect the environment as we grow / concern for environmental impacts as we grow	534	21.20%
19	Koala Conservation	Support for protecting Koala habitat and conserving Koalas from development	522	20.72%
20	Climate change, resilience and adaption	Comments on climate change, resilience and adaptation	494	19.61%

All stakeholders and community submissions were coded, analysed and summarised together aside from local government submissions. Local government submissions went through a separate analysis process due to their specific or technical content. There were certain stakeholder groups where the submission content was summarised in its own separate category to better identify specific or nuanced issues important to a stakeholder group.

These stakeholder groups are categorised below with an overview of the key matters raised:

- Community groups:** Community groups had a clear focus on climate change, resilience and adaptation policies included within the draft ShapingSEQ 2023 Update, with clear support for the strategies relating to environment protection. Support and opposition towards gentle density as a concept were dependent on the community group. Majority of community groups supported social and affordable housing targets. There was support for greater housing choice and diversity generally, however, some groups were concerned about implications of increased densification on housing types, block sizes and impacts to local character. These groups were also concerned with implications of infill along transport corridors; however, this was mostly due to inclusion of proformas opposing the Stage 4 light rail, which significantly heightened this sentiment. Without inclusion of these proformas community groups were generally supportive of providing more homes in well located and well serviced areas.
- Environmental groups:** Environmental groups support protection of regional landscapes, biodiversity corridors and greenspace networks as well as koala habitat protection. However, they did still express concern with future impacts to these areas associated with population growth and development. These groups sought high consolidation ratios, were interested in climate change, resilience, and adaptation policies and outlined the need for further details on implementation actions or provided suggestions. These groups also raised comments about future water supply and catchment impacts associated with growth. These groups also supported acknowledgement of First Nations peoples and their landscape values.
- Industry groups:** Industry groups were divided over social and affordable housing targets with majority of them being supportive, although some concerned about implications to market delivery. They were interested in implementation actions and providing certainty and stakeholder accountability in delivering the

strategies. There was strong support for gentle density and providing more housing choice, however, some of the groups were concerned about an overreliance on infill and that housing supply targets wouldn't be able to be met without additional Urban Footprint for greenfield areas to deliver immediate supply. These groups supported policies and implementation items relating to First Nations peoples.

- **Utility providers:** Utility providers raised concerns regarding water supply and sewerage infrastructure to support a growing region. More broadly they supported the use of existing urban areas and infrastructure to support growth, rather than expansion. Where growth is expected to occur, utility providers support the use of natural risk assessments. These groups also support strategies addressing heat island effects and urban cooling, referencing the role water plays in achieving these outcomes.
- **Local governments:** Some local governments were supportive of key strategies and outcomes in the draft ShapingSEQ 2023 Update whilst others outlined concerns, didn't support certain strategies or sought further clarification. Concerns namely related to population projections and dwelling supply targets for their local government area and the capacity to achieve the targets without commensurate infrastructure investment. Many local governments had requests for infrastructure, including future projects they saw as essential to support future growth. Local governments were broadly supportive of concepts such as gentle density and trying to support housing diversity, on the condition that it was executed by local governments with respect to their local context and in a place-based approach through planning schemes. They supported strategies and implementation actions in Sustain theme such as the Resilience Maturity Framework and First Nations peoples engagement framework.

Appendix B contains a summary of the submission content from these stakeholder groups as well as the department's response.

6.4.2 Proforma submissions

A total of 14 proforma submissions were received throughout the submission period. Proforma submission matters have been considered in the summary in **Appendix F**, and in the results presented in Figure 10 and Table 3. As key matters from proformas have been identified and included in **Appendix F**, a response to each of the proforma submissions has not been provided. However, for clarity a summary of each of the proforma submissions is outlined in the points below.

Queensland Conservation Council

Two (2) versions of the Queensland Conservation Council proforma submission were received. These proforma submissions generally addressed matters in the Grow and Sustain themes relating to growth and concerns its impact can have on the natural environment. They supported the consolidation growth priorities expressed in the plan and would prefer to see a higher consolidation target. They supported the recognition of the Koala Conservation Strategy and Bioregional Planning process. They need for additional housing should not be at the expense of the environmental values of SEQ and the government should demonstrate best practice infill housing development. Matters relating to Implementation included that the governance framework should include more representation from the conservation sector and scientific community, and that clear targets for achieving the Sustain outcomes should be included in the final plan.

Save our Southern Gold Coast (Development-focused)

This submission mainly focussed on policies associated with the Growth theme including support for the increase in population density and the need for a higher consolidation target of 80% to support infill housing. Support for higher density development was expressed both in consolidation and expansion areas. It also requested that the regional plan must make a clear overarching policy intent that accommodating population and infrastructure growth will not result in the loss of critical habitat nor vulnerable species. Further information about proposed densities associated with transport infrastructure and heights was also requested, with the comment made that 8 storeys in "missing middle" is unacceptable. Support was expressed for gentle density and form-based codes and guidelines.

Save our Southern Gold Coast (Gold Coast Light Rail Stage 4)

This submission mainly focussed on the matters within the Connect theme and the request that the Gold Coast Light Rail Stage 4 (Burleigh to Coolangatta) be deleted. Concern was expressed about the impact on the amenity of the area as a result of densification along the light rail corridor and that development would not deliver affordable housing stock. The submission supported better public transport but wanted alternatives to be considered that

would be more cost effective and benefit a wider population. Additional consultation with the community on this project was requested.

Bridgeman Downs Public Transport Investigation Corridor

This submission generally expressed views about the Connect Theme and the Region Shaping Infrastructure project 19- Improved Road and Public Transport connectivity between inner Brisbane and Strathpine. Matters relating to the liveability of the Priestley Road area within Bridgeman Downs, the existence of multiple road networks already providing future capacity and the protection of the rural and environmental character and features were raised.

484 Pimpama-Jacobs Well Road, Pimpama

This submission provided support for the change of Regional Land Uses Category of this site from Regional Landscape and Rural Production Area to Urban Footprint.

Northern sub-region

This submission mainly provided comments on policies associated with the Grow theme in the draft plan including the need to unlock more land supply to support economic growth and housing delivery. It supported the retention of PFGAs in the draft regional plan such as the Halls Creek PFGA. Support was expressed for increased housing diversity and a greater infill target for the Sunshine Coast due to its infrastructure. The current north inter-urban break boundary was also supported.

Do Gooder

Multiple (6) proforma submissions were received from Do Gooder. Generally, these submissions had a Redlands focus, with the ones from Redlands generally noting that immigration policies need to be reviewed, that there needed to be more social and affordable housing, as well as need to invest in existing infrastructure at Redlands prior to allowing more growth. These submissions also outlined that there needed to be great protection of greenspaces in Redlands, as well as consideration of flood and coastal hazard areas. The remainder of the Do Gooder submissions sought for the regional plan to have additional open space targets, such as a region wide target, consider active trails and better protection of environmental areas. They also outlined that urban planning needed to better consider long-term impacts of climate change and implications to residents.

University Student Body

This proforma submission included two key matters. Essentially this submission supported increased consolidation and infill development. It sought for a great consolidation target and also noted the need for there to be alternative housing forms provided across the region, such as tiny homes. The rationale in support of additional infill development across the region from this proforma was to increase protection of environmental areas. This proforma outlined the need for the regional plan modelling to be based on update to scientific evidence regarding habitat and environmental areas, rather than for it be influenced by development and economic pressures. This proforma also outlined the need for additional clearing measures to stop pre-emptive clearing prior to bioregional planning processes being undertaken.

Finally, how proforma submissions are considered in data analysis changes the top 20 themes results and outputs. To understand how proforma submission changes this data output, **Appendix A** appendices include a summary of the number of matters raised per submissions and the top 20 themes if proformas are counted as one submission. This has been provided to assist with transparency of interpreting results.

6.4.3 Regional land use category submissions

There were approximately 550 RLUC change requests received during public notification period (noting that some submissions included more than one request). All submissions pertaining to RLUC change requests were assessed by the department. These requests were received for both individual sites or localities, meaning a broad area was described in the request but specific sites were not identified.

In terms of key statistics, the local government areas subject to the highest volumes of RLUC requests were Logan City Council (21%), City of Moreton Bay (19%), Sunshine Coast Council (16%) and Redland City Council (13%). Of

these requests, approximately 80% of submissions sought for a change to Urban Footprint with 15% seeking a change to the Rural Living Area.

A detailed methodology has been used for the assessment of, and internal decision-making for, reviewing requests to change RLUC across SEQ. It includes consideration of:

- The overarching policy framework of the ShapingSEQ 2023 Update
- Whether there is adequate supply of land available to accommodate the dwelling, diversity and density supply targets to 2046 for each local government area – as informed by MULTI
- Key constraints and opportunities including environmental protection, access to region-shaping infrastructure, natural hazards and ability to deliver housing quickly
- The RLUC guiding principles included in ShapingSEQ 2017, draft ShapingSEQ 2023 Update and ShapingSEQ 2023.

An initial assessment of the submissions was undertaken to determine if the submission and site(s) requested for change passed the 'gateway test'. This first stage of the process included a minimum threshold assessment to ensure that any site(s) were appropriately screened for consideration. Where a submission failed the gateway, it did not pass through to the next stage of the assessment.

Submissions that passed the gateway were subject to additional assessment in Stage 2 to understand key site attributes and an assessment against the full Urban Footprint principles. This included (but was not limited to) natural hazards, state and local planning interests, proximity to infrastructure servicing, environmental significance, and agricultural land values. Further assessment was based on the policy direction in the draft ShapingSEQ 2023 Update and submissions were only considered for additional Urban Footprint inclusion where they:

- Met the Urban Footprint principles
- Met one or more of the regional priorities sought from ShapingSEQ 2023
- Were located in a local government area that has limited remaining capacity to 2046, or falls short of meeting required diversity based on the MULTI modelling
- Had the ability to deliver much needed housing supply or employment opportunities for the region.

This includes prioritising areas that have been identified within the MULTI as requiring additional dwelling supply.

Submissions that moved to Stage 3 after the detailed assessment were provided to a number of state agencies and local governments to seek further feedback prior to the decision being made by the department.

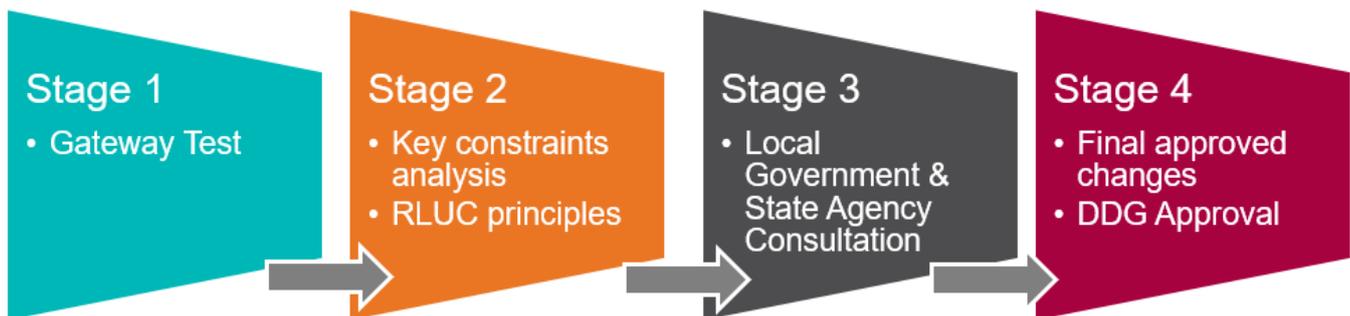
Stage 4 of the assessment process involved a final review of submissions considered, including an assessment in the regional context, and their inclusion's impact on the MULTI model (refer to Figure 11).

Figure 10 - RLUC Request Assessment Process

Pre-consultation requests



Statutory Consultation



Appendix G includes the location of all RLUC changes that were made in the finalisation of ShapingSEQ 2023.

6.5 Limitations

The submissions review and analysis process (refer to Figure 7) sought to apply a consistent and robust approach to submission reviews. However, the following assumptions and limitations apply:

- It is assumed that all evidence sources utilised to inform this project are accurate and up-to-date and can be reasonably relied upon for the purposes of its application.
- The submission review involved manual data input into a master spreadsheet, collected from relevant sources and appropriately transferred. This relies upon both individuals within the project team as well as external project team personnel accurately inputting into the spreadsheet. There is an opportunity for human error to occur during this process. Constant QA checks occurred throughout the process to mitigate this risk from occurring. This includes identifying submissions that involved an RLUC request and coded accordingly.
- The review is based off a qualitative analysis of submissions that were received and as such, results may not be reflective of community views at large. In addition to this, drafting a submission and submitting it is a self-nominating process and is not mandatory, therefore the findings may not be reflective of the broader views.
- Analysis of submissions (refer to section 6.4) is on the basis of written submissions and does not include summary of any other material, feedback or correspondence, written or spoken that may have been collected elsewhere, through community engagement or other means by the department during the consultation period. This is reported on and analysed in section 5 of this report.
- The summary (**Appendix F**) provides an identification of key themes and sentiment across a large number of submissions and does not identify specific or nuanced pieces of feedback received in finer grain detail.
- While every attempt has been made to ensure an accurate and consistent approach to data collection has been undertaken, a level of variation in interpretation across individual submissions to determine key themes may be present.
- **Appendix F** provides the highest-level overview of sentiment drawn from all submissions (excluding submissions by local government). **Appendix B** provides a more detailed summary of sentiment by

stakeholder group. It is noted that there is repetition of sentiment across the two summaries. The purpose of providing **Appendix B** is to demonstrate key themes by stakeholder group, to optimise transparency and allow stakeholders to clearly navigate the summary by matters of interest to them.

- The analysis and assessment of the RLUC submissions was informed by both state and local government spatial mapping. Significant efforts were taken to utilise the latest data available when assessing all submissions relating to RLUC, and when undertaking an assessment against the Urban Footprint principles. This assessment was sensitive to the quality and accuracy of the input data available at the time of the review.

7.0 Supporting activities

7.1 Overview

To support engagement and consultation activities on the draft ShapingSEQ 2023 Update, the department undertook a media campaign during the statutory public notification period. The department also undertook two community sentiment surveys to promote genuine community engagement on the draft ShapingSEQ 2023 Update. The first survey was undertaken prior to the release of the draft plan, with the second survey conducted at the conclusion of the consultation period to see if sentiment had changed during that period.

7.2 Media campaign

The media campaign deployed several techniques to reach the broader community. A summary of these include:

- Television advertisements
- Radio advertisements, with advertisements playing B105, 4MMM, 90.9 SEAFM, Hot Tomato 102.5, Hit 100.7, 91.9, 97.5 and SEA 91.1
- Electronic billboard advertisements
- Online videos and advertisements were displayed through websites such as 9Now.com.au, Bored Panda, Daily Mail, Realestate.com, Gumtree and msn.com.au
- Enabling the project website to be found through search engines, such as Google, with entries including *Queensland housing, affordable housing, social housing, shaping seq, regional plan, SEQR and land development*. Note this list is not an exhaustive list of the searches that were included
- Through social media and streaming services with advertisements hosted on YouTube, Spotify, Instagram, Facebook and Tik Tok
- advertisements were hosted on both online and printed newspapers, with ads in the *Brisbane Times, Courier Mail, The Guardian, The Toowoomba Chronicle, Sunshine Coast Daily* and the *Gold Coast Bulletin*.

Statistics associated with the above campaign include:

- A total of **30 million impressions** made across all advertising techniques associated with the project
- Of this, **17 million of those impressions** were made through social media platforms
- Across traditional print newspapers listed above, the average reach was **883,000 across the region**
- There was a total of **1,172 radio advertisements** played across the abovementioned stations
- There was a total of **1.2 million impressions** generated through out of home advertising such as the billboards.

An example of some of the advertisements are included in

Figure 11Error! Reference source not found..

In addition to the above, the department also attended the Ekka and distributed flyers, distributed promotional materials to local governments and MPs (Member of Parliament) and sent E-Alert's to existing department website subscribers and early submitters.

Figure 11 - Advertising Examples



Advertisement in the Courier Mail



Billboard in Fortitude Valley



Social Media Post Tile

7.3 Community sentiment survey

The aim of the community sentiment survey was to actively engage with the community, understand their level of awareness, and test sentiments relating to key policy concepts. Survey questions were focused on housing density, housing choice, population growth, lifestyle preferences and factors influencing decisions about lifestyle and housing choices.

The information gathered through the survey was used to inform the final ShapingSEQ 2023.

7.3.1 Methodology

1,009 people were surveyed, and results were compared to similar data gathered in 2016 and 2010. Participants were randomly selected, and the results weighted based on known Australian Bureau of Statistics population estimates, making the results statistically relevant.

The two phases (pre-release of the draft ShapingSEQ 2023 Update and post-consultation) of the survey were conducted during July-October 2023. The research involved an online survey that took approximately 26 minutes.

7.3.2 Key findings

Key findings of community attitudes include:

- More than 90% of people stated they enjoy living in SEQ.
- More than 40% of people agree that population growth is good for SEQ.
- Consistent with 2016, aspects such as increased retail shopping and entertainment options and cultural experiences are the main positive elements identified from population growth.
- 31% of people said 'proximity to jobs' would change for the better with long term population growth, but the majority were concerned about the amount of traffic that would come with population growth.

- Typically people think high density housing is best suited for inner city Brisbane, medium density for major suburban areas and low density for the suburbs.
- Residents in the West and North regions of SEQ are less open to high density housing in their own suburb.
- People see the main benefits from high density living being that it allows residents to be closer to shops/entertainment/recreational options, people to live close to work/study and easier access to the CBD/town centres.
- SEQ residents continue to report that a successful regional plan will help us take advantage of the opportunities of growth, whilst preserving the things we love about our region.

Community attitudes towards living in South East Queensland

- The overwhelming majority (91%) of residents continue to really enjoy living in SEQ. SEQ residents living in the North region continue to have a significantly higher mean score than the total sample population (90.6% vs. 85.7% respectively).

Community attitudes towards population growth:

- Consistent with 2016, more than two in five residents (41%) agree that population growth is good for SEQ with almost seven in ten seeing the benefits.
- One in three residents feel neutral towards the impact of population growth in SEQ.
- Positive aspects of population growth most commonly reported by residents include the potential for more choice in areas such as retail and shopping, entertainment and leisure as well as cultural experiences. SEQ residents are also optimistic that population growth will have a positive impact on public transport and the availability of jobs. Conversely, traffic congestion, pressure on housing and the cost of living are most commonly reported as negative impacts.

Community attitudes towards housing density in South East Queensland:

- Residents are most likely to agree that high density housing is most suited to Brisbane Inner City, and that medium density housing is best suited for major suburban centres.
- Whilst the over-whelming majority of residents believe that the design of medium and low density housing is acceptable or very good, there is more polarising in regard to the quality of high density housing with one in five rating this as poor, compared to seven in ten as acceptable/very good. Across all three types of housing density there has been a decline in perceived quality compared to 2016.
- Residents share similar concerns about higher density living, where the most commonly agreed with statements are all negative perceptions, including not enough car parking, no backyard, more traffic congestion, noise pollution, increase rubbish, a lack of privacy and pressure created on existing infrastructure and services.

Community attitudes towards regional planning in South East Queensland:

- Awareness of the SEQ Regional Plan is the highest it has ever been with more than one in three aware of the plan in October 2023.
- Consistent with July 2023, SEQ residents agree that a successful SEQ regional plan will help us take advantage of the opportunities of growth, whilst preserving the things we love about our region and that it will deliver us places to live, enjoy, connect, prosper and sustain.

7.3.3 Trends over time

The survey was in line with questions asked in 2010 and 2016. Sentiment over time has not shifted significantly, but has had downward trends for certain questions, as shown in **Table 4**.

Table 4 – Sentiment Survey Changes

Question	2010 response Response indicating 'change for the better'	2016 response Response indicating 'change for the better'	2023 response Response indicating 'change for the better'	Change between 2016 and 2023
Please indicate how you feel about the effect of population growth for SEQ	47.4%	55.7%	TBC	TBC
Please indicate the type of change you think long-term population growth will have in SEQ; for example, the availability of jobs	41.7%	41.9%	35%	-6.7%
Please indicate the type of change you think long-term population growth will have in SEQ; for example, our public transport system	38.2%	47.8%	35%	-3.2%
Please indicate the type of change you think long-term population growth will have in SEQ; for example, access to beaches, bushland and city	75.4%	68.9%	TBC	TBC
Please indicate the type of change you think long-term population growth will have in SEQ; for example, the character of housing	37.1%	42.8%	20%	-17.1

8.0 Conclusion

This report has been prepared to accompany the final release of ShapingSEQ 2023. The report contains an accurate summary of the feedback received on the draft ShapingSEQ 2023 Update including submissions made during the statutory public notification period. The report also details the broader engagement techniques and approaches utilised to raise awareness and seek feedback on the draft ShapingSEQ 2023 Update during consultation. The report summarises the feedback received from these different engagement streams and documents how this was considered in the final ShapingSEQ 2023.

In accordance with Section 10(5) of the Planning Act, this report provides a detailed and accurate summary of the public engagement undertaken by the department in relation to public notification and consultation of the draft ShapingSEQ 2023 Update.

Appendix A – Submissions report prepared *by Meridian Urban*

ShapingSEQ 2023

Submissions

Consultation Report

PREPARED FOR

Department of State Development,
Infrastructure, Local Government and
Planning

November 2023



Acknowledgement of Country

We pay our respects to Aboriginal and Torres Strait Islander peoples of this land, their ancestors and their legacy. The foundations laid by the ancestors–First Nations Peoples– give strength, inspiration and courage to current and future generations to create a better Queensland.

We recognise it is our collective efforts and responsibility as individuals, communities and governments to ensure equity, recognition and advancement of Aboriginal and Torres Strait Islander Queenslanders across all aspects of society and everyday life.

REVISION SCHEDULE AND QUALITY STATEMENT

Signature or typed name (DOCUMENTATION ON FILE)

Rev No.	Date	Description	Prepared by	Checked by	Reviewed by	Approved by
1	9/10/2023	Draft structure	KK	RMS		KK
2	18/10/2023	Draft report	KK / SE/ RMS	RMS	KK	SD
3	1/11/2023	Final draft report, including response to Department comments	KK / RMS	KK		KK
4	2/11/2023	Final draft report, editorial updates	KK / RMS			KK
5	3/11/2023	Final report, statistical updates	RMS	KK		KK
6	13/11/2023	Final report	KK / SE / RMS	KK		KK
7	14/11/2023	Final report, editorial updates	KK / RMS	KK		KK

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DSDILGP

ShapingSEQ 2023 – Submissions Consultation Report

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Executive Summary

In October 2022, a key outcome of the Queensland Housing Summit was a commitment to review ShapingSEQ in 2023. The purpose of the ShapingSEQ review was to ensure its housing supply settings were fit for purpose and responsive to current and projected growth, and to provide for an enhanced framework to accelerate delivery of more housing.

The draft regional plan was announced and gazetted by the Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure on 2 August 2023, in accordance with the provisions of the *Planning Act 2016* (Planning Act). While the draft regional plan was released and available for comment, the statutory consultation period did not technically commence until the 3 August 2023, and closed at midnight on the 20 September 2023.

A total of 2,519 submissions were received, including 2,339 properly made submissions.

The main comments raised across submissions are summarised as follows.

Elements and strategies within **Goal 1 – Grow** were the most commented on by submissions. Matters raised included: gentle density and housing diversity, population growth, the consolidation / expansion growth ratio, dwelling targets and the impact of growth in natural beauty and local character.

Whilst submissions supported gentle density approaches to growth and providing more housing diversity, concerns were also expressed about the impact of population growth on the environment and local character of neighbourhoods and towns. Densification of existing, established neighbourhoods should be sensitive to the character of the area and supported by sufficient infrastructure, services and open space.

Some submissions stated that the consolidation / expansion growth ratio could go further in favour of infill development, noting concern about the impact greenfield development has on the environment. While others were concerned about challenges associated with infill development, instead favouring greenfield development and associated policy levers (i.e., Potential Future Growth Areas).

Responses to the proposed targets and interventions to increasing dwelling supply, density and diversity were mixed. Dwelling supply and density targets did not receive majority support, with concerns about the impact on certain locations, including Noosa, Sunshine Coast and Redland, having to accommodate this growth and urban change. There was broad support for dwelling diversity and social and affordable housing targets, as well as State government intervention to unlock Underutilised Urban Footprint.

Submissions including matters under **Goal 2 – Prosper** had a focus on tourism, RECs, industrial land planning and freight and supply chain networks.

There was acknowledgement of the importance tourism and major events are to the SEQ economy; these should continue to be supported. There needs to be a balance which protects coastal and environmental protection areas while supporting the land uses the industry needs, like tourism accommodation, affordable housing for the industry's workforce and special uses and infrastructure.

There was broad support for the renewed focus on industrial land in the draft regional plan, including the identification of Major Enterprise and Industrial Areas (MEIAs). This support should continue, with the introduction of industrial land supply forecasting and cross-agency collaboration to ensure that land supply needs are met. Revisions to the regional plan should adopt a broader focus on industrial land uses to include logistics and warehousing, not just medium and high impact uses. The identification of Regional Economic Clusters (RECs) in the regional plan would benefit from being better defined by cadastre and transport route linkages.

Submissions including matters under **Goal 3 – Connect** had a focus on the priority region-shaping infrastructure, traffic congestion, right-sizing existing infrastructure before more growth and public and active transport.

There was support for the identification of key infrastructure corridors in the regional plan. These should facilitate long-term strategic planning and protection of road, rail and public transport infrastructure. There was concern for several localities in SEQ about projects and corridors in the regional plan, including the Gold Coast Light Rail Stage 4 and the Bridgeman Downs Public Transport Investigation Corridor.

There was support for ensuring that both new development areas and established suburbs are serviced by public transport services. Many submissions expressed that their local area was not sufficiently serviced by existing public transport services. Traffic congestion was also a concern, both in the present day but also into the future as SEQ grows.

Submissions including matters under **Goal 4 – Sustain** had a focus on recognition of First Nations people, biodiversity corridors and networks, environmental protection, impacts of growth on the environment, protection of regional landscapes, and climate change, resilience and adaptation.

There was acknowledgement for the recognition of First Nations people in the regional plan and their inclusion across all strategies developed under the regional plan. There was a strong focus in submissions on protecting the environment, biodiversity, greenspace networks and threatened species including the koala, with concerns raised about the impacts of population growth and the loss of bushland from development. There was support for the Koala Strategy and Bioregional Planning Process. There was concern that the prospect of more environmental protections will prompt pre-emptive clearing, and a request to consider supporting implementation mechanisms such as temporary local planning instruments or a temporary moratorium on clearing.

Submissions also recognised and noted that more needs to be done to mitigate climate change, including more actions to achieve emission reduction targets, zero waste initiatives and more sustainable modes of transport, like public transport.

Whilst there was support for natural hazards mapping and preventing development in occurring in no-go areas, concerns were also expressed that no-go areas may unintentionally sterilise development.

Submissions including matters under **Goal 5 – Live** had a focus on good design, the protection of local character and climate-responsive and sub-tropical design.

Valuing good design should be a key aspect to achieving the regional plan's vision. There are opportunities to bolster this further through the regional plan, including a larger focus on good design, sub-tropical and temperate design, and Indigenous design principles. Examples from other jurisdictions in Australia have shown that this requires cross-government collaboration. There is support for the proposed design guidance and form-based codes for diverse housing products, however, some suggest that these should be enforceable requirements and incorporated into the planning framework. Submissions expressed the importance of the protection of local character and identity, including in Noosa and on the Sunshine Coast.

SNAPSHOT OF SUBMISSIONS TO THE DRAFT SHAPINGSEQ 2023 UPDATE

2,519

Submissions received

KEY STATS

2,163

Unique submitters (approximate)

1,320

Individual proforma submissions

14

Unique proformas

551

Separate Regional Land Use Category change requests

STAKEHOLDERS

2,056

Individuals

273

Consultants

53

Businesses

46

Community groups

31

Environmental groups

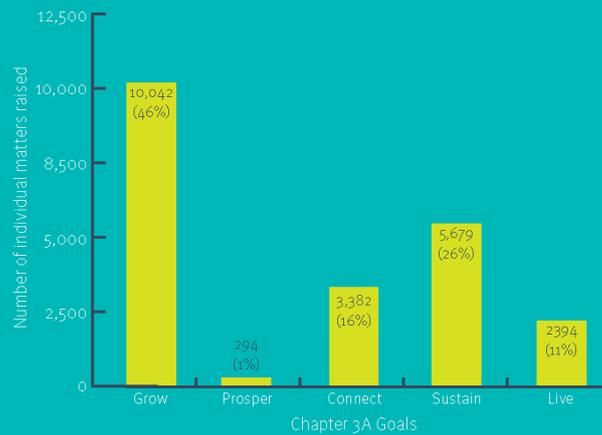
31

Industry groups

9

Academic

INDIVIDUAL MATTERS RAISED BY CHAPTER 3A GOALS



TOP 10 SUBMISSION THEMES

Gentle density and housing diversity

38%

Concerns about housing options and local character

34%

Concerns about the impact of development on biodiversity

26%

Concerns about densification along transport corridors

30%

Good quality and climate-responsive design

35%

Protection of regional landscapes

25%

High amenity areas

32%

Consolidation and expansion growth ratio

39%

Region-shaping infrastructure

34%

Environmental protection

25%

1 Overview

In October 2022, a key outcome of the Queensland Housing Summit was a commitment to review ShapingSEQ in 2023. The purpose of the ShapingSEQ review was to ensure its housing supply settings were fit for purpose and responsive to current and projected growth, and to provide for an enhanced framework to accelerate delivery of more housing.

The draft ShapingSEQ 2023 (the draft regional plan) is an update to the 2017 South East Queensland Regional Plan (referred to as ShapingSEQ 2017).

The draft regional plan was announced and gazetted by the Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure on 2 August 2023, in accordance with the provisions of the *Planning Act 2016* (Planning Act). While the draft regional plan was released and available for comment, the statutory consultation period did not technically commence until the 3 August 2023, and closed at midnight on the 20 September 2023.

A total of 2,519 submissions were received, including 2,339 properly made submissions. Notwithstanding, submissions identified as not properly made were taken into account along with properly made submissions.

A submissions review process has been undertaken and will inform a final amended regional plan for Government consideration in early December.

1.1 Purpose

The purpose of this submissions consultation report is to provide an overview of the submissions review process and provide a summary of the matters (referred to as themes) raised in submissions on the draft Update.

A response to the summary of matters provided in this report are separately reported on in the Department of State Development, Infrastructure, Local Government and Planning's (the Department's) report.

1.2 Submission methods

The Planning Act provides the process amending a State planning instrument, including the process for undertaking statutory consultation for amending a regional plan. The Planning Act provides the minimum statutory consultation period for amending a regional plan of 30 business days.

The draft Update was publicly consulted for a six (6) week period from **Thursday 3 August to Wednesday 20 September 2023** (comprising 34 business days).

During this period, the community was invited to provide written submissions about aspects of the draft Update by either:

Table 1-1: Submission methods

	Online submission form via web portal (see Appendix A)	743	29.5%
	Emails to the ShapingSEQ Submissions mailbox	1,754	69.6%
	Postal letters (correspondence) to the Minister	22	0.9%
Total		2,519	100%

Most submissions were submitted by email, followed by the have your say online submission form (see **Attachment A**).

1.3 Summary of submissions

A total of 2,519 submissions were received on the draft regional plan, with 2,162 individual submitters (noting that some submitters submitted multiple submissions).

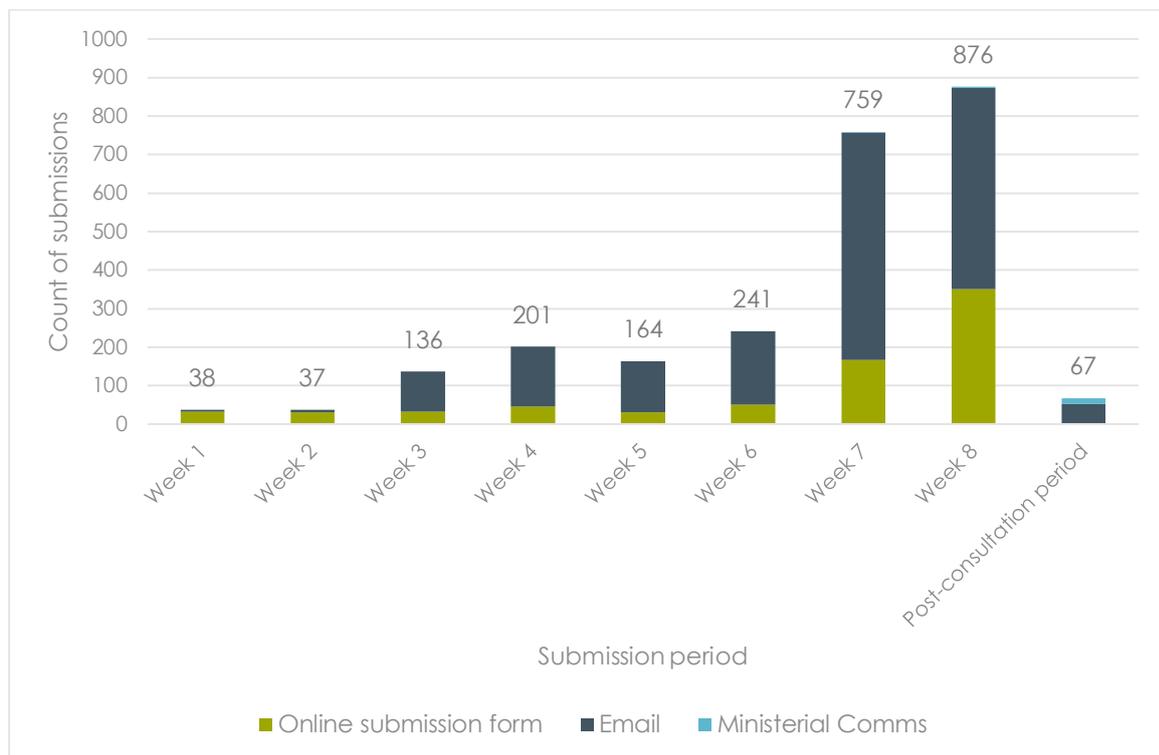
During the consultation period, 2,452 submissions were received, with 67 additional submissions received after the consultation period ended. Of the 2,452 submissions received during the consultation period 2,339 were properly made. A total of 180 submissions were not properly made, including submissions received after the consultation period. The grace period for considering submissions received after the consultation period ended on 27 September 2023, unless an extension was granted by the Department.

See **section 1.4.3.3** of this report for what constitutes a properly made submission.

Notwithstanding whether submissions were properly made or not, or received after the consultation period ended, **all submissions have been considered as part of the finalisation of the regional plan.**

The majority of submissions were received during the final two (2) weeks of the consultation period, as shown in **Figure 1-1** below.

It is noted that this number does not include the 198 duplicate submissions received where, for example, the same submission was submitted via email and also via the online submission form.



Note – each week cycle includes Monday to Sunday.

Figure 1-1: Receipt of submissions during the consultation period

Submissions were received from a number of stakeholders. These are detailed below:

	Individuals	2056	81.62%
	Consultants	273	10.84%
	Businesses	53	2.10%
	Community groups	46	1.83%
	Environmental groups	31	1.23%
	Industry groups	31	1.23%
	Academic	9	0.36%
	Other	20	0.79%
	Total	2,519	100%

Section 2 of this report provides the summary of the matters raised in all submissions (including proforma submissions), discussed across the relevant chapters and sections of the draft regional plan. **Figure 1-3** below provides a summary of the number of individual matters raised across the chapters and sections of the draft regional plan.

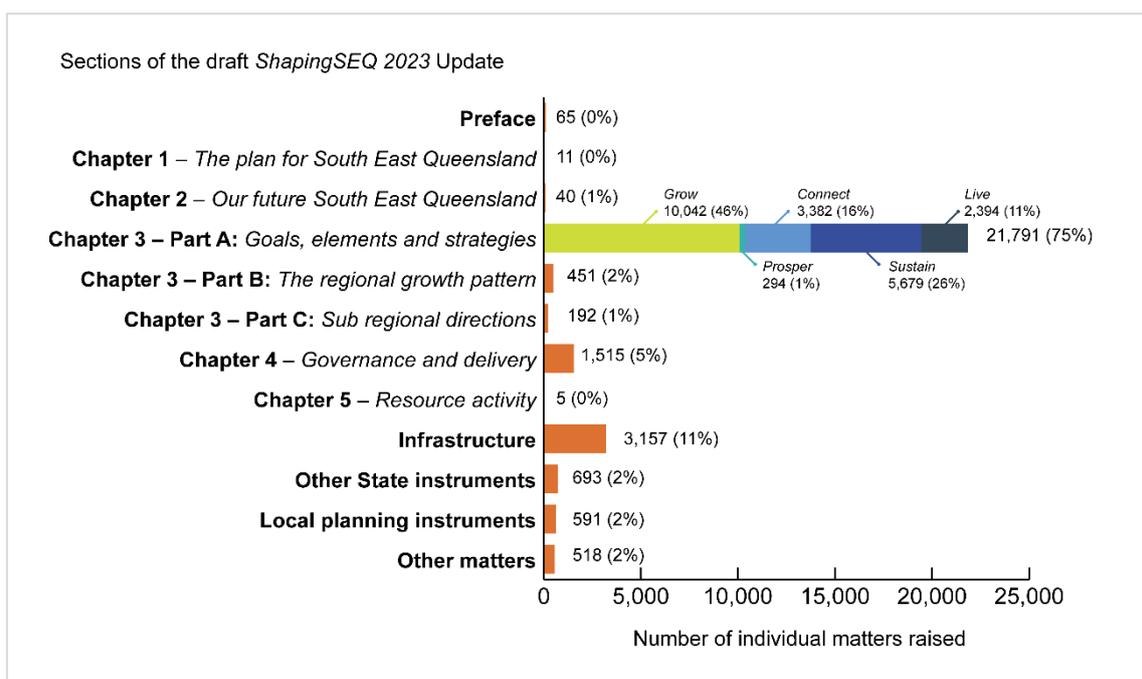


Figure 1-3: Individual matters raised by chapter and section of draft *ShapingSEQ 2023*

Section 3 of this report provides a summary of the top 15 themes raised in submissions from community groups, environmental groups and industry groups.

Proforma submissions are reported on in **section 4** of this report. The following 14 proforma submissions were received:

Proforma submission	No. (n)	Perc. of proforma submissions (%)
Queensland Conservation Council (total)	455	34.47%
<i>Queensland Conservation Council Version 1</i>	245	53.84%
<i>Queensland Conservation Council Version 2</i>	210	46.15%
Save our Southern Gold Coast (Development-focused)	376	28.48%
Save our Southern Gold Coast (Gold Coast Light Rail Stage 4)	376	28.48%
Do Gooder forms, on various topics (total)	60	4.55%
<i>Climate change</i>	6	10.00%
<i>Environment</i>	8	13.33%
<i>Infrastructure</i>	9	15.00%
<i>Koalas</i>	12	20.00%
<i>Open space</i>	9	15.00%
<i>Population</i>	16	26.67%
Bridgeman Downs Public Transport Investigation Corridor	30	2.27%
484 Pimpama – Jacobs Well Road	13	0.98%
Northern sub-region	6	0.45%
University Student Body	4	0.30%
Total	1,320	100%

Figure 1-4 below provides a summary of the number of individual matters raised in proforma submissions across the chapters and sections of the draft regional plan.

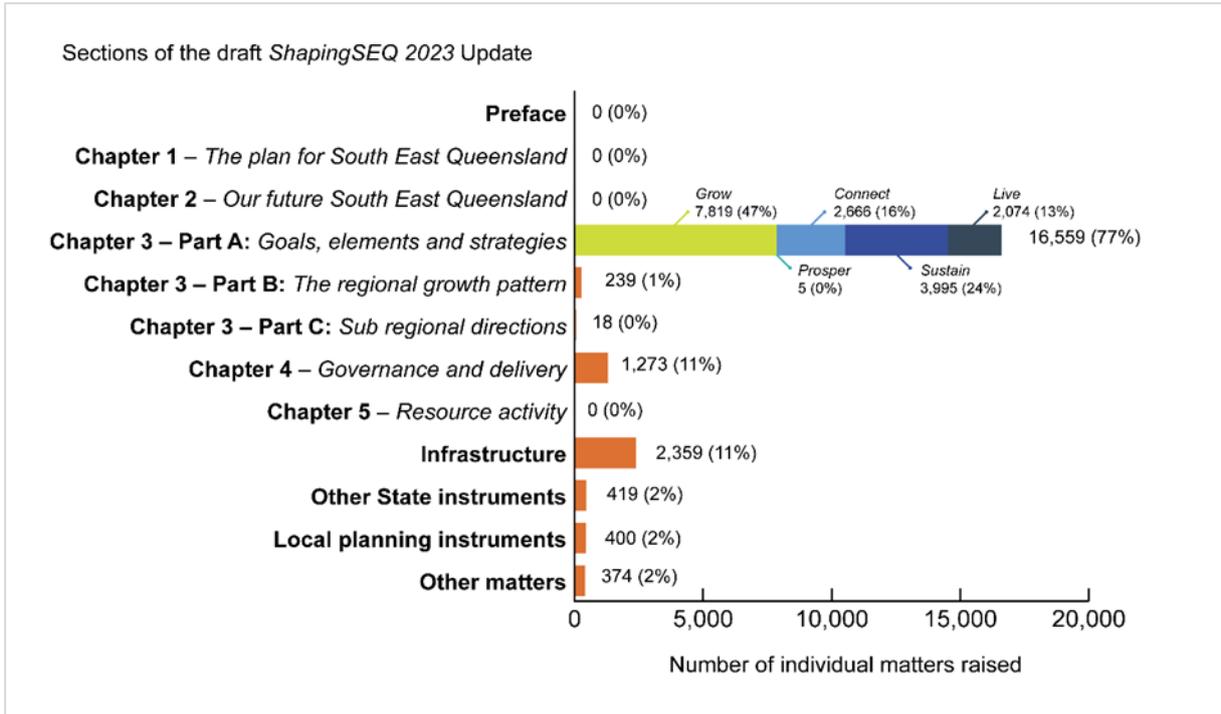


Figure 1-4: Individual matters raised in proforma submissions by chapter and section of draft ShapingSEQ 2023

A total of 528 submissions were received that included a Regional Land Use Category (RLUC) change request. In total, these submissions included 551 separate RLUC change requests (noting that some submissions included more than one request), requesting amendments to the regulatory maps relating to the Regional Land Use Categories (RLUC) (i.e., Urban Footprint (UF), Regional Landscape and Rural Production Area (RLRPA) and Rural Living Area (RLA). RLUC change requests were received across SEQ LGAs as shown in **Figure 1-5**:

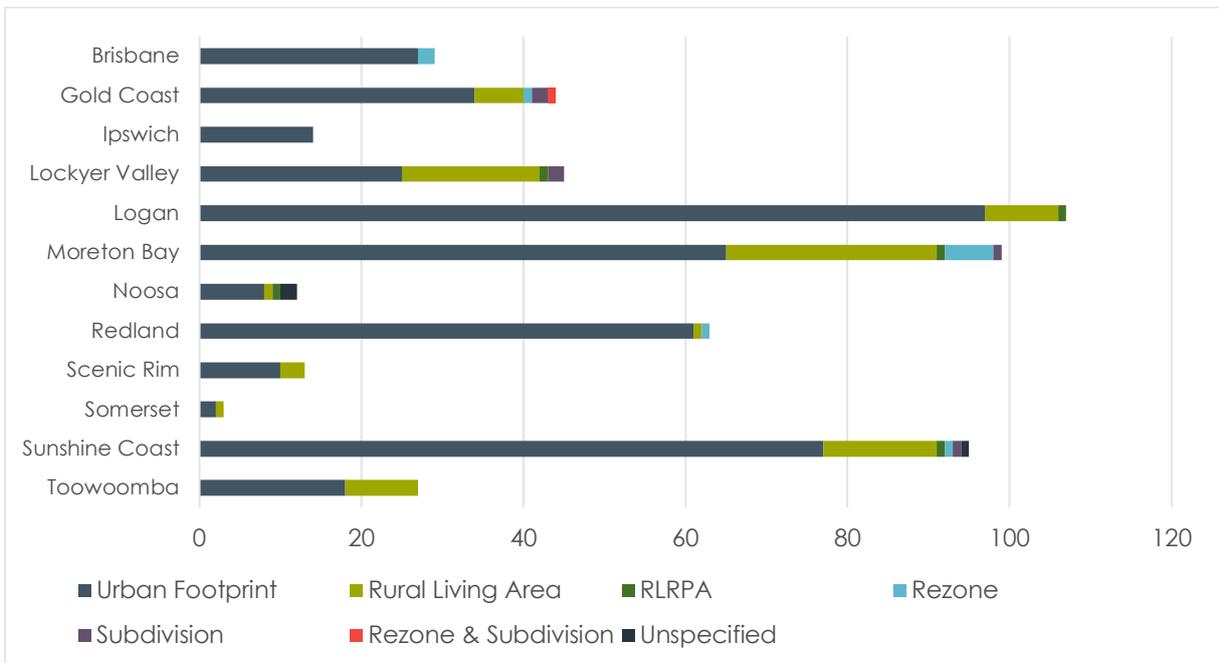


Figure 1-5: Number of RLUC change requests by LGA

Section 5 of this report provides a summary of the RLUC change requests.

1.4 Summary of submissions review process

Following the public consultation, the Minister must consider all submissions that are made in accordance with the requirements for properly making a submission stated in the public notice, the Minister must decide—

- a) to make the instrument;
- b) to make the instrument with the changes that the Minister considers appropriate; or
- c) not to make the instrument.

This section of the report details the submission review and analysis process (see **Figure 1-6**) to inform the Minister's consideration of submissions.

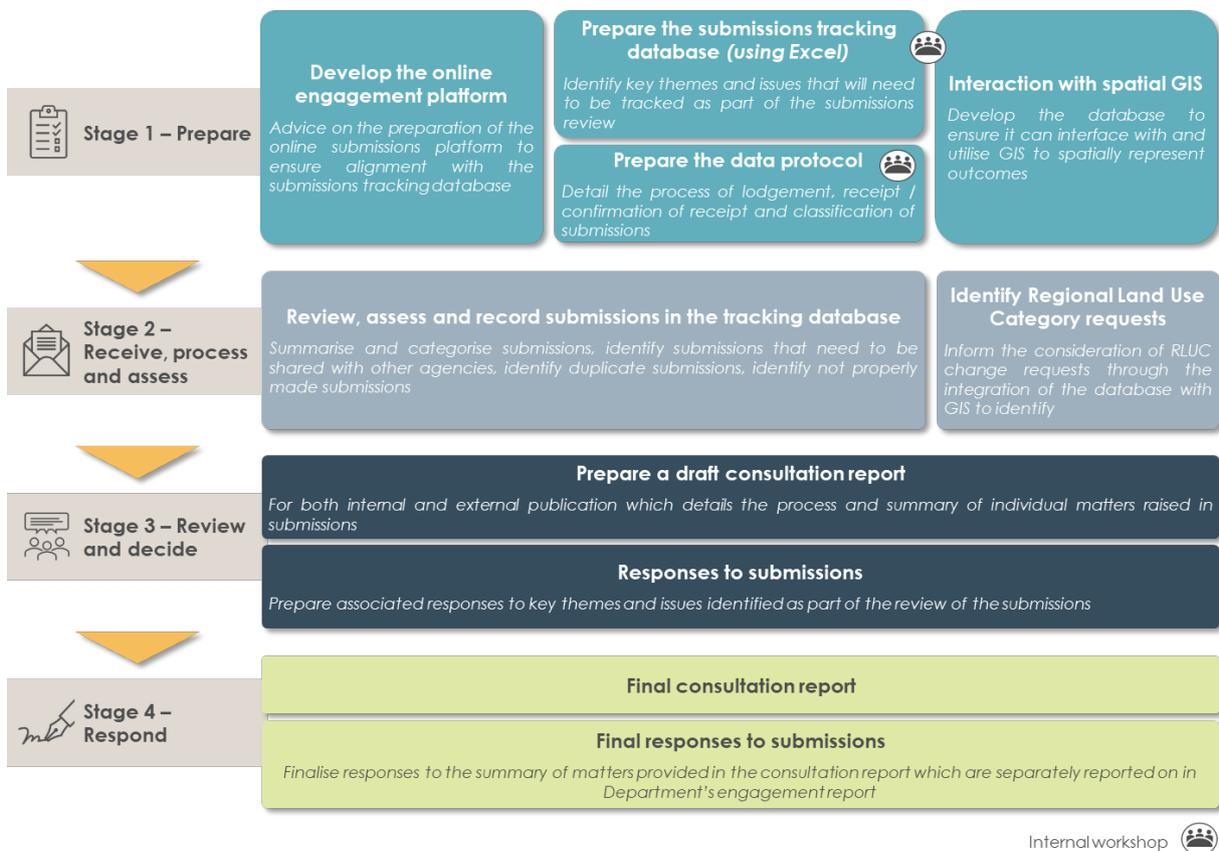


Figure 1-6: Overarching submissions review project process

The submissions review process was designed to:

1. Ensure that **all** submissions were captured in a timely, transparent and objective manner.
2. Enable the identification of key matters being raised in submissions, and the consideration of submissions by the Minister for Planning in preparation of the final regional plan.
3. Ensure compliance with the Planning Act.

Meridian Urban was engaged by the Department to provide support with managing the submissions review process. The Meridian Urban project team worked under the direction of and collaboratively with Departmental officers to:

- Develop and document the administrative process for the receipt, lodgement and classification of submissions, via a submissions review project protocol.
- Develop the classification (or coding) themes and prepare the submissions database.
- Undertake routine quality checks of the submissions review process and submissions database to ensure that all submissions were considered in a fair, equitable, open and transparent manner.
- Finalise the submissions database and identify the key matters (or themes) raised in submissions, to inform the Planning Minister's consideration of all submissions.

All submissions were treated as confidential by the submissions review team.

It is noted that Meridian Urban was not engaged to draft responses to the submission themes and provide advice on how to make amendments to the final regional plan. This process and consideration of submission content was undertaken by the Department, with responses to the submission themes in this report outlined in the Department's engagement report.

Figure 1-7 provides an overview of the process for receipting, reviewing and coding submissions.

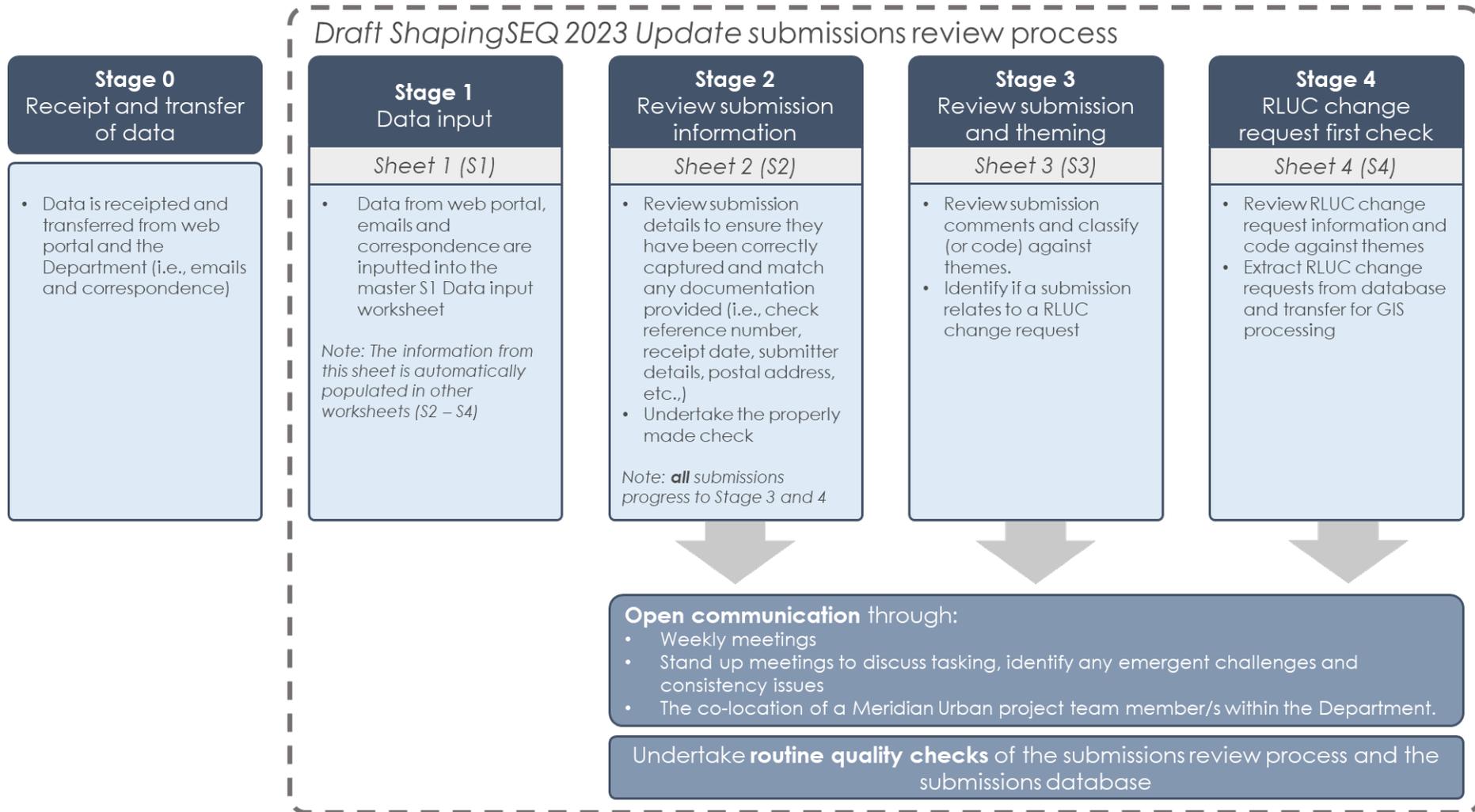


Figure 1-7: Submissions review process

1.4.1 Receipt and transfer of data

The Department managed the receipt and extraction of submissions from the web portal, emails received through the ShapingSEQSubmissions mailbox and Correspondence logged through the Department's Executive Services Unit (ESU) responsible for receiving Ministerial correspondence.

Submissions received an automatic reply acknowledging the submission where logged through the web portal or as an email through the ShapingSEQSubmissions mailbox (see **Appendix B**).

1.4.2 Stage 1 – Data input

Data (including the online submission forms, emails and correspondence) were extracted by Departmental officers through twice weekly intervals throughout the consultation period, a unique submission number allocated and provided to Meridian Urban for receipt, upload into the submissions database, and allocation to a submission reviewer for coding.

1.4.3 Stage 2 – Review submission information

Submission reviewers undertaking the submitter information and properly made check reviewed and updated the input submission information in sheet 2.

1.4.3.1 Duplicate submissions

Where possible, duplicate submissions (i.e., a single submission is lodged through the web portal and via email) were identified as a single submission in sheet 2. Duplicate submissions were excluded from reporting.

The identification of duplicate submissions should be taken as an approximation, meaning not all duplicate submissions may have been identified, because this relied on the submitter providing the same name and contact details.

1.4.3.2 Multiple submissions from a single submitter

Where possible, multiple submissions received from a single submitter were identified. This may have included submissions where a submitter made multiple submissions on different topics or provided additional information to a previous submission. Capturing this information aided in reporting on the number of unique submitters.

The identification of multiple submissions should be taken as an approximation, meaning not all unique submissions may have been identified, because this relied on the submitter providing the same name and contact details.

1.4.3.3 Properly made check

As provided in Chapter 2, Part 2, Section 2(2)(d) of the Planning Act, where amending a State planning instrument, the Planning Minister must decide the requirements for properly making a submission. For the draft regional plan, the defined term of a *properly made submission* is generally in accordance with definition for a properly made submission in the Planning Act and as adjusted below:

<i>Planning Act definition for properly made submission</i>	<i>Business rules for undertaking the properly made check</i>
<i>properly made submission</i> means a submission that—	
(a) is signed by each person (the submission-makers) who made the submission; and	<ul style="list-style-type: none"> If received electronically no signature is required. The submission is taken to be signed by each person making the submission, through the act of lodging the submission via:

	<ul style="list-style-type: none"> ○ an online submission form through the web portal; ○ an email to the ShapingSEQSubmissions mailbox; or ○ correspondence to the Minister. <ul style="list-style-type: none"> ● The submission lodged by a consultant on behalf of another person/s in accordance with the above, is taken to be signed by the person making the submission.
<p>(b) is received— (i) for a submission about an instrument under section 18, a State planning instrument, or a designation—on or before the last day for making the submission; or (ii) otherwise—during the period fixed under this Act for making the submission; and</p> <p><i>Note: The regional plan is a State planning instrument, therefore (b)(ii) does not apply.</i></p>	<ul style="list-style-type: none"> ● The submission relates to the draft regional plan. ● The submission is received during the statutory consultation period (between 2 August 2023 to midnight 20 September 2023), or where an extension has been granted by the Department, via: <ul style="list-style-type: none"> ○ an online submission form through the web portal; ○ an email to the ShapingSEQSubmissions mailbox; or ○ correspondence to the Minister.
<p>(c) states the name and residential or business address of all submission-makers; and</p>	<ul style="list-style-type: none"> ● The submission includes the name and residential or business address of all submission-makers.
<p>(d) states its grounds, and the facts and circumstances relied on to support the grounds; and</p>	<ul style="list-style-type: none"> ● The submission states the grounds of the submission.
<p>(e) states 1 postal or electronic address for service relating to the submission for all submission-makers; and</p>	<ul style="list-style-type: none"> ● The submission states at least one (1) postal and/or email address.
<p>(f) is made to— (i) for a submission made under chapter 2—the person to whom the submission is required to be made under that chapter; or (ii) for a submission about a development application—the assessment manager; or (iii) for a submission about a change application—the responsible entity.</p>	<ul style="list-style-type: none"> ● A submission is taken to be made to the Planning Minister, where it is received via: <ul style="list-style-type: none"> ○ an online submission form through the web portal; ○ an email to the ShapingSEQSubmissions mailbox; or ○ correspondence to the Minister.
<p>Not properly made submissions are defined as submissions that do not meet the above criteria</p>	

Whilst a properly made check was undertaken on all submissions, in order to comply with the Planning Act, and also go beyond the formal requirements, all submission identified as not properly made were also considered to ensure that all matters raised in submissions were taken into account, along with properly made submissions.

1.4.3.4 Other matters

In addition, submissions were further categorised:

- By submitter type (i.e., individual, consultant, business, community group, environmental group, industry group and other).
- As late if received after the close of submissions on 20 September 2023.
- As a proforma or petition (those that include a standard set of words submitted multiple times by multiple individuals).
- As a RLUC change request, which included submissions requesting a change to the land use categories of single or multiple parcels of land.

1.4.4 Stage 3 – Reviewing and classification of submissions

A thematic review and analysis of submissions was undertaken using a combined deductive and inductive classification (or coding) approach. A submissions database was developed, using Excel, to capture and classify (or code) submissions.

The coding themes used in the submissions database were developed to align with the chapters and contents of the draft regional plan.

The coding themes included:

- Sentiment-based coding themes – support, support in part, do not support.
- Thematic-based coding themes – key issues.

Comments columns were also included for each chapter and/or key topics within the chapters, to capture any qualitative information such as suggested changes.

There is also an 'other' section within the submissions database to capture any miscellaneous matters that were raised (i.e., request for a longer consultation period, the regional plan contains too much information and is not user friendly etc.) or comments on other instruments (i.e., Planning Regulation, State Planning Policy, other State instruments etc.). Comments relating to other instruments and matters outside the regional plan, have been provided to the relevant team in the Department or other State departments for consideration.

1.4.5 Stage 4 – RLUC change request review process

RLUC change requests for properties (either individual allotments or amalgamations of multiple allotments) or localities were received relating to one or more of the following:

- Retention of a property or area as shown in the draft RLUC.
- Inclusion in the Urban Footprint (UF).
- Inclusion in the Rural Living Area (RLA).
- Inclusion in the Regional Landscape and Rural Production Area (RLRPA).
- To subdivide land.
- To change the zoning of a property or area.

Meridian Urban was responsible for the spatial collation of RLUC change requests following the process shown in **Figure 1-8**. The Department was responsible for undertaking detailed review and assessments of these requests with this process detailed in the Department's engagement report.

Section 5 of this report provides a summary of the RLUC change requests received.

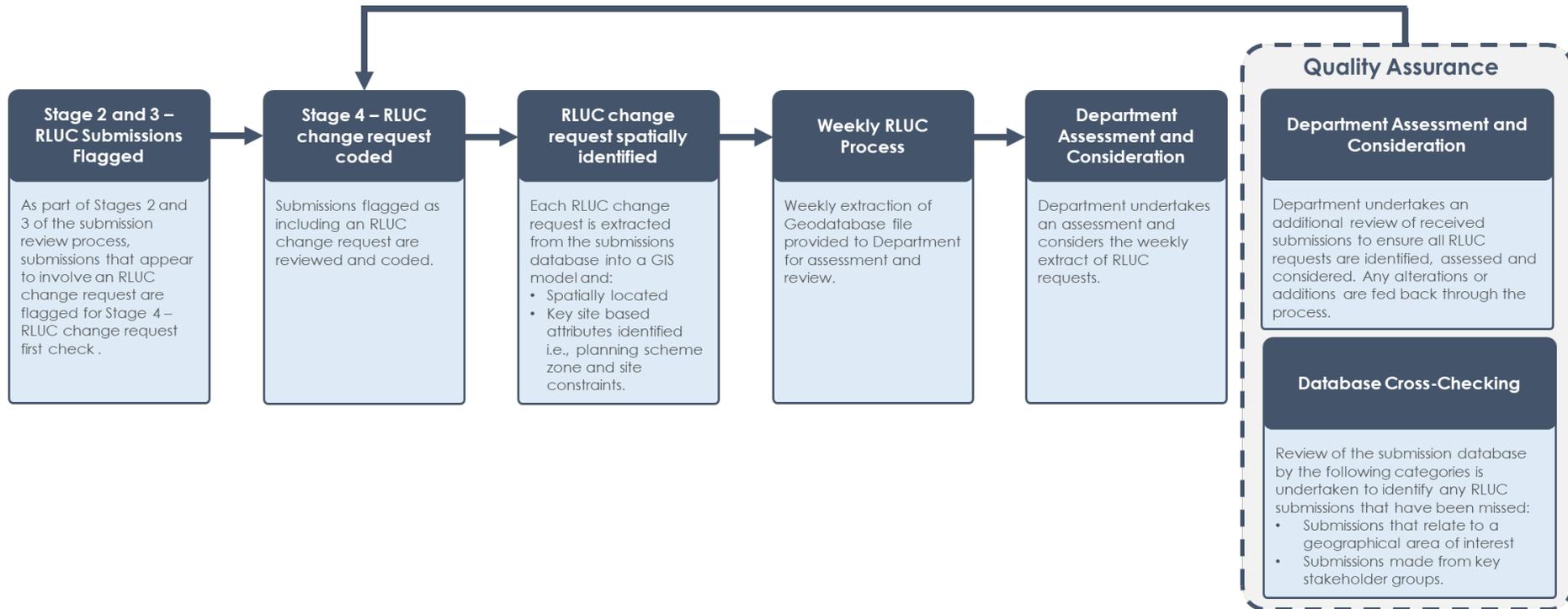


Figure 1-8: RLUC change request process

1.4.6 Quality control

Submission entries across all stages underwent a quality control check randomly and systematically throughout the submission review period and as part of finalisation of the submissions database.

Random quality checks of individual submission entries were undertaken by the Project Director, Managers, and Meridian Urban officers to ensure that submissions were being checked and entered consistently across submission reviewers. Of the 2,519 submissions reviewed and coded, 689 (27%) were individually quality checked (including all proforma submissions).

The submissions database was also systematically reviewed and checked to ensure a consistency in data entries, including reviewing and checking:

- Formatting for consistency.

S2 – Submission information

- All submission entries identified as duplicates and multiple submission entries, with duplicate entries not coded, to ensure submission entries are not considered twice.
- That each submission entry was classified as only one (1) stakeholder category (and not across multiple categories), as well as identifying any other stakeholder groups (i.e., Academic).
- The properly made submissions check to ensure:
 - all submissions were properly made checked; and
 - consistency in how the properly made check was undertaken and adjusting where required.
- The naming convention of proforma submissions for consistency.

S3 – Themes

- The data entry for all theme columns to ensure that they contain either:
 - a 1 or null (and not comments); or
 - free text comment (and not a “1”).
- Specific geographical areas of interest to ensure consistency in naming and data capture across the submissions database.
- All proformas to ensure consistency in coding.
- All theme categories to minimise duplication and consolidate like for like theme categories to ensure more accurate capture of data.
- All map related comments columns to ensure comments are relevant to the theme and any general comments are captured in the appropriate column.
- Review of comments to ensure that they are relevant to the theme category; and

S4 – RLUC change requests

- For any missed RLUC requests through:
 - Departmental review of received submissions;
 - specific Geographical areas of interest; and
 - submissions made from key stakeholder groups.

1.4.7 Data limitations

While every effort has been made to ensure the accuracy and consistency of the results, the following assumptions and limitations apply:

- It is assumed that all evidence sources utilised to inform this project are accurate and up-to-date, and can be reasonably relied upon for the purposes of its application;
- The review is limited to the submissions and submission material provided to Meridian Urban from the Department.
- The review is based off a qualitative analysis of submissions received and as such, results may not be reflective of the broader community's view.
- Analysis of submissions is based off the provided written submission material only and does not include summary of any other material, written or spoken that may have been collected elsewhere, through community engagement or other means by the Department during the consultation period.
- While every attempt has been made to ensure an accurate and consistent approach to data collection has been undertaken, a level of variation in interpretation across individual submissions may be present. Notwithstanding, it is noted that the summary provides an identification of key themes and sentiment across a large number of submissions, which means not all specific matters raised in submissions have been summarised in this report.

2 Issues raised and considered from submissions

The following section of the report details the matters raised in all submissions, discussed across the relevant chapters and sections of the draft regional plan as follows:

Section of draft ShapingSEQ 2023	No. (n)*	Perc. (%)
Preface	65	0.22%
Chapter 1 – The plan for South East Queensland	11	0.04%
Chapter 2 – Our future South East Queensland	40	0.14%
Chapter 3 – Part A (total)	21,791	75.07%
Goal 1 – Grow	10,042	46.08%
Goal 2 – Prosper	294	1.35%
Goal 3 – Connect	3,382	15.52%
Goal 4 – Sustain	5,679	26.06%
Goal 5 – Live	2,394	10.99%
Chapter 3 – Part B: The regional growth pattern	451	1.55%
Chapter 3 – Part C: Sub-regional directions	192	0.66%
Chapter 4 – Governance and delivery	1,515	5.22%
Chapter 5 – Resource activity	5	0.02%
Infrastructure	3,157	10.88%
Other State instruments	693	2.39%
Local planning instruments	591	2.04%
Other matters	518	1.78%
Total	29,029	100%

* Submissions may have raised one or more individual matters across the draft regional plan

Submissions received identified a range of State and local government matters. In total, submissions raised more than 29,000 individual matters across all chapters and identified themes. The Grow, Sustain and Connect sections of Chapter 3 – Part A, and matters relating to infrastructure received the greatest proportion of feedback.

The top 20 themes on the draft regional plan to emerge from the individual matters raised in submissions are shown in **Table 2-1**.

It is noted that the numbers provided in this section of the report include proforma submissions received. Proforma submissions are also reported on separately in **section 4** of this report for transparency.

Table 2-1: Top 20 themes from submissions

Top 20	Sub-categories	Themes	No. (n)	Perc. (%) with the number of submissions
1	Consolidation / expansion ratio	Comments on consolidation / expansion growth	980	38.90%
2	Gentle density	Comments on gentle density and housing diversity	946	37.55%
3	Consolidation / expansion ratio	Sentiment to consolidation / expansion growth ratio	894	35.49%
4	Design and character (Good design)	Support for good design, climate-responsive and sub-tropical design	879	34.89%
5	Region shaping infrastructure	Comments on priority region-shaping infrastructure	853	33.86%
6	Live theme	Comments on the live goal	852	33.82%
7	Gentle density	Do not support or have a concern with the range of housing, block sizes and loss of character of the area	844	33.51%
8	Region shaping infrastructure	Request for alteration to the priority region-shaping infrastructure	816	32.39%
9	High amenity areas	Comments on amenity-based policy framework or high amenity areas	800	31.76%
10	High amenity areas	Concern with densification of development along transport corridors and the impact on the character of the area	760	30.17%
11	Region shaping infrastructure	Request for removal of priority region-shaping infrastructure	751	29.81%
12	Biodiversity	Concerns raised with the loss of or impact on biodiversity corridors / networks as a result of development and population growth	659	26.16%
13	Regional Landscapes	Comments on environmental protection	642	25.49%
14	Regional Landscapes	Support the protection of regional landscapes, biodiversity corridors and greenspace networks	623	24.73%
15	Koala Conservation	Comments on koala conservation	566	22.47%
16	Governance and delivery	Comments on implementation / delivery	540	21.44%
17	Consolidation / expansion ratio	Concern with increasing population and housing growth and impact on the environment, character of an area or infrastructure	537	21.32%
18	Biodiversity	Protect the environment as we grow / concern for environmental impacts as we grow	534	21.20%
19	Koala Conservation	Support for protecting Koala habitat and conserving Koalas from development	522	20.72%
20	Climate change, resilience and adaptation	Comments on climate change, resilience and adaptation	494	19.61%

The following sections provide a summary of the comments received across the chapters and sections of the draft regional plan. This summary provides an identification of the comments received across a large number of submissions, which means not all specific matters raised in submissions on the draft regional plan have been summarised below.

2.1 Preface, Chapter 1 and Chapter 2

Some comments were received specifically making reference to:

- What's new in the ShapingSEQ 2023.
- Chapter 1 – The Plan for SEQ.
- Chapter 2 – Our future SEQ vision.

The following tables provide a summary of the comments received on the front matters of the draft regional plan. This summary provides an identification of the comments received across a large number of submissions, which means not all specific matters raised in submissions on the Preface, Chapter 1 and Chapter 2 have been summarised below.

Summary of comments on what's new

Comments in submissions related to the summary of what's new in the regional plan generally expressed:

Detailed analysis – integrated land use and transport planning

- The overall outcomes of the Model for Urban Land Use and Transport Interaction (MULTI) for planning purposes are accepted.
- In relation to supply in Table 1, it is questioned how land banking, not proceeding with development applications, not implementing development approvals and deliberate withholding of land, lots and dwellings from the market are addressed. Measures are all aimed at market manipulation and profit maximisation, but they confound aspects of MULTI as well, and result in adverse impacts on housing availability, diversity and affordability.
- The performance of the MULTI methodology be regularly monitored by a panel of independent experts and amended where necessary.

Grow

- Concern with the strategy to significantly boost the population in SEQ in a short amount of time.
- Acknowledgment of the need to increase the stocks of housing of all types, however expressed concerns with the numbers proposed.
- The densities in some suburbs are reasonably good, but most have critical missing features and restrictions in infrastructure and services that cause issues.
- That at the very least adequate infrastructure, e.g., road upgrades, hospitals etc., is required to support population growth.
- That interstate and overseas migration must have its limits given critical resource restrictions, such as water. A responsible government would maintain population growth to a sustainable, manageable level – now and into the future.
- Concerns that the population and dwelling information is inaccurate and inconsistent across the document, and therefore a complete review of the population and dwelling projections is required.
- That the goals Grow and Sustain directly contradict each other. Human consumption is already more than one and a half times the sustainable consumption of resources with Australia having one of the highest rates of consumption per head. Further growth will make matters worse.
- That church land needs to be investigated further for surplus land for growth. Such development would greatly aid the consolidation targets.
- That reducing red tape should not be at the cost of community consultation and input into development proposals.

Connect

- That green and blue infrastructure could be more clearly defined and articulated in order to realise not just their benefits but are a necessity in a changing climate and challenging population growth.
- Support for including transport accessibility in the regional plan for disabled people.
- Is there an anticipated timeframe for release of the Department of Transport and Main Roads (DTMR's) Movement and Place Framework currently under development, and will there be a community consultation period in the development of this document.
- That the Brisbane airport is recognised as a key catalyst for freight corridors, intermodal precincts and supporting the forecast traffic being driven by future population growth and the 2032 Olympic Games by providing 24/7 passenger and air cargo connections to the rest of the State, country and the globe.

Sustain

- Support for all the elements and strategies proposed to deliver Sustain.
- The need for mandatory measures in the regional plan to ensure local councils achieve minimum green and open space ratios by suburb / district within local plan areas.
- The connection between sustaining the environment and social wellbeing is recognised and incorporated into the regional plan.
- That the nature positive initiative, which seeks to halt and reverse the catastrophic loss of nature, is integrated into the principles and policies of the regional plan.
- That more specific information be provided about the use of materials that go to landfill plus construction materials and designs which would result in highly energy efficient buildings.
- That government initiatives make manufacturers more accountable for the packaging and parts which make up their products.
- Flood and climate change is an extra major concern that needs adding as the regional plan seems to indicate aspects are out-of-scope. No-Go areas and relocation are critical future factors.
- The status of social fabric, community values, impacts on the total environment, including biodiversity, and public consultation are largely unmonitored and are missing.

Live

- The recognition of importance of design for enhanced public acceptance of medium density housing is commended.
- The Live aspects whilst addressing design, amenity and lifestyle do not pick up on social wellbeing. Social wellbeing can be monitored, and social infrastructure delivered through infrastructure plans.

Other

- The regional plan is a quality document produced in a limited time frame and under significant pressures following the Housing Summit and National Housing Accord of 2022.
- The regional plan is a good start. There are a number of planning guidelines that are based solely on theory and the move to evidence-based planning is to be applauded.
- A suggestion for the inclusion of a Recovery goal which focuses on halting and reversing environmental damage.

- Acknowledgement of the scope and readability of the regional plan in addressing the complexities of the housing crisis, especially the interplay between government jurisdictions.
- Support for the sections addressing environmental sustainability and biodiversity, acknowledgement of First Nations peoples, noting the rich biodiversity and cultural heritage.
- That the regional plan's efforts to outline in a succinct manner a number of planning issues and challenges under the Sustain, Grow, Live, Connect and Prosper goals are welcomed. Noting that the most effective protection for the natural world comes from optimally planning the urban environment.
- The following matters cause community concern and should be included – tourism, health, care-homes, industry, education, employment, sports, economic development, and transport (cars)
- Building climate-independent water security and new technologies to support greening and cooling of Olympic venues such as Albion and Woolloongabba and their surrounding precincts should be highlighted in the boxed discussion on page 25 titled 'Brisbane 2032 Olympic and Paralympic Games as a catalyst for change.'

Summary of comments on the plan for SEQ

Comments in submissions related to the plan for SEQ generally expressed:

- That none of the five (5) regional priorities for SEQ on page 35 specifically deal with water and water infrastructure, which is one of the most pressing issues facing a rapidly growing region. It is recommended an additional priority such as Sustainable Water For All, be developed and included.

Growth pattern

- On page 36, consider the need for Potential Future Growth Areas (PFGA) and other areas identified for growth / dwelling supply to consider natural hazard risk assessments as part of integrated land use and infrastructure planning.
- That the finalisation of the regional plan should be informed by scenarios which exclude development modelled as unfeasible as being available supply. This is particularly important in the consideration of the availability of land for residential redevelopment, given the focus of the regional plan on consolidation.

Integrated infrastructure and planning

- That it is irresponsible to ignore the need for upgrading the arterial and sub-arterial road system.
- The progress being made to better integrate development and infrastructure planning, funding and delivery is commended.

Respecting natural systems

- The regional plan provides a very inadequate explanation of what bioregional planning means.
- The regional plan provides that the Australian and Queensland governments are working together on the development of bioregional plans to help protect, restore and manage the environment in three initial areas of Queensland, including urban development in SEQ. Consideration should be given to preparing a bioregional plan for SEQ, not just including areas of urban development in SEQ.
- The strength of commitment to biodiversity conservation and koala protection is commended.

Other

- That as the regional plan refers to approximations, predictions and targets, there is a need for data to be presented in a more robust manner and with elaboration.

Summary of comments on the vision

Submissions that commented on the vision for the regional plan, generally expressed the following:

- Support for the United Nations Sustainable Development Goals, as listed on page 48 of the draft regional plan, as guidelines for managing growth in SEQ.
- Support for the scope, goals and the visions and aspirations expressed.
- Communicating the vision will be an essential part in achieving its goals.
- The draft regional plan does a fair job of describing some of the challenges facing SEQ, but its vision is disappointingly narrow.
- The draft regional plan's vision is hard to identify within the structure of the document. It is unclear which of the vision statements have primacy and provide the overarching direction for SEQ.
- The draft regional plan incorporates several important aims, especially those relating to sustainability, housing affordability, economic development and First Nations people's inclusion. However, the scale of the strategies are incompatible with its goals and need for transformation change to drive decarbonisation of the economy, regeneration of natural systems, climate adaptation and the widening gap between the 'haves and have nots' in parts of the region.
- The draft regional plan falls short of providing adequate direction in terms of the infrastructure planning needed to achieve its 50-year vision. It will also result in not achieving the desired outcomes expected within 25 years.
- Recommended that the 50-year vision statement specifically refer to climate change and safety.
- It is misleading to reference sustainability and sustainable development without a definition for what sustainable development means in the regional plan.
- Valuing good design is key aspect of achieving the vision.
- Support for SEQ becoming a leading model of subtropical and climate resilient living.
- The approach of embracing the diverse communities that define the region and reinforcing their identities whilst simultaneously accommodating the projected population growth is commended.
- It is necessary to recognise the protection of well-being of people and the species and ecosystems of the region.
- Maintenance of SEQ's distinctive lifestyle and high-quality environment will require a serious commitment to delivery.
- The Queensland government will need to show resolve and dedication in support of the visions and aspirations, including the need:
 - for funding. The Federal government should also assist in areas of funding, as the project is of national significance;
 - to consider different delivery approaches and solutions to those of the past and the present; and
 - to guarantee compliance, as local councils, businesses, organisations and individuals alone will not be up to this task.
- Having a vision without regulation or assessment regimes can lead to poor quality decision making and loss of confidence in State government. There needs to be open and transparent processes for decision making, suitable guidelines or regulation and in some circumstances community education to allow the vision to be understood, supported and owned by all.

2.2 Chapter 3 – Part A

Chapter 3 – Part A, received the highest proportion of comments, with over 21,700 comments on individual matters. These comments related to the five (5) goals of Grow, Prosper, Connect, Sustain and Live. The following sections provide a summary of the comments received across the five (5) goals.

Appendix C provides a detailed summary of the submission statistics for the identified themes across the five (5) goals.

2.2.1 Goal 1 – Grow

Goal 1 – Grow of Chapter 3 – Part A received the greatest proportion of feedback with over 10,000 individual matters raised in submissions. **Table 2-2** below provides a summary of the top 15 themes and matters commented on in submissions related to Goal 1 – Grow.

Table 2-2: Top 15 themes and matters commented on from submissions related to Goal 1 – Goal

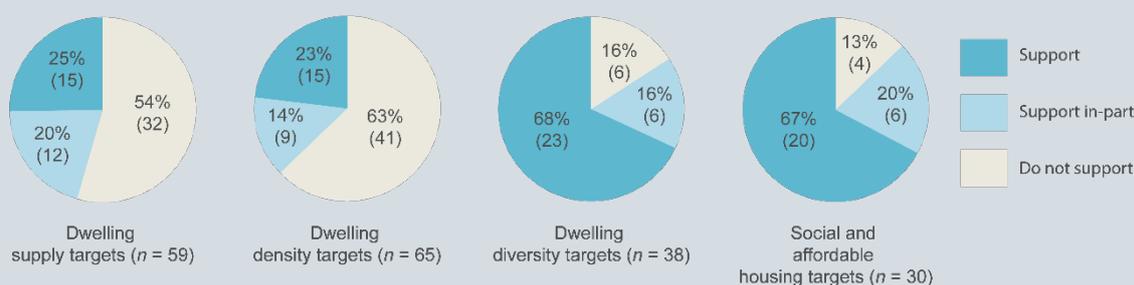
Top 15	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Consolidation / expansion ratio	Comments on consolidation / expansion growth	980	38.90%
2	Gentle density	Comments on gentle density and housing diversity	946	37.55%
3	Consolidation / expansion ratio	Sentiment to consolidation / expansion growth ratio	894	35.49%
4	Gentle density	Do not support or have a concern with the range of housing, block sizes and loss of character of the area	844	33.51%
5	High amenity areas	Comments on amenity-based policy framework or high amenity areas	800	31.76%
6	High amenity areas	Concern with densification of development along transport corridors and the impact on the character of the area	760	30.17%
7	Consolidation / expansion ratio	Concern with increasing population and housing growth and impact on the environment, character of an area or infrastructure	537	21.32%
8	Unlocking Underutilised UF (UUF)	Comment on UUF and State Government intervention	482	19.13%
9	Unlocking Underutilised UF (UUF)	Support for prioritising growth in the UUF	475	18.86%
10	Unlocking Underutilised UF (UUF)	Sentiment to State Government intervention	475	18.86%
11	Social and affordable housing	Comments on social and affordable housing	474	18.82%
12	Gentle density	Support for greater housing choice and diversity	457	18.14%
13	Social and affordable housing	Concern for inappropriate development not providing for affordable housing	400	15.88%
14	Population growth	Comments on population growth	162	6.43%

15	Population growth	Concern with overpopulation and loss of an areas natural beauty and character or the impact on infrastructure	138	5.48%
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The following tables provide a summary of the comments made in submissions related to Goal 1 – Grow.

Dwelling targets

Sentiment was expressed in submissions towards the dwelling supply, density, diversity, and the social and affordable housing targets. Generally, submissions which commented on the dwelling supply and dwelling density targets did not support these targets; while the dwelling diversity targets and social and affordable housing targets were generally supported.



Concerns for increased population and density targets

Comments raising concerns with the dwelling targets were generally concentrated around particular LGAs, with a large proportion from Noosa, followed by the Sunshine Coast and Redlands. Comments generally:

- Opposed the increased population targets in Noosa, which is expected to accommodate an additional 19,000 people over the next 23 years with 10,000 to be accommodated in the next two (2) to three (3) years is not supported.
- Opposed higher density living in Noosa, with concerns related to the impact on the character of Noosa, and increased parking and traffic congestion.
- Noted that Noosa provides an alternative to higher density living.
- Opposed more high rise developments on the Sunshine Coast, with concerns related to increased traffic congestion and insufficient local services to accommodate the increased population.
- Requested a reduction in the population so that it is at sustainable levels in Redlands.
- Concerns with increased heights impacting on the amenity and ambience of communities, which will only benefit developers.
- Concerns with the capacity of current infrastructure which was not intended for intensified development.
- Expressed a concern for no consideration of flood risk associated with increased urban density, which increases impervious surfaces which convert rainfall to runoff, rather than soaking into the ground.

Support for housing supply targets

Some submissions supported the need for dwelling diversity sub-targets in the draft regional plan to provide guidance on the preferred mix of dwellings to accommodate the region's changing population and households by 2046 through a balance of infill and greenfield development.

Submissions also generally supported the social and affordable housing targets. They also noted that in the context of achieving the overall target, that there is a focus on achieving higher proportions of social and affordable housing in high density and high amenity areas.

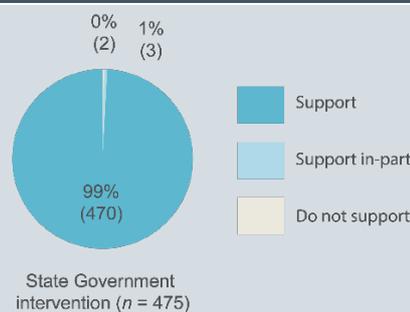
Concerns for how the dwelling targets will be delivered

Comments in support of the dwelling targets generally questioned how the targets would be delivered and implemented, generally expressing that:

- Land needs to be brought to the market in a timely manner to minimise housing shortfalls and provide greater housing options, noting that under ShapingSEQ 2017, it takes on average 10 years for land to progress from inclusion in the Urban Footprint to completed residential lots.
- There is an opportunity for higher targets and greater amounts of gentle density and that the housing supply and dwelling targets are too conservative.
- More detailed information on how the housing supply targets will be practically delivered is needed, noting concerns with materials shortages in the construction industry and questioning:
 - how the State and local governments will work together to support the delivery of the targets?
 - what incentives or requirements will be put in place to ensure developers meet the affordable housing targets?
- The focus needs to be on delivery and removing obstacles in areas identified for growth.

Unlocking Underutilised Urban Footprint (UUF)

Sentiment was expressed in submissions about State government intervention. Sentiment in submissions generally expressed support for State Government intervention to unlock UUF.



Support for unlocking UUF land

Comments on the strategy to unlock UUF land was generally supported, however further clarification was sought on clearly identifying the UUF land, with comments generally expressing:

- Support for making better use of UUF.
- Need to clearly identify the UUF.
- That clarification is required, with the draft regional plan not providing a 'breakup' of what the 27 percent of UUF is and note that these findings appear different from previous public reporting that only 40 per cent of the UUF was realistically available for development.
- The regional plan provides that several areas identified for urban purposes in the 2017 Urban Footprint remain undeveloped or underutilised due to barriers such as land fragmentation, infrastructure planning, and other broad market factors. Further information is requested on the assumptions of this claim.
- The status of the 20,000 hectares of land that could be developed with appropriate intervention is ambiguous, and it is questionable as to whether this

should be included in the Urban Footprint as potential or actual available land supply.

- The text does not provide specific information to confirm that the current Urban Footprint is able to accommodate population increase over the coming years.
- Suggestion for additional UUF land next to the 'Sunshine Coast' train line that could be used for denser population centres with affordable housing.
- The State's Growth Area Team will need to consider an approach to rapidly roll out the program of resolving UUF areas.

Comments on state government intervention

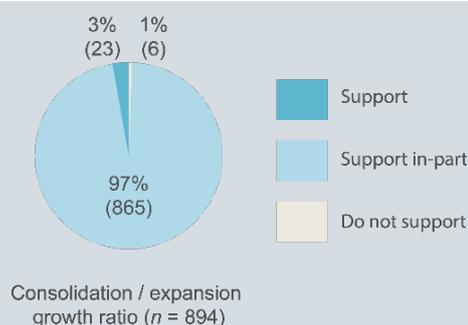
Submissions expressed support for State government intervention with comments generally noting:

- Changes to the Urban Footprint only benefit 'big developers', allowing them to make a profit and restrict land availability for others.
- There is no representation for small scale developers. These small scale developers need some incentive from government to continue their contribution by building and supply the housing for the community.
- That relying on developer-led master planning leads to poor planning outcomes, housing and impacts on the environment. Proactive State government management will enable speedier infill development and density of housing in areas where it is appropriate.
- There should be collaboration between Federal, State and local government to reduce red tape and provide optimal and timely action and relevant holdings for UUF released for development as soon as possible.
- That the State government play a stronger role in fast-tracking planning and approval pathways within the Urban Footprint that can assist with delivering additional housing supply in the short-term.
- That local councils be held accountable to process approvals in a more timely manner where land is zoned for urban development.
- That the land supply monitoring reports recognise the role of Priority Development Areas (PDAs) in responding to short term supply and providing more stringent outcomes and targets.
- That the State government should implement a framework for all levels of government and water utilities to work together for infrastructure to be delivered to match growth requirements.
- That the Growth Areas Team should be used to resolve local issues and roadblocks in UUF land to increase land available for housing supply.
- The State government should explore options to encourage developers to bring developed and developable land to market more quickly, rather than staging land releases to maximise profit. This could be introduced as a time-limited strategy to help meet the current backlog of demand.

Submissions also expressed concern that State government intervention may lead to insufficient public consultation being undertaken as part of the planning process.

Consolidation / expansion growth ratio

There was a mix of sentiment expressed in submissions about the consolidation / expansion growth ratio. Of submissions which expressed comments on the consolidation / expansion growth ratio, there was a higher proportion of support in-part for the ratio.



Concerns with the increasing population and housing growth, and the impact that this will have on the environment, character of the area and infrastructure

Concerns were raised in some submissions with the increasing population and infill housing growth, and the impact that this will have on the environment, character of the area and infrastructure, with submissions generally expressing that:

- They do not support additional population growth and density through increased building heights to house the forecast population growth, which will impact on the lifestyle Noosa provides.
- In aiming for consolidation, high-rise towers in the suburbs are not supported, rather sensible height limits would better reflect the lifestyle that makes SEQ unique.
- That population growth must be maintained at a sustainable and manageable level now and into the future, which will reduce impacts and costs on people, infrastructure expansion and on the environment.

Concerns with how the consolidation / expansion ratio will be delivered and achieved

Comments in submissions also raised concerns with how the consolidation / expansion ratio will be delivered and achieved, with submissions generally expressing:

- Concerns that the target to limit the Urban Footprint expansion is only aspirational and there should be a comprehensive evaluation of development typologies and approaches to understand what works, with smaller developers and local enterprises considered.
- That strong implementation and enforcement measures will be needed to ensure that local governments and developers follow through in providing diverse and affordable infill housing, rather than succumbing to familiar patterns of car-dependent greenfield expansion which will see disconnected housing with little or no services.
- Planning laws must promote the active acquisition of larger tracts of urban land for high quality, medium density, amenity-rich redevelopment, as well as Urban Footprint expansion sites with minimal car dependence, excellent transport, schools on-site, and family-friendly accommodation above 10,000 people per square kilometre.
- Between the State, council codes and the community, there is a reluctance to spread outward, upward, with planning schemes making it difficult to provide infill. Without a solution these consolidation targets simply will not be achievable.
- It may not be appropriate without updating the existing infrastructure.
- There should be a consideration for including more consolidated development in PDAs for 'small lot' residential housing and 35 per cent assigned to multiple dwellings located adjacent to open space and parks, shopping centres, town centres and along key public transport routes.

- That the consolidation and expansion growth ratio should be removed as it will have reduced policy relevance over time, and there is a shift towards form-based planning that is more sophisticated than traditional regional planning tools such as consolidation and expansion ratios.

The consolidation / expansion ratio is supported and could go further to 80% consolidation / 20% expansion

Some submissions supported the consolidation / expansion ratio, noting greenfield development and the impact it has on the environment, with comments generally expressing:

- Support for more infill and less expansion.
- That more greenfield developments are not needed and that there is an opportunity for the target to go further.
- Concern for the rush to housing coming at the expense and loss of remnant forest, wetland and other critical habitat.
- That the increased proportion in consolidation is a move in the right direction however a more realistic target for nature conservation is 80% consolidation / 20% expansion. The Department of Environment and Science's own biodiversity mapping reveals that 97 per cent of SEQ's remnant forests have significant environmental values which must be preserved.
- That SEQ's existing and growing population needs more housing for the homeless and the anticipated residential growth. Equally important is that the growth in housing, associated buildings and infrastructure neither encroaches on native animal habitat and flora.
- Support for the emphasis on consolidation, and welcome the realisation there is limited unconstrained other land remaining. However, substantial areas of undeveloped land in the Urban Footprint which is also remnant vegetation still remains with the western areas of Flagstone an example. These areas should be removed from the Urban Footprint, with better regulatory controls created to allow for their re-inclusion.

There will be challenges in achieving the infill targets and greenfield development will be needed

Comments also noted that there will be challenges in achieving the infill targets, particularly in the short term, and that additional greenfield development will be needed to meet these targets, with comments generally expressing:

- Concerns with achieving the infill targets, particularly in the short term, and that additional land supply and greenfield development will be needed to meet these targets, with infrastructure already under strain.
- That there needs to be policy levers in the regional plan to bring forward Potential Future Growth Areas (PFGAs) quickly if regional dwelling targets cannot be met to support the needs of a growing population and to address housing affordability.
- Greenfield residential development provides the most affordable housing option.
- Land supply will be needed on the Sunshine Coast and greenfield will be an important source of new dwellings, along with proposed infill projects.

High amenity areas

Support for increased dwelling supply and density being well located

Some submissions acknowledged the housing supply challenges currently being experienced in the region, with comments generally expressing:

- That increased density needs to be sensitive to the character of the area.

- The need to ensure that there is adequate infrastructure to accommodate the increased targets, i.e., road upgrades, hospitals, medical, pharmacies, health facilities, hardware, professional services, other shops, schools, sports, and employment to serve the increase in population.
- The need for better public transport access (more accessible, more reliable, more frequent) and encouraging cars off the road.
- More planning is required for social and physical infrastructure in high amenity areas undergoing change. It is not sufficient to just increase housing density. There should be more mixed use and provision of supporting infrastructure so that more opportunities can be provided (e.g., jobs, schools, recreation), and needs met locally.
- This increased density should happen through building medium and high-density government owned housing in Principal and Major activity centres, and close to rail, tram and busway stations.
- The need to acknowledge the different housing density requirements for each local area and establish targets accordingly.
- That they are only supported in areas:
 - where water, sewerage, pathways and road infrastructure has been updated and expanded to support the proposed dwelling and population increases with appropriate open and green space increases;
 - that are not within the State declared coastal erosion area (no-go zone);
 - that are not subject to flood inundation (no go zone); and
 - areas that are not within 250 metres of habitat of MSES endangered species (no-go zone).
- There is a focus on achieving higher proportions of social and affordable housing, in high density, high amenity areas.

Comments on the strategy for high amenity areas

Across submissions, comments on the strategy for high amenity areas expressed in submissions generally included:

- The introduction of the term 'high amenity areas' supported, however information is lacking on the location and extent of these areas, and how they will be delivered.
- Clarity needs to be provided on how local governments will identify these areas and how they will achieve greater residential densities.
- High amenity areas including areas near good quality public transport should be characterised by higher density housing that support, encourage and celebrate no to low-car households.
- Concerns that this strategy intends to concentrate growth in already attractive areas which is likely to inadvertently widen the gap between already developed regions and those with untapped potential, like Logan and the Redlands.
- The commitment to support and invest in high amenity areas should be targeted to address liveability and social disadvantage not just transport and development outcomes. The design of this strategy should be tested against local employment (segmented by gender, household type, sector and age) and travel to work data. Social infrastructure requirements and placemaking should also be linked to this strategy.
- The model code for gentle density and designated high amenity areas are not available and represent stealth rezoning. These two (2) measures are not acceptable.

- Some submissions supported the identification of specific locations (i.e., Sunshine Plaza in Maroochydore) and others also identified additional locations to be included as a high amenity area including the Logan Hyperdome.

Concerns with the densification of development along transport corridors and the impact on the character of the area

Concerns were raised in submissions about the densification of development along transport corridors, and in particular the Gold Coast Light Rail, and the impact this will have on the character of the area. Submissions further noted that State-mandated minimum residential density ranges, must be determined through meaningful engagement with the community, not closed-door decision-making.

Gentle density

Support for gentle density, however more information is needed on delivery

Submissions that supported the strategy for gentle density, also noted that more information is needed on what this practically means, generally expressing:

- Gentle density holds the key, however a more prescriptive approach is needed.
- A strategy to facilitate increased gentle density across SEQ in consolidation and expansion locations is identified, but no specific implementation measures to achieve this other than broad statements in the consultation draft are provided.
- That gentle density is a key term used in the draft regional plan, however whilst it is described and illustrated with examples, it is not clearly defined.
- Expedite the new Gentle Density Model Code, which is needed to facilitate gentle density in low density residential areas. This Code should permit dual occupancy on all lots provided development fits within an agreed building envelope i.e., no minimum lot size.
- Action by State government is required to support commercial viability of small unit / attached dwelling projects to enable delivery of gentle density products. E.g., infrastructure charges concessions and overseas models.
- There is concern about suggestions that density bonuses be used to support gentle density. There is a significant history of the unintended consequences and poor development outcomes in Queensland through the use of density bonuses. There is also very little evidence about how this could work for small scale developments.
- It is recommended that density provisions be removed from planning schemes and towards form-based planning outcomes.
- There should be a policy change whereby councils should be obligated to maximise density gains in all development opportunities and the Development Assessment Rules should require decision reports for approvals to also include justification on the resulting density and/or why maximised density has not been achieved.
- Strongly support promoting gentle density and dwelling diversity targets as appropriate responses to growth pressures and the supply crisis. However, of concern is the expectation that housing is delivered in the same way that it has traditionally been done and expect a better outcome. Due to recent rises in construction prices, it's virtually impossible to deliver Class 2 apartments for less than \$10,000 per square metre, so even a one-bedroom apartment will likely exceed \$500,000 to supply.

Support gentle density which is sensitive to the character of the area and where sufficient infrastructure, services and public open space is provided

Across submissions, comments supporting the strategy for gentle density expressed in submissions generally included:

- Support for the aspiration to limit Urban Footprint expansion, revised consolidation targets, and emphasis on gentle density.
- Support for gentle density / filling in the missing middle in Brisbane to accommodate a growing population.
- Support for gentle density through development of certain styles that are meaningful contributions to the dwelling supply, without overwhelming the local character.
- Support for increased density and gentle density and a diversity of housing types. Need future housing models with attention to amenity, safety (walkability and accessibility) and diversity (socioeconomic diversity and demographic diversity availability).
- Gentle density as a concept is fine and it is supported ahead of urban sprawl and too much high and medium rise, but it must progress with appropriate local area community engagement, adequate facilities, infrastructure upgrades, access to shared green space that compensates for loss of the local backyard/recreational space and children's play areas, active transport.
- The idea for gentle density and encouraging the missing middle of housing typology has merit. However there has been a trend in recent years for all levels of government and private developers to step away from responsibly developing and delivering a coherent public realm that enhances urban life and function.
- Gentle density targets in established suburbs with good transport infrastructure services and access to jobs and education must also include targets for social and affordable housing for those on low and moderate incomes.

Do not support infill housing and density increases in existing residential areas

Concerns were raised in submissions about infill housing in existing residential areas, with increased heights and a loss of greenspaces, with comments in submissions generally expressing:

- Strong opposition to the proposed increase in building heights in existing residential areas in Noosa, and allowing 4-8 storey developments.
- Concerns about the increase of height permitted for 'missing-middle' residential development (from up to 6 storeys in ShapingSEQ 2017 to up to 8 storeys in the draft regional plan) and a request that the definition of gentle density be retained as 'up to 6 storeys'.
- Concerns with diminishing the size of land parcels with the absence of spacious backyards, adequate parking, and green spaces.
- Opposition to development applications for gentle density being code assessable (impact supported).

Social and affordable housing

Comments on affordable housing

Generally, comments in submissions acknowledged the housing crisis and that the ability to find suitable affordable housing and rental accommodation is a significant issue. Submissions generally expressed that not having sufficient suitable and affordable accommodation will result in increased homelessness and a lack of essential workers for employment, which is a large barrier to business and employment growth.

Generally, the following suggestions were made with regards to affordable housing:

- Concern with rising operational costs from continuous legislative alterations i.e., to the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), and the National Construction Code (NCC) 2022. Legislative alterations and the increase in rates and inflation is creating barriers for the efficient delivery of homes.
- In addition to subdivision and construction costs, prices for dwellings will invariably go up due to supply and demand factors both for people purchasing these properties and for people renting.
- Affordable housing should occur in already existing approved areas, close to support facilities and public transport, not greenfield areas. Greenfield areas are primarily in the upper price range and thus do not help with the social housing shortage.
- It is encouraging to see the draft regional plan recognise that providing a mix of housing types and densities is crucial for affordability, sustainability, water and energy efficiency, climate resilience and habitat conservation, however strong implementation and enforcement measures will be needed.
- Support for the 20 per cent target for social and affordable housing, setting a clear expectation to community, governments, and developers.
- The social and affordable housing target should be informed by modelling from the Australian Housing and Urban Research Institute and established within the Local Housing Strategy and Implementation Plans. A default, overall position should be established by the State.
- There needs to be greater clarity on how, when, and whom social and affordable housing targets will be implemented.
- The need for a higher benchmark for the provision of social and affordable housing, where at a minimum, all new residential development over 200 units provides a minimum of 30 per cent of new units as affordable housing – 15 per cent in social housing and 15 per cent in affordable rental or affordable ownership.
- That the State and Commonwealth increase its build and ownership of State run rental homes, and not rely on affordable housing built by developers which inflate prices and do nothing for affordability.
- A target should be set for the redevelopment of State owned land. The use of State owned land to provide social and affordable rental housing was acknowledged in previous iterations of the regional plan but was neither measured nor achieved. A consistent approach is needed across government where:
 - a well located State owned site is sold for housing, the majority of dwellings / floor space should be allocated to social and affordable rental housing; and
 - government land is 'master planned' for housing or mixed use developments, then at least 30 per cent of the dwellings / floor space, should be dedicated to social and affordable rental housing.
- The rent to buy model is an ethical approach to this that may diminish the perception of 'welfare Ghettos'.
- There is an opportunity to mandate 20 per cent social or affordable housing components for development applications that seek to achieve the equivalent of 50+ equivalent dwellings or more per hectare, including for existing PDA's and proposed Major Development Areas (MDAs).
- The importance of partnerships between government, not-for-profits, and for-profits in financing, developing, and managing social and affordable rental housing.

- Allow private homeowners on standalone dwelling lots to participate in Build to Rent and Affordable Housing Schemes instead of relying on big real estate investment trusts REITs to build affordable apartments.
- Consider lowering the land and property tax thresholds to encourage more people to live in apartments and smaller housing (due to a smaller tax burden) and therefore promote housing affordability.
- The State government should move to allow one-off, special case rezoning to allow social and emergency housing.
- There should be improved recognition of small dwellings in low density zones as meeting housing needs for affordable housing, domestic violence support etc.
- Tinyhouses on wheels, caravans, relocatable small dwellings, should be permitted on privately owned (larger) houseblocks and land, with the proviso that their effluent is properly managed.

Some submissions also identified specific locations which provided opportunities for affordable housing, generally including:

- The CBD of Beenleigh could be redeveloped for affordable housing apartments.
- Russell island is a good option for affordable housing as it has more than 8000 vacant residential plots ready to build if it is provided with basic requirements like a good and reliable transport systems for daily commute and other minor infrastructure and shops.

Affordable student accommodation

Some submissions commented on ensuring provision of affordable student accommodation, generally expressing:

- That there is a need to consider increasing affordable student accommodation.
- A student accommodation study should be undertaken to determine current constraints and opportunities to increase the stock of purpose-built student accommodation in relevant locations across SEQ.
- That options are considered to further incentivise developers and education providers to build more purpose-built student accommodation to reduce demand on the affordable housing market and help accommodate the expected increase in domestic and international university student.

Concern with the affordability of housing and rental stock in Noosa

Some submissions raised specific concerns with the affordability of housing and rental stock in Noosa with comments generally expressing:

- Concerns with regards to Noosa's housing and rental stock being unaffordable which was impacting many locals who were being evicted after long term rentals and finding themselves homeless.
- Noosa has a staffing crisis that is driven by a housing crisis when it comes to affordable housing options.
- Concern that the simplistic solutions for Noosa's growth challenges fail to account for the short-stay accommodation sector's impacts on local housing / rental availability and affordability.
- Suggest affordable housing can be resolved by reducing Airbnb in tourist areas and improving housing mix, shared house availability rather than creating sardine apartments.
- Noosa Shire Council has adopted a Housing Strategy – Keeping Noosa Home which is intended to address the need for affordable housing. However, concern was raised with the council consistently refusing development applications for construction of affordable housing.

Comments on social housing

Submissions also commented on social housing, generally expressing:

- The need to acknowledge the difference between social and affordable housing. Social housing caters well for people on the lowest income levels. This differs significantly from the various affordable housing options delivered by various providers.
- That further investigation is required to determine how many social housing homes are necessary to accommodate existing demand and deliver for a growing population.
- To adequately accommodate those who have no alternative housing options, it may be necessary to allocate up to 10 to 15 per cent (4,500+ homes) of all new housing supply to social housing for the next five (5) years.
- That vacant office space in the CBD or in areas with suitable amenities could be converted to housing. It should not be the responsibility of private developers to provide social housing. Contract out to them but public housing is ultimately the State government's responsibility.
- Support the provision of social housing in rural areas.

Comments on inclusionary planning

There was support for and acknowledgement for including inclusionary planning, with comments in submissions generally expressing:

- Support for including inclusionary housing and relaxations for social housing providers.
- The State needs to provide clear direction on inclusionary zoning and provide local governments with the tools to include these principles into their planning schemes and be able to appropriately administer the new frameworks.
- A variety of different approaches should be considered, depending on the context and desired outcomes in particular areas and could include a:
 - social infrastructure charge, by increasing the scope of current infrastructure levies to include a social infrastructure component;
 - value uplift/capture charge, where development, at a density greater than what is usually permitted, is offered in return for an affordable housing contribution (floor area or monetary value);
 - precinct renewal, where government landholdings and other new/revitalised development precincts are identified and offered to market an obligation to deliver an appropriate proportion of social and affordable rental housing should be mandated.

Some submissions also raised concerns with inclusionary planning, generally expressing:

- Mandatory inclusionary planning principles that require the provision of social and affordable housing in private sector housing have negative unintended economic consequences.
- Mandatory inclusionary zoning would present a further barrier to the housing supply and should not be mandatory, noting that in practice these inclusionary provisions remain an inequitable tax on housing as:
 - someone must bear construction costs – this comes with a risk that builders / developers will shift their focus to forms of development with greater returns available other than the construction and sale of new homes; and
 - regulatory costs and taxes imposed on developers as part of the development process are passed onto new homebuyers – currently in Brisbane, approximately 32 per cent of the total cost of a house and land package was found to be derived from statutory taxes and charges in 2019

(The Centre for International Economics (2019) – Taxation on the Housing Sector).

Population growth

Population projections

Generally, the following suggestions were made with regards to the population projections:

- That the population projections should be consistent with the Queensland Treasury population projections, including adopting the same five-year intervals.
- Create a mechanism for population projections provided by Queensland Treasury to be reviewed in circumstances where a local government considers the population projection to be incorrect.
- More detailed planning is needed on population growth and how it will reasonably be accommodated to meet the themes of the regional plan.
- Develop a State Population Policy to provide clear guidance on the future locations of population growth and infrastructure provision. Provide a clear and consistent policy position with regard to the statewide population growth modelling methodology.
- Councils should be financially supported to update and amend planning schemes and/or LGIPs given the new population projections.
- Concern with existing materials shortages and delays, and the ability to provide an average of 34,500 homes per year to meet the 1.8 per cent population growth

Express that population growth is too high or fast and will impact on the character of an area, infrastructure and the environment.

Some submissions expressed that population growth is too high or fast and will impact on the character of an area, infrastructure and the environment, with comments generally expressing:

- That the population increase is not matched with realistic development and infrastructure planning.
- That Queensland already has major infrastructure problems and even still infrastructure never precedes new residential development and population growth.
- An increase in population will generate an increase in the demand for critical social services.
- A concern for a loss of lifestyle.
- Support for PIA's population settlement strategy and population growth regional dispersion policy to encourage interstate and overseas migrants to consider moving to regional Queensland or small towns rather than SEQ.

Some submissions raised concerns with an increase in population growth in Noosa, Redlands and the Sunshine Coast, generally expressing:

Noosa

- Support for current building height restrictions and the population level for Noosa, which should be maintained for future generations.
- A better basis of planning would be to limit population growth as has been done for years, and maintain a reasonable level of sustainability, affordability and low to moderate congestion.
- That proposing an increasing in 10,000 residents by 2046 will jeopardise the very essence of Noosa, and the roads and infrastructure which is already under considerable strain.

- That Noosa population increases are unsustainable and rejected as totally incompatible with the community values and expectation.
- That an influx of such magnitude threatens to exacerbate the challenges currently being faced, leading to exacerbated overburdening of services, congestion, and a decline in the standard of living.
- A population of 19,000 (33 per cent) increase is unsustainable and unrealistic for Noosa's infrastructure.
- The environment is already being degraded by over tourism, and roads, sewerage, waste management and public facilities are being put under huge stress in Noosa.
- Concern with the impacts of an increased population on the forested environment surrounding Noosa Shire.

Redlands

- Support for bringing far fewer residents into the Redlands.
- That cramming people into smaller and smaller houses only helps the developers, not the ambience of our city.
- Redlands at present does not have the infrastructure for the current population. Therefore, there should be no more residents until the infrastructure is in place.

Sunshine Coast

- Research shows people are less satisfied with their living arrangements than that of 60 years ago due to larger scales of population and infrastructure. The answer is less people, not more.

Potential Future Growth Areas (PFGAs)

Comments on PFGAs

Submissions expressed support for the strategy of PFGAs in the draft regional plan. Submitters stated it is important that PFGAs are supported by appropriate policy levers that allow these areas to be brought into the Urban Footprint if dwelling targets cannot be met. Concerns raised about PFGAs included the impacts of this type of greenfield development and sprawl on the natural environment, and the tension this presents with other principles in the draft regional plan about consolidating growth.

Generally, the following comments were made in support of the PFGA strategy:

- Support for density targets in greenfield areas like PFGAs.
- Support the identification of industrial PFGAs.
- Support the bioregional planning process for PFGAs.
- PFGAs will play a vital role in meeting the supply targets identified in the SEQ regional plan.

Several submissions commented on the implementation of PFGAs:

- There should be 'fast tracked' policy levers and assessment provisions for existing PFGAs to allow for their inclusion into the Urban Footprint when required.
- Current PFGAs alone cannot cater for the required amount of residential growth. They should be expanded to ensure they have sufficient developable land.
- Supportive of the PFGA sites, but concern about whether suitability assessments had been undertaken or updated since ShapingSEQ 2017.
- Community engagement and consultation about PFGAs is important. Residents should be actively involved in the planning process.
- Concern about local governments having the ability to identify PFGAs without public consultation.

- Suggest that the new bioregional planning process for PFGAs should apply to all development processes in SEQ.

Other submissions commented on how PFGAs integrate with regional land use planning principles in the draft regional plan:

- Concern that to-date, PFGAs have not been prioritised as a mechanism for combating housing supply pressures.
- The identification of PFGAs across large areas of the Regional Landscape and Rural Production Area is inconsistent with the draft regional plan's focus on increased density infill.
- The draft regional plan does not articulate how PFGAs are identified.

Some submissions did not support the use of PFGAs, generally expressing:

- That greenfield development has been a significant contributor to habitat loss and degradation of waterways.
- That greenfield development is more expensive, slow and poses greater risks than other methods of development.
- The use and location PFGAs may contribute to sprawl across the SEQ region, making it a 'mega-region'.

Several submissions provided suggestions on locations for new PFGAs, including:

- Ebenezer (Ipswich).
- Karrabin (Ipswich).
- Warrill View (Scenic Rim).
- Beaudesert (Scenic Rim).
- Narangba (Moreton Bay).
- Peregian Beach (Noosa / Sunshine Coast).

Sentiment and comments on specific PFGA locations

Some submissions included commentary on specific PFGAs identified in the draft regional plan.

Halls Creek

- 41 submissions expressed a sentiment to the Halls Creek PFGA. Of these, 63 per cent (26) stated support and 12 per cent (5) support in-part, while 24 per cent (10) did not support.
- Submissions generally provided the following comments in relation to the Halls Creek PFGA:
 - northern inter-urban break:
 - support for the Halls Creek PFGA not being included in the northern inter-urban break;
 - maintaining the current proposed line provides balance between protecting a large green space while ensuring suitable land is available for development in logical locations;
 - that the northern inter-urban break should not be eroded by development at the boundaries.
 - the Beerwah East MDA should be the focus of future growth in this area, rather than the Halls Creek PFGA;
 - growth should occur in hinterland towns such as Woombye, Palmwoods and Nambour as they have capacity to grow and existing services;
 - concern that the delivery timeframe for Halls Creek PFGA could be in excess of 15 years due to lack of council support for further expansion and environmental concerns relating to the northern inter-urban break and Pumicestone Passage;

- the regional biodiversity corridors should be amended to reflect the latest conditions onsite. The current mapping provides a misrepresentation of the actual ecological values of the Halls Creek PFGA site whereby many parts are cleared, elevated and flood free with minimal environmental values.

North Harbour

- Two (2) submissions did not support the North Harbour PFGA, with comments generally expressing:
 - the use of a PFGA is not an appropriate designation for North Harbour, as the land is already developable;
 - matters affecting the North Harbour PFGA location are more complex than those mentioned in the draft regional plan;
 - flooding, sea level rise, continued dredging and disposal of dredge spoil are matters that the draft regional plan does not consider. This lack of consideration for these challenges on this site create complexities for other objectives in the regional plan.

South Logan (Industrial)

- One (1) submission commented on the South Logan (Industrial) PFGA. This submission generally noted that this designation will require effective community engagement and consultation. Council will need to involve its residents and stakeholders in the planning process.

Stapylton (Industrial)

- Two (2) submissions commented on the Stapylton (Industrial) PFGA. Of these, both did not support it.
- The submissions generally provided the following comments in relation to the Stapylton (Industrial) PFGA:
 - the principal concern related to hydrological concerns, as the land and access routes are flood prone;
 - there is a lack of biodiversity data available for this area;
 - noted that there is alternative vacant industrial land nearby at West Yatala, as well as proposals from Gold Coast City Council for another 1,000 hectares.

Westbrook

- One (1) submission commented on the Westbrook PFGA, including:
 - Toowoomba has significant land supply issues and the Westbrook PFGA would respond to this;
 - the developable area has the potential to bring economic benefit over 30 years and provide new community amenities.

Comments were not received on the Lanefield / Grandchester, Glamorgan Vale and Highfields PFGAs.

Major Development Areas (MDAs)

Sentiment and comments on specific MDAs

Submissions commented on the two (2) MDAs contained in the draft regional plan – Beerwah East and Elimbah.

Beerwah East

- 11 submissions expressed a sentiment to the Beerwah MDA. Of these, 18 per cent (2) stated support and 36 per cent (4) support in-part, while 45 per cent (5) did not support.

- Submissions generally provided the following comments in relation to the Beerwah East MDA:
 - concern that the delivery timeframe for Beerwah MDA could be in excess of 15 years due to existing land tenure arrangements, environmental constraints and infrastructure servicing challenges;
 - concern about the loss of the forestry industry in this area and the impact this may have on the northern inter-urban break;
 - concern about the loss of the forestry industry in this area and the impact this may have on timber production and the construction industry;
 - structure planning of the Beerwah East MDA should occur with Sunshine Coast Regional Council and stakeholder groups, including conservation groups;
 - the Halls Creek PFGA should be activated instead of the Beerwah MDA, as Halls Creek may have fewer barriers to being activated and therefore could be ready for development sooner;
 - do not support the further loss of agricultural, forestry and natural bushland for greenfield sites like Beerwah East;
 - growth should instead occur in hinterland towns such as Woombye, Palmwoods and Nambour as they have capacity to growth and existing services.

Elimbah North

- Seven (7) submissions expressed a sentiment to the Elimbah North MDA. Of these, 57 per cent (4) stated support and 29 per cent (2) support in-part, while 14 per cent (1) did not support.
- Submissions generally provided the following comments in relation to the Elimbah North MDA:
 - provides an extension of the Urban Footprint in proximity to the existing Urban Footprint extent;
 - request that reference to future land supply monitoring be removed to allow for immediate progression of the delivery of this land;
 - request that planning commence for the Elimbah North MDA within the next five (5) years;
 - existing infrastructure will not support more growth in Elimbah;
 - an interim wastewater management plan should be implemented to allow the Elimbah North MDA to be activated immediately, until increases in capacity to the South Caboolture Wastewater Treatment Plant occur;
 - the Bruce Highway Western Alternative should not be a prerequisite to activate the Elimbah North MDA;
 - the Bruce Highway Western Alternative alignment may result in a loss of developable area in the Elimbah North MDA;
 - the designation of the Elimbah North MDA is in conflict with the provision of Elimbah as a Priority Agricultural Area. There are significant highly productive, growing, export driven agriculture around Elimbah where the MDA is proposed.

Growth in rural and rural residential areas

Comments on growth in rural towns and villages

Comments in submissions related to growth in rural towns and villages generally expressed:

- The desire to promote rural economic productivity and growth.
- That further detail needs to be released regarding how growth in rural towns and villages would be considered.
- That there is a need for more access to services and infrastructure, as well as improvements to social and community quality of life and increased employment opportunities.
- The need for more flexibility for the creation of lifestyle developments between two (2) and twenty (20) hectares.
- Concern for food security through the loss of good quality agricultural land for housing and industry.
- Support for provision of social housing in rural areas with shared facilities for older women in need.
- The inclusion of a priority agricultural areas designation.

Growth in rural residential areas

There were mixed views received in relation to growth in rural residential areas, with comments in submissions expressing:

- The lack of growth in the rural residential sector over the past 20 years has led to short supply, higher prices, and a lack of capacity to draw some demand away from the urban areas.
- Enable existing secondary dwellings to be subdivided into separate blocks.
- There is no provision for increased rural residential living on the Sunshine Coast and therefore will not meet the diversity requirements. The quickest and easiest way to increase housing density is to remove the 100 hectare minimum size subdivision requirement in the rural areas.
- Not all land in this area is suitable for agriculture, nor does it have significant environmental value, so why not allow people to live in these locations.
- People who choose to live in these areas want little from the government in terms of service, so infrastructure costs are minimal.
- There is a need to protect existing rural residential areas from more development.

2.2.2 Goal 2 – Prosper

Over 290 individual matters raised in submissions related to Goal 2 – Prosper of Chapter 3 – Part A. **Table 2-3** below provides a summary of the top 15 themes and matters commented on in submissions related to Goal 2 – Prosper.

Table 2-3: Top 15 themes and matters commented on from submissions related to Goal 2 – Prosper

Top 15	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Tourism	Comments on tourism	28	1.11%
2	Regional Economic Clusters (RECs)	Comments on RECs	26	1.03%
3	Industrial land planning	Comments on industrial land planning	24	0.95%

4	Regional activity centres network	Comments on Regional activity centres network	23	0.91%
5	Industrial land planning	Support for additional industrial land and infrastructure investment identified	14	0.56%
6	Industrial land planning	Enterprise and industrial land should be planned for, expanded and protected	11	0.44%
7	Industrial land planning	Greater emphasis on transport connections (freight and intermodal) and supply chains to facility economic activity	11	0.44%
8	Industrial land planning	Comments on identified major enterprise and industrial areas (MEIAs)	11	0.44%
9	Tourism	Request for enabling infrastructure and services to support tourism	11	0.44%
10	Industrial land planning	Support for the identification of potential recycling enterprise precincts (REPs)	10	0.40%
11	Tourism	Support for enabling tourism opportunities	10	0.40%
12	Tourism	Concerns raised with sustainable tourism and small businesses not being able to cope with the population increase	10	0.40%
13	Special uses	Support for the identification and protection of special uses areas	9	0.36%
14	Regional Economic Clusters (RECs)	Support key freight routes, ports and RECs identified on Map 8	8	0.32%
15	Regional Economic Clusters (RECs)	Request for alterations to RECs	8	0.32%

The following tables provide a summary of the comments made in submissions related to Goal 2 – Prosper.

Regional Economic Clusters (RECs)

Comments on RECs

Comments made in submissions related to RECs generally expressed:

- RECs could be better defined by cadastre and transport route linkages rather than large blobs which are primarily over commercial and industrial land zones.
- No changes have been made to the employment baselines. This is critical considering population baselines have been increased, so the employment baseline must also be updated.
- More integration of employment and housing lands to mitigate travel demands within the region. Better alignment with investment in transport, and planning for social, and community infrastructure in and around where people live and work.
- There is an opportunity to implement pilot projects that consider all aspects of water cycle. These can take advantage of the urban 'excess' water available from rainwater, stormwater and wastewater, which is currently underutilised, to enhance liveability through water security and enhanced climate resilience.
- There is no acknowledgement of existing heavy industrial uses outside of RECs and Major Enterprise and Industrial Areas (MEIAs).
- Successful implementation hinges on sufficient land supply. It is important that land is strategically unlocked to facilitate the development of new hotels, constructed attractions, and experiences. The following recommendations are made:

- create a streamlined and efficient regulatory framework that simplifies the process for tourism businesses and investors. This should involve establishing a whole-of-government case management team to oversee upgrades and expansions of key tourism infrastructure, as well as implementing a centralised platform or agency for processing permits, licenses, and approvals; and
- allocate funding towards feasibility studies for potential new projects that meet requirements feeding into the Towards 2032 Tourism Strategy.
- Comments in submissions also supported the identification of RECs, generally expressing:
 - Support for the continued acknowledgment of the importance of Major airports and their economic enabling infrastructure role.
 - Support for strengthening the role of RECs and their subsequent tourism activities. This is an important acknowledgement of the industries that exist in these regions and an opportunity to explore larger events-based tourism projects in these areas.

Request for alterations or additional RECs

A number of submissions identified potential alterations or additions to the RECs, generally expressing:

Brisbane

- The major industry cluster in Colmslie Road should be acknowledged in the draft regional plan with recognition of the importance of the Colmslie / Lyton Road intersection upgrade and the significance of the Colmslie Road Industrial Precinct in protecting the food security and export earning potential of the region.

Moreton Bay

- Update the Strathpine–Brendale–Petrie REC description to reflect that the Moreton Bay campus is operational and not 'future'.

Sunshine Coast

- That Buddina is not supported as part of the Kawana REC. Need to ensure Buddina remains a low density suburb and any plans to change that should be removed.

Ipswich

- That 'Ebenezer' be added as a REC, including recognising the 'Ebenezer Intermodal Terminal' and 'freight tunnel' as economic enabling infrastructure.
- The current draft regional plan fails to adequately plan for how freight will move from the new intermodal terminal at Ebenezer to the Port of Brisbane. Suggest Map 8 is updated by separating the proposed inland rail route and the PortConnex tunnel that is capable of connecting freight from inland rail through to the Port of Brisbane via the intermodal terminal at Ebenezer.
- Proposed amendments to second last paragraph: Update this paragraph so that it is not focused on freeing up roads for freight, but instead focussed on prioritising projects which remove freight from roads and separate passenger movements from freight movements.

Logan

- That North Tanah Merah has a sense of place and should be excluded from the Meadowbrook – Loganholme REC based on numerous planning, environmental and economic grounds.
- The REC area between Murrays Road and Loganlea Road is a floodplain and should be excluded from the REC.

Gold Coast

- The RECs on the Gold Coast are modest in size. Extending the permissible areas for growth would catalyse economic expansion and create a more diverse

economic ecosystem and diversified / densified developments which offer housing affordability.

- The Helensvale – Coomera REC should have a greater focus on marine industry, given the significant role that the Coomera Marine Centre plays in the boat manufacturing industry and the growth opportunities being realised (and still available) in that part of the city.

Regional Activity Centres

Comments on the Regional Activity Centres network

Comments in submissions related to Regional Activity Centres generally expressed:

- That if the number of dwellings per hectare increases then more Regional Activity Centres and RECs are essential.
- Support for a poly-centric settlement pattern based around a hierarchy of centres to reduce metropolitan urban sprawl.
- That more detail is required on the 'how' to guide planners and developers at a local level.
- Planning to keep any connection has not been done in previous efforts to allow Regional Activity Centres to prosper while maintaining some biodiversity. At the moment it comes to local developers pushing their plot along with no consistent overall plan.
- Recognition of the important role Regional Activity Centres have in reducing trip lengths. Regional Activity Centres must have prioritised active and public transport infrastructure and services.

Request for alterations or additional Regional Activity Centres

A number of submissions identified potential alterations or additions to the Regional Activity Centres, generally expressing:

Brisbane

- That the Upper Mount Gravatt Principal Regional Activity Centre needs much better transport plans and building from council.
- That Toowong should be recognised as a Principal Regional Activity Centre in Brisbane – it is accessible to public and active transport given its location near the Brisbane River, and better positioned for increased densities.
- Support for the Boonah Major Regional Activity Centre.

Moreton Bay

- That Moreton Bay has the least amount of Major / Principal Regional Activity Centres based on the rate per head of population (see Map 7) compared to other LGAs in SEQ, demonstrating the disadvantage for residents in the former Caboolture Shire.
- Consideration should be given to recognising Woodford as a Major Rural Activity Centre.

Sunshine Coast

- It is inappropriate to impose upper level minimum densities for a Principal Regional Activity Centre such as Maroochydore CBD. High densities are unlikely to be in keeping with the character and current amenity of nearby areas.

Noosa

- That Noosa as a Regional Activity Centre is not supported.

Logan

- That it would be inappropriate for the regional plan to expect higher multiple level complexes in the Logan Central Major Regional Activity Centre.

Redlands

- The need to focus on Capalaba and Cleveland.

Toowoomba

- In Table 10, amend 'Toowoomba CBD' to Toowoomba Urban Extent.

Other

- Coomera, Flagstone and Caloundra South are Major Regional Activity Centres that are expected to be Principal Regional Activity Centres within the life of the regional plan.

Knowledge and technology precincts
Comments on knowledge and technology precincts

Comments in submissions related to knowledge and technology precincts generally expressed:

- That there is a need to ensure that the positioning of public education provision as a central component of and fundamental to growth, prosperity, social and economic connectedness, social and environmental sustainability, and of creating positive, liveable communities is greatly strengthened. Schools and TAFEs are the heart of their communities.
- It is imperative that there is adequate and timely provision of future school infrastructure and importantly, the availability of suitable land for new school construction to accommodate the projected growth of school-aged children in Queensland.
- As it currently stands, the draft regional plan lacks sufficient detail around the land needed to accommodate new schools, which will be required to meet the growing demand of parents choosing to send their children to independent schools in Queensland.
- Support for ongoing planning and incentives to develop renewable energy hubs. Many renewable technologies such as bio-digestion, green hydrogen, gasification, and sustainable liquid fuels are complimentary. Renewable energy hubs can lower the establishment and operating cost overall through common utilities and feedstocks.

Industrial land planning
Comments on Major Enterprise and Industrial Areas (MEIAs)

Comments in submissions related to MEIAs generally expressed:

- The need to enforce a live, work and play approach for MEIAs so people live in the same place as they work.
- There is no recognition that a range of medium and high impact industries are existing outside of MEIAs or that social and economic drivers may necessitate the location of such industries outside these defined areas in the future. The regional plan must ensure that all local government planning schemes acknowledge existing and facilitate future high impact industries, such as concrete batching plants.
- Support for strengthening planning and protection for MEIAs across SEQ and the role of RECs as locations of regionally and nationally significant economic activity,

including ensuring their supply chain networks, are planned, facilitated, and delivered using a regional approach that recognises their importance to the regional economy and to national and global trade.

- Support for the sentiment that local planning should enable the intensification and expansion of MEIAs so they can fulfil their ultimate role in the regional economy. There should also be further acknowledgement to the role of major industry in the Australia TradeCoast in the supply of fresh food, food security and SEQ's export earning potential.
- That Element 5 is commended for adding text 5.1 and 5.2 about monitoring and planning for supply of industrial uses.
- Support for the Kawana industrial area to be relocated to Meriden Plains so this region can be used for higher density housing especially along the Kawana Way route only (not Nicklin Way).
- A request for land located at Parkyn Road and Sippy Creek Road, Tanawha to be recognised as an MEIA.
- The Sunshine Coast Enterprise Needs Investigation and Bridges Investigation Project (SCENIBIP) — Final Report identified a possible site for industrial land north of Pomona.
- Identify the Yamanto business and activity hub as an MEIA.

Support for the waste industry and the identification of potential recycling enterprise precincts

Some submissions included comments supporting the identification of the waste industry and potential recycling enterprises, generally expressing:

- That there exists limited locational options for many large scale industrial, infrastructure and waste industry operators.
- The Queensland planning framework and associated environmental and waste frameworks must be enhanced to reduce green tape and provide opportunities for the construction materials industry to evolve and increase recycling and reuse within the sector.
- Support for the investment in developing a waste strategy.
- That there is a potential recycling enterprise site at Caloundra.

Comments on industrial land planning

Comments in submissions related to industrial land planning generally expressed:

- Support for the focus on industrial land in the draft regional plan.
- For land to be delivered to market in the short to medium term, this requires cross-agency collaboration and consultation to ensure fast-tracked approvals for land with minimal constraints can be moved along the assessment pathway with ease.
- That need to introduce industrial land forecasts to capture expected growth in demand. Industrial land supply is constrained, and it is important for employment lands to be prioritised from a strategic planning perspective by the State to adequately manage forecast demand.
- A key component for the delivery of industrial land is the early planning for roads and trunk infrastructure that will service industrial lands and allow for developments to progress quickly.
- That more affordable industrial land is needed and will be critical to support the projected regional jobs and population growth.
- Leverage the new regional approach to strategic industrial land to continue to unlock new industrial land. It is vital that the regional plan seeks to expand the Urban Footprint to include appropriately located and connected industrial land.

- That priority should be given in the regional plan to secure a future allocation of employment land that is in close proximity for local markets and has direct access to major transport routes and services.
- Currently, strategic road and rail corridors restrict the ability to deliver employment generating and industrial land, as there has been no detailed planning or design on the corridor.
- The draft regional plan contains numerous mentions of accommodating medium and high impact industry, but very few references to logistics / warehousing.
- That it is important that the regional plan supports the growth of the logistics sector, particularly as the retail sector expands into ecommerce where the need for warehousing is increasing.
- Establish freight and State significant industrial hubs.
- The need for well-located industrial land which supports special and high impact industrial uses that require appropriate buffers.
- That the full range of industrial uses are allowed for in planning instruments from High Impact to Low impact, Service industry and some of the special zones (as appropriate) such as Waterfront and marine industry or Extractive industry zones. The removal of High impact industry zone in recent times, has severely constrained choice for industrial development.
- The need to provide for the delivery of industrial land uses in close proximity to growth areas. It is important to consider issues specific to the construction materials industries, such as transport distances, when planning for future industrial land.
- The need for more stringent planning controls on industries which produce noxious gases.

Comments on specific locations for industrial land

A number of submissions made reference to particular locations for industrial development, generally expressing:

- The need to move heavy industrial and machinery to rural outpost areas in regional centres Gympie and Maryborough away from coast.
- The alignment of infrastructure planning for industry at Swanbank and Ebenezer is considered a higher priority than Bromelton as development interest and infrastructure agreements are increasing at these 'out-of-sequence' locations at present.
- That whilst the Bromelton SDA is sized and positioned to support industrial growth over an extended period of time, development is occurring now and the priority for supporting infrastructure provisioning requirements is immediate and short-term. Many of the statements in the draft regional plan continue to point to the Bromelton SDA as having a long term role, which does not align with the immediate and short-term requirements of the SDA.
- That there is no narrative statement about other significant existing industry sites such as Nambour, Kunda Park, Kawana, Caloundra Airport and at Noosa and their role.
- It is essential that the investment identified for the expansion of Caloundra and the implementation of Yandina and Coolum is committed to. The significant industrial land provisions available within the Beerwah East MDA further demonstrate need for both Sunshine Coast Regional Council and the State to fast track this development.
- Further consideration should also be given to the new industrial land that can be made available through the recent Caloundra Aerodrome Masterplan.

Tourism

Comments on tourism

Mixed comments were received in relation to tourism with some submissions supporting the acknowledgment of the importance of the tourism industry, generally expressing:

- Support acknowledgment of the importance of tourism and major events to the importance of promoting and facilitating growth of Queensland's tourism industry into the future. The three strategies underpinning the tourism and events strategy of Prosper are also supported as they will help to promote SEQ's international appeal while also supporting socially, culturally, and environmentally sustainable tourism.
- Support for a balance around protecting important coastal and tourism areas and flexibility to create higher density residential solutions in other areas that may be appropriate.
- That additional detail and industry consultation is required to determine how the regional plan will build, plan, and facilitate tourism, events, and special use infrastructure.
- That there is an urgent need to mitigate housing issues as they compound existing workforce shortages. The scarcity of affordable housing options pushes the local workforce out of the market and regions, diminishing the capacity of tourism operators to fulfil ongoing staffing needs. This puts businesses at risk of closure and impacts the quality of tourism services.
- That there has been a shift to more conscious and sustainable travel for travellers and thus Queensland government strategies must consider these trends when undertaking policy updates to ensure our communities continue to appeal to this new kind of traveller.
- Delivery of the regional plan should include adjustments to existing procurement targets set out in the Queensland Procurement Strategy 2023, including the following:
 - set an overarching target of 80 per cent procurement from Queensland suppliers, manufacturers, and service providers moving forward, including development of tourism infrastructure and all aspects of operations at major State-run venues and events;
 - strengthening sustainability requirements for suppliers, accompanied by appropriate business guidance and funding support or tax incentives to facilitate transition to more sustainable product or services;
 - increase procurement spend with First Nations owned businesses from three (3) per cent to five (5) per cent;
 - increase procurement spend with Queensland small and medium enterprises from 30 per cent to 40 per cent.
- That the regional plan should acknowledge the importance and opportunity of agritourism and farm stay experiences and seek to facilitate regulatory certainty for the operation of such ventures.

Other submissions raised concerns with the acknowledgement of the importance of the tourism industry, generally expressing:

- That the increase of tourism related short term accommodation is not supported.
- Concerns that tourism and ecotourism will negatively impact upon biodiversity networks, flora and fauna. Harm to beach environments as a result of increased tourism and recreation will be a detriment to species.

Identification of opportunities for tourism

A number of submissions made reference to particular locations for tourism opportunities, generally expressing:

- The request for more signage and promotion of the Brisbane Valley Rail Trail.
- The gazetted road from Kooralbyn to Boonah via Greenhills Road possesses enormous potential to become a Tourist Link Drive due to the world class vista along this route.
- The Russell Island bridge would bring tourism and more business to the island and islanders could easily access work on the mainland.
- The need for 'port limits' within the Brisbane River and Moreton Bay that protect areas for tourism infrastructure (cruise ship terminals).
- Yandina is a rural service centre with an industrial / transport hub but it is also a tourist destination. Industrial growth should not be allowed to detract from Yandina's other functions.
- The Ramsar wetland in Moreton Bay should be protected indefinitely and remain free from encroachment of any housing development and tourism infrastructure kept to a minimum.
- That Noosa is an area known for tourism and coastal beauty, however not congested like the Gold Coast. The tourism / resident balance needs to be fixed in Noosa.
- That Noosa Civic, Noosa Junction and Tewantin should be confined tourism areas. There should not be a reduction in amenity and workers accommodation.
- Pomona is becoming the nature-based and adventure-based tourism hub for Noosa Shire (as planned) and will come under pressure as an expanded SEQ population seeks out pockets for recreation purposes.

Special uses

Comments on the identification of special uses

Comments in submissions related to the strategy for identifying special uses generally expressed:

- Concern for encroachment of residential uses on industrial land, noting that there is not enough protection for KRAs.
- A suggestion to add an additional point for the intermodal terminal at Ebenezer and the activating freight tunnel at Ebenezer.
- Support the need for land use planning to adequately consider and protect established and often hard to locate industrial uses from encroaching urban development. This principle is required to provide certainty to those established industrial uses for future investment in their assets and ongoing future operations. This is critical in MEIAs across SEQ.
- Strong support for the statement 'The supply constraints and growing demand for industrial land across the region highlight the need for land use planning to adequately consider and protect established and often hard to locate industrial uses from encroaching urban development. This principle is required to provide certainty to those established industrial uses for future investment in their assets and ongoing future operations. This is critical in MEIAs across SEQ including the Australia TradeCoast which has recently been under pressure from encroaching incompatible uses.'
- The importance of the Australian Country Choice (ACC) Murarrie meat processing facility (along with Lineage and Bulk Ports) to the regional economy and the need

to minimise risk of encroachment. This includes the identification of the major industry uses in Colmslie Road as a 'special use' precinct. The facility has specific locational requirements and is strategically located on a major arterial and freight route, suitable for both receiving and dispatching in the supply chain. The site's location is essential for time-critical access to shipping ports and deep water access for international trading, air terminals and domestic distribution centres to maintain supply and product quality.

- That land use activities in source water catchments need to be appropriately managed to prevent adverse impacts to water quality.
- That the Lakeside Park motorsport precinct at Kurwongbah should be considered a special use. This use is located along the shoreline of Lake Kurwongbah, which is a future drinking water source to meet the needs of growing population of SEQ. There are minimal buffers between the use and the waterbody. The use presents chemical and microbial risk to the drinking water source. This should be amended to a sensitive area for source protection of SEQ drinking water supply.
- That Major airports should be classified as a special use to ensure their current and future operations are protected from the pressure of residential density increases near the flight tracks. This could potentially result in more complaints and pressure to limit the operation of the airports which will ultimately result in poor economic performance and connection.

2.2.3 Goal 3 – Connect

Over 3,380 individual matters raised in submissions related to Goal 3 – Connect of Chapter 3 – Part A. **Table 2-4** below provides a summary of the top 15 themes and matters commented on in submissions related to Goal 3 – Connect.

Table 2-4: Top 15 themes and matters commented on from submissions related to Goal 3 – Connect

Top 15	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Region shaping infrastructure	Comments on priority region-shaping infrastructure	853	33.86%
2	Region shaping infrastructure	Request for alteration to the priority region-shaping infrastructure	816	32.39%
3	Region shaping infrastructure	Request for removal of priority region-shaping infrastructure	751	29.81%
4	Region shaping infrastructure	Request to include additional priority region-shaping infrastructure	390	15.48%
5	Movement systems	Existing infrastructure needs to be improved before further growth is considered	90	3.57%
6	Movement systems	Concerns raised with traffic congestion	75	2.98%
7	Public and active transport	General comments on public and active transport	58	2.30%
8	Public and active transport	Support the prioritisation and investment of building a high-frequency public transport network to support growth	45	1.79%
9	Movement systems	Comments on movement systems	39	1.55%
10	Public and active transport	Concern for lack of public transport to support an increasing population	39	1.55%

11	Region shaping infrastructure	Clearer direction should be provided on the planning, delivery and funding of infrastructure	38	1.51%
12	Movement systems	Concerns raised with the quality of transport infrastructure	30	1.19%
13	Public and active transport	Support the prioritisation and investment of active transport	30	1.19%
14	Public and active transport	Support the prioritisation and investment of more sustainable transport options	30	1.19%
15	Region shaping infrastructure	Support for investment in transport infrastructure	27	1.07%

The following tables provide a summary of the comments made in submissions related to Goal 3 – Connect.

Movement systems

Concerns with traffic congestion

Comments were received in submissions related concerns with traffic congestion, and in particular increased traffic congestion as a result of growth, with comments generally expressing:

- Increases of housing density by infill result in increased traffic congestion.
- Community concern that the 'liveability' of the local community will be severely compromised by the imposition of unrealistic population and dwelling targets resulting in traffic and parking congestion.
- Develop efficient transportation plans to minimise congestion and emissions to ensure long-term benefit for residents.
- Efficient road and freight connections are critical to the economic viability the region as well as nationally.
- The 'avoidable' cost of congestion is rising quicker for the greater Brisbane metropolitan area than other capital cities. The per capita congestion cost for the Brisbane area will soon be similar to Sydney and higher than the other capital cities.
- Canungra has had an incredible influx of traffic through the township from commuters rather than local traffic. Development will only make this worse. The town needs a bypass.
- New PDAs such as Yarrabilba and Flagstone in Logan and the Shoreline project in Redlands are expanding rapidly. Significant congestion problems plague the region and will remain a major concern.
- The need for an investigation into the traffic movement infrastructure within and from Redland City. The main roads that connect Redlands with Brisbane, both to and from the cities, have become overwhelmed with traffic, and frequently are at a standstill due to the volume of traffic utilising these roads.
- Concerns with the road infrastructure on the Sunshine Coast, particularly around Caloundra, which is clearly inadequate and unlikely to catch-up with the proposed population increases.
- Densification of the coastal corridor on the Sunshine Coast would create immense gridlock along Nicklin Way. Light rail or any other mass transit system will not elevate this traffic issue as removing lanes to accommodate increased density will only intensify the problem. All densification of the coastal corridor must be moved

back off the coastal corridor, and can easily be accommodated on the CAMCOS corridor.

- Concerns with traffic congestion with an increased population, with Noosa Heads traffic already out of control with long traffic queues along Noosa Drive to access Noosa main beach, the spit and the national park.

Concerns raised with the quality and lack of appropriate transport infrastructure

Comments were received in submissions related concerns with the quality and lack of appropriate transport infrastructure, with comments generally expressing:

- That roads within developments should be wider.
- The need for infrastructure to be in place before proceeding with housing estates.
- It is the road network that will carry the bulk of trips well into the future, even if efficient public transport infrastructure and services are implemented. The road system must also operate efficiently.
- That with the population increase of over 2.0 million people in the 25 years to 2046, an increase of approximately 60 per cent, and the population in 50 years' time likely to more than double the current population, significant improvements to the road network will be needed.
- The need to eliminate the number of merges on the motorways, which is causing congestion. It should also be four (4) lanes from Brisbane to Gold Coast all the way with the left side lane not needing to merge into the middle lane. Examples include:
 - M3 Southbound adding lanes dedicated to merge and straightening for Juliette Street on-ramp merge extending to Greenslopes Hospital;
 - Brisbane City M3 southbound between exit 2 Stanley Street and Juliette Street on-ramp, left lane(s) too many merges;
 - M3 Southbound at Messines Ridge Road on-ramp to Exit 11 Klumpp Road grading too steep;
 - M3 Southbound Springwood Paradise Road bridge exit 23 Chatswood Road near IKEA needs to be widened to four (4) lanes in both directions;
 - M1 Southbound at Eight Mile Plains merging with end of M3 southbound needs to have more lanes, traffic continuing onto M2 and Miles Platting Road exits all competing with M1 merging traffic on only two lanes;
 - M3 Southbound Eight Mile Plains needs direct motorway access to joining M2 South-Westbound Gateway Motorway towards Browns Plains;
 - M1 Gateway Motorway Northbound joining M1 Bruce Highway, M3 Gateway Arterial Northbound joining M1 Bruce Highway, M1 Bruce Highway Southbound joining M3 Gympie Arterial Road, M1 Southbound joining M3 Gateway Motorway all needs to double capacity from two (2) lanes to four (4) lanes in each direction;
 - Ipswich only has one motorway to Brisbane City. M5 Centenary Highway is only two (2) lanes each direction through Indooroopilly to Sumner Park which affects traffic between Brisbane and Ipswich.
- The need to focus investment on the Wynnum Road corridor and Old Cleveland Road corridor, extending dedicated and separated busways and Metro infrastructure and services. Wynnum Road and radial roads adjacent to the South East Freeway / Pacific Motorway to the south of Brisbane should include transit and bus 'queue-jump' solutions to reduce trip times and provide improved feeder services to the South East Busway or rail stations.
- That the total capacity of river crossing trips is inadequate to the amount of traffic crossing the river during peak hours. More tunnel or bridge type river crossings is

needed for both road and public transport, not green bridges as active transport such as cycling and walking is not practical on wet weather days, including:

- Western suburbs: Linking Bellbowrie and Riverhills, Sherwood and Fig Tree Pocket, St Lucia and Yeronga, Toowong and West End.
- Eastern suburbs: Linking Newstead to Bulimba. When the middle ring is directly connected (ring road concept), congestion to the CBD can be reduced.
- The need to commit to a program of removing all problematic level crossings across SEQ to address safety in rail and road networks.
- The need to focus on improving the flow for the whole of the Sunshine Coast as it feeds into Brisbane. The rapid development of North Lakes and the incredible traffic jams that form on the Bruce Highway two times a day there show that much better road and rail networks are needed to move us all to and from work.
- That all larger subdivisions should be put on hold in the Sunshine Coast region until the duplication of the current rail line from Beerburrum to Nambour with a link to the Sunshine Coast has been continued and completed.
- The regional plan offers no real transport strategies for the region north of the Maroochy River.
- The need to adopt the term transport networks, rather than road networks.

Support for more investment in freight transport

Comments were received in submissions making suggestions for improved recognition of freight transport infrastructure in the regional plan, with comments generally expressing:

- That movement systems and transport are not addressed in detail or to the required level of urgency.
- The following suggested additions to page 120:
 - add a point which talks to separating passenger and freight movements to not only achieve the stated goals related to the efficient movement of people and goods but also emphasises the additional safety benefits of such separation;
 - add the words 'as well as ensuring freight movements to and from the Port of Brisbane are efficient and unconstrained' to the end of the last dot point;
 - add an additional strategy '1.5 Prioritise the separation of passenger and freight movements to not only facilitate efficiencies of movement of goods but also improve passenger safety'; and
 - add an additional strategy '5.5 Prioritise freight infrastructure projects located in strategic regional locations'.

Comments on Map 11 Connect – Strategic road and freight map

A comment was received seeking that the missing link between Kooralbyn and Boonah be recognised.

Public and active transport

Concern for lack of available public transport to support an increasing population

Comments were received in submissions in relation to support for public transport and also raising concern with the lack of available public transport to support an increasing population, with comments generally expressing:

- Support for the Connected Precincts Strategy.

- Consider the hierarchy of importance of the movement system, with more sustainable modes of transport considered first in discussions, over private vehicle transport.
- There is insufficient infrastructure and in particular, public transport to support this increase. The current public transport remains an impossibility for residents to travel to activities which are not placed on the main arterial routes. Any increase in population should come with an innovative, agile, small electric bus system.
- Concern that the identified public transport infrastructure is not being delivered, with only limited progress since 2017.
- Guidelines to ensure increases in density are designed based on existing or under construction high frequency public transport stations/stops, rather than designing plans around the early planning stages of infrastructure that may not be built.
- Prioritise transport infrastructure to connect SEQ in the next 10 years and encourage regional dispersal, with a focus on investment in areas such as public transit, cycling / micro mobility infrastructure, and pedestrian paths. This approach should also consider infrastructure that harnesses the potential of the Brisbane River to encourage regional dispersal to Moreton Bay, as well as facilitate additional uses such as water taxis and commercial tourism operators.
- That there is a lack of accessible services and linkages for people living with a disability, such as transport infrastructure.
- That public transport links to university campuses (for students and staff) and between student accommodation and campuses are often deficient.
- State departments such as Education and Health should be required to include 'ease of access' in their decision-making about new facilities and catchment boundaries. This should include the availability of public transport, degree of car-dependence, road congestion of an area, because decisions are currently overly dependent on simpler population estimates.
- That electric buses are the best environmental and sustainable solution to public transport. Do not introduce a light rail system which caters to tourists and visitors. Light rail is for large cities, not beachside communities.
- A request for a feasibility study that considers options that will allow for improved public transport (e.g., train tunnel) under Gympie Road.
- That the regional plan be amended to include a grade separated busway to Chermiside in favour of an on-road transitway.
- That routing traffic bypassing the CBD to relieve congestion is more effective at reducing emissions than green bridges that does not provide any last mile connections away from the weather elements.
- There are very limited public transport services (very few bus services and no train services to Brisbane CBD) operating in the outer west, south-west and southern Logan where the PDAs of Yarrabilba and Greater Flagstone are supposed to be 'planned' areas. Planned areas and new satellite cities should have the best and a variety of public transport services.
- A recommendation for a rail link between Yarrabilba and Bethania.
- That the bus services are inadequate and do not provide a fast service between the cities (requiring a change of bus at Carindale), and the single train line from Thornlands to Cleveland does not provide a fast and efficient service, but also fails to service the southern suburbs of Redlands.
- That the transport infrastructure projects, Beerburrum to Nambour Rail, and Bruce Highway Upgrade (Forest Glen) are both focused on the western parts of Sunshine Coast. Yet on page 75, most of the dwelling intensity is proposed for the eastern parts of the Sunshine Coast, so it is unclear why more infrastructure spending is not being focused on the parts of the Sunshine Coast expected to experience the most growth.

- The upgrade of the major rail network to at least Nambour, and ideally to Gympie, should be a priority transport objective to bypass traffic congestion on southern links to Maroochydore and the south, and to link up to a rail head at Nambour.
- That the draft regional plan is too narrowly focused on the coastal corridor south of Maroochydore and does little to address the total region's public transport needs both now and in the future. Support is expressed for park'n'gos at Caloundra Road, and the Sunshine Motorway to reduce day trippers.
- That north of Maroochy River the roads are congested which means more emissions as public transport is inadequate. The solution would be to have small buses radiating out from the Noosa Junction bus terminal to and through the various streets of the coastal strip with larger buses catering for the outer towns and villages.
- There is a growing unmet need for public transport connectivity between western Brisbane suburbs and Ipswich.
- Improved public transport in the Deebing Heights area would also be of major benefit to the community. Infrastructure needs upgrading to support population growth. Alongside the new development in Deebing Heights of thousands of new dwellings and double the amount of people, the Centenary Highway needs several major upgrades including widening from one lane to at least two, round about upgrades and improvements to safety aspects to stop our residents dying on the roads.
- Concern that there is no consideration of building high speed rail from Toowoomba to Brisbane via Ipswich. With remote / hybrid work now common, the population can more easily be decentralized, particularly with the creation of infrastructure to connect to Brisbane to access, for example, tertiary health centres if required.
- The need to include a new Western Insert 4 to better show more public transport connections across the Toowoomba Urban Extent (page 127). Ensure that the any discussion in the regional plan about a future Toowoomba North-South Transport Corridor does not imply a road mode solution without a full and objective assessment of multi-modal options.

Support for a high-frequency public transport network to support growth

Comments were received in submissions supporting the prioritisation and identification of a high-frequency public transport network, with comments generally expressing:

- An opportunity to expand the high-frequency public transport mentioned in the regional plan to encompass regions beyond Capalaba, extending to areas such as Cleveland, Southern Thornlands, and Redland Bay.
- A suggestion for a new public transport investigation corridor and a proposed high frequency public transport connection from Caboolture to Caboolture west.
- Further recognise the opportunities of multimodal connected transport and improved high frequency public transport linkages between Sunshine Coast Airport, Maroochydore / Noosa and the SEQ region more broadly. This will be key to effectively and sustainably supporting the region's growing population and visitor economy.

A submission was also received requesting to remove David Low Way as a high frequency public transport corridor. It is too busy and not appropriate without road improvements.

Support the prioritisation and investment of active transport

Comments were received in submissions raising concerns with the lack of active transport and supporting investment in active transport, with comments generally expressing:

- Concern over the impacts to available active transport if roads are expanded and widened given the projected transport figures.

- Concern that the infrastructure priority focuses on roads and some rail. There is a need for more commitment and investment in active transport. Most of SEQ's roads are too dangerous for cyclists and pedestrian needs are always placed last after vehicular transport.
- The need for building world-class cycling infrastructure that is separated from vehicular traffic and is prioritised in planning and building, even if it at the expense of vehicular infrastructure (in fact, reducing the convenience of vehicular trips is a desirable outcome if it is replaced by active and public transport that is safe and convenient).
- The need to provide active transport throughout SEQ not just a few suburbs or projects.
- The need to reduce default speed-limits to 30km/h to make streets more friendly to other road users, including children.
- The need to increase the size of school zones and provide other infrastructure around schools to provide safe routes for students to ride to school that are at least as safe and more convenient than driving.
- The need to subsidise e-bikes, which significantly increase the range that people can ride and so makes it easier for lower-density populations to use active transport as a viable transport means.
- The need to nominate participation targets and put measures in place to achieve those targets (currently the goal is very unambitious and ambiguous – 'more cycling, more often').
- The need to develop a comprehensive mobility plan that includes overarching objectives (such as affordable transport for all residents), measurable key performance measures (for example, keeping journey times within the city centre to no more than 30 minutes) and detailed proposals / actions.
- That while promoting active transport is commendable, this is not a viable primary mode of travel in regions like Logan and Redlands. These peri-urban regions are characterised by urban sprawl and car-centric infrastructure, which poses unique challenges to walking and cycling as feasible, safe, and convenient commuting options. The shortage of extensive footpaths and pedestrian-friendly amenities makes active transport less practical, especially for longer journeys between residential areas, workplaces, and amenities.
- That the statement that 'the area is within, or within walking distance of, a Principal Regional Activity Centre' (page 80) is open to interpretation and does not provide certainty.
- The pathway cycleway and a sewer trunk main along Murrays Road is not supported on environmental and other grounds.

Priority region shaping infrastructure

Comments on region shaping infrastructure

Submissions commented on and made suggestions relating to priority region shaping infrastructure, with comments generally expressing:

- Support for identifying key infrastructure corridors and sites for the long term, and the importance of ensuring that they are protected from inappropriate development. Major infrastructure that should be subject to long term planning and protection of required corridors and sites include:
 - arterial road corridors, including widenings;
 - rail freight corridors;
 - public transport rail corridors;

- public transport bus corridors, including road widenings;
- transit stations, including parking provision;
- Next generation region-shaping infrastructure should be identified within the region-shaping infrastructure to accommodate the future growth, with a focus on future rail, bus, freight and active transport.
- Concern for the lack of clarity of the proposed new roads and their routing through suburban areas, and request for more details.
- Any gentle density development should not be predicated on access to region-shaping transport infrastructure unless there is certainty regarding funding and timing of delivery of the infrastructure concerned.
- The projects that need to be completed now or in the next decade (not later) include:
 - the Beerburrum to Nambour Rail Upgrade (including consideration to the Landsborough to Nambour section);
 - the heavy rail from Beerwah to Caloundra, Kawana and Maroochydore;
 - the Bruce Highway Western Alternative;
 - east-west linkages connecting Caboolture West with the North Coast rail and Bruce Highway including an upgraded Buchanan Road;
 - public transport solutions for Caboolture West; and
 - the Moreton Bay connector.
- Projects 11 and 12 should be prioritised and be complete prior to the 2032 Olympic Games.
- Concerns about the pathways through suburban areas and regional landscape and amenity impacts with regards to the Melbourne to Brisbane Inland Rail, Salisbury to Flagstone Passenger Rail, Bromelton North–South Arterial Road, Park Ridge, public transport connectivity between Yarrabilba and the Mount Lindesay Highway, the Coomera Connector and the Logan and Gold Coast Faster Rail.
- The argument for improved transport connections around the Colmslie Road Industrial Precinct needs to be strengthened within the regional plan. This could be achieved by identifying the Lytton Road/ Colmslie Road intersection as a ‘capacity improvement’ priority region-shaping infrastructure project (Table 13). Improvements to the Lytton Road / Colmslie Road intersection would go beyond addressing capacity and safety challenges by:
 - improving connectivity between major industrial supply chains and the regions primary export gateways thereby increasing the efficiency of the movement of goods;
 - promoting economic growth;
 - increasing the level of protection afforded to major food processors and as a result, safeguarding the regions food security;
 - minimising impacts of non-industrial uses that do not support industrial activity;
 - minimising conflicts with other transport modes and non-industrial land uses which are becoming more prolific in this heavily industrialised area.
- Objection to the inclusion of Priestley Road and surrounding streets and properties in the suburb of Bridgeman Downs in the Public Transport Investigation Corridor (19 Improved Road and Public Transport connectivity between inner Brisbane and Strathpine).
- There is not enough information provided to the public about the potential new highway running through Bridgeman Downs. Request all detailed information as to the exact proposed route for this be made available to all Bridgeman Downs

residents showing clearly on maps exactly where this proposed highway is going through.

- Support for the proposed transport corridor from Mitchelton to Brendale, given it will provide improved connectivity and accessibility will make it easier for staff to commute, potentially attracting a broader talent pool. Additionally, the enhanced transport link will likely foster greater business collaboration and opportunities within the region.
- Strong opposition for any north west tunnel located west of Beckett Road. Request for further information on the exact location / alignment of the proposed tunnel.
- That the extension of the South East Busway to Loganholme be added on page 134.
- Acknowledgment of the proposed infrastructure of the Salisbury to Beaudesert Rail Line and the upgrade to the Mt Lindesay Highway which is essential. Smaller infrastructure must also not be overlooked in regional areas. It is requested that a connecting road between Kooralbyn to Boonah via Greenhills Road is added to the priority infrastructure planned before the 2032 Olympic Games.
- There have been several major growth areas established across SEQ, including Yarrabilba, Flagstone, Ripley, Caloundra South and now Caboolture West, and none of these have a firm timeline for the establishment of high frequency public transport. Of the 12 priority region-shaping infrastructure – new projects identified in the draft regional plan, only one (1) is specifically a rail project. The rest are predominantly road projects (two of them are mixed road / public transport).
- The need to delete the Gold Coast Light Rail Stage 4 (Burleigh to Coolangatta) and any associated infrastructure supplement for it. The costs to construct the light rail provide poor value for money. There are more cost effective means including:
 - directing funding into an improved city wide transport network and the use of buses;
 - a greater need for high frequency public transport in areas of Robina / Varsity Lakes and the Northern Gold Coast growth corridor; and
 - prioritising the extension of the heavy rail from Varsity to the Gold Coast airport (which is scheduled for 20 years time and the delay is unacceptable).
- The need to remove the Coomera Connector Stage 2 from the regional plan on social, environmental (EPBC Act), economic and public accountability grounds.
- Concern for impacts on Eagleby floodplain, wetlands and bird species from the Coomera Connector and associated filling / embankment works. With references to the TMR Coomera Connector report: 'Technical Review of Alternative Routes between Loganholme and Staplyton' (March 2021), it is recommended to end the Coomera Connector at Staplyton and begin the Southern Connector. This plan would fulfil the requirements of another path over the Albert and Logan Rivers instead of the Coomera Connector going through Eagleby.
- A request for greater certainty of the delivery timeframes for region-shaping infrastructure so that the broader airport precinct can be better planned and projects invested into to help facilitate the delivery of this infrastructure to the airports.
- A desire for an efficient and fast commuter rail link between Toowoomba and Brisbane to accommodate the growing population.
- That the Toowoomba North South Transport Corridor was introduced with minimal public consultation, unreasonably short deadlines, and poor mapping.
- Ensure that adequate community engagement is undertaken as part of the Toowoomba North South Transport Corridor, given the scale of infrastructure and development. The transport corridor must respond to resident, and Indigenous, concerns. Projects that destroy habitat and natural areas should not receive exemptions.

- That Moreton Bay has least amount of region-shaping Infrastructure (Map 12) per head of population in SEQ, and other areas such as Logan have 5 times the rate of region shaping infrastructure that Moreton Bay has.
- Support for the Kawana Motorway as it represents a major connecting (commuter) route for the region.
- The funding of large multimodal transport projects identified in this regional plan (Sunshine Coast Direct Rail, Kawana Motorway and Sunshine Coast Mass Transit) are essential.
- Support for light rail in Sunshine Coast.
- The Sunshine Coast train line is currently the only one that goes north from Caboolture and it is only a single track and runs slow, and should be upgraded given the population growth that has been experienced on the Sunshine Coast. Providing more passenger trains will take more cars off the road by coming more often and carrying more people.
- Suggested updates to the following:
 - Map 11: Add a dotted blue line for a proposed strategic rail freight corridor connecting Ebenezer to the Port of Brisbane (or alternatively a different coloured dotted line entitled 'Proposed strategic rail freight tunnel');
 - Map 12: Add a number on the map as well as the list for 'Ebenezer intermodal terminal. Add a number on the map as well as the list for 'Freight tunnel connecting Ebenezer to the Port of Brisbane; and
 - Table 13: Under capacity improvements add two additional rows for the following infrastructure priorities:
 - Ebenezer intermodal terminal;
 - Freight tunnel connecting Ebenezer to the Port of Brisbane.

Integrated planning

Comments on integrated planning

Comments were received in submissions on integrated planning, with comments generally expressing:

- The better co-location of housing, economic land, and essential services to mitigate need for travel. Avoiding mono-centric city.
- Infrastructure should lead growth rather than continuously playing catch up with the cost being met by taxpayer funds.
- Build capacity to quantify and compare the direct and broader co-benefits and costs of a more integrated approach. A better understanding of the benefits and costs, and their distribution, will help prioritise funding and resources.
- The integration of infrastructure and land use planning is supported, with requests for additional detail on the methodology and assumptions used in the Model for Urban Land Use and Transport Interaction (MULTI).

Comments on integrated wildlife movement solutions

Comments were received in submissions on integrated wildlife movement solutions, with comments generally expressing:

- The inclusion of more connected greenspace across the SEQ region, to accommodate the movement of wildlife and people. For example, the completion of the Boonah Ipswich Trail would provide connection to natural spaces for the rapidly growing communities in its vicinity.

- That green and blue infrastructure could be more clearly defined and articulated in order to realise not just their benefits, but necessity in a changing climate and challenging population growth entailing much greater density.
- That over 27,000 wildlife patients were treated in the RSPCA Qld Wildlife Hospital in 2022. As transport infrastructure grows emphasis should be placed on keeping wildlife off the roads, for example, by using fences and wildlife over or under passes which have proved successful in SEQ and overseas.
- The need to continue to deliver the fauna bridges planned for Burleigh Head National Park and Currumbin Hill.
- That wildlife corridors need to be incorporated in development.

2.2.4 Goal 4 – Sustain

Goal 4 – Sustain of Chapter 3 – Part A received the second greatest proportion of feedback with over 5,670 individual matters raised in submissions. **Table 2-5** below provides a summary of the top 15 themes and matters commented on in submissions related to Goal 4 – Sustain.

Table 2-5: Top 15 themes and matters commented on from submissions related to Goal 4 – Sustain

Top 15	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Biodiversity	Concerns raised with the loss of or impact on biodiversity corridors / networks as a result of development and population growth	659	26.16%
2	Regional Landscapes	Comments on environmental protection	642	25.49%
3	Regional Landscapes	Support the protection of regional landscapes, biodiversity corridors and greenspace networks	623	24.73%
4	Koala Conservation	Comments on koala conservation	566	22.47%
5	Biodiversity	Protect the environment as we grow / concern for environmental impacts as we grow	534	21.20%
6	Koala Conservation	Support for protecting Koala habitat and conserving Koalas from development	522	20.72%
7	Climate change, resilience and adaptation	Comments on climate change, resilience and adaptation	494	19.61%
8	Climate change, resilience and adaptation (Resilience - Settlement Planning)	Support for the identification of no-go areas for future development or concern with further development in high risk areas	399	15.84%
9	Climate change, resilience and adaptation (Resilience Policy Maturity Framework)	Support for the resilience maturity framework	385	15.28%
10	Koala Conservation	Concern raised with the declining Koala population	71	2.82%
11	Water	Comments on specific catchments or water supply	58	2.30%
12	Regional Landscapes	Support protecting scenic values	48	1.91%

13	Climate change, resilience and adaptation (Climate change)	Support recognition of renewable energy, low emissions, zero waste, circular economy certifications and ratings	45	1.79%
14	Climate change, resilience and adaptation (Resilience - Settlement Planning)	Support recognition of planning for a resilient settlement pattern	44	1.75%
15	Regional Landscapes	Need greater regulations and rules to limit clearing and the ability to alter remnant ecosystems	42	1.67%

The following tables provide a summary of the comments made in submissions related to Goal 4 – Sustain.

First Nations peoples

Comments on the integration and acknowledgement of First Nations peoples and their landscape values

Comments were received in submissions on the integration and acknowledgement of First Nations peoples and their landscape values, with comments generally expressing:

- Support for Indigenous rights to be recognised at all stages and in all processes of the regional plan.
- Acknowledgement of the draft regional plan's position that 'SEQ Traditional Owners exert their fundamental human right to both maintain their ongoing and unique connection to their ancestral lands and fulfill their responsibilities' *to the land, skies and waterways* 'under their traditional law and customs'.
- The recommendation for recognition of First Nations peoples' right to live on Country, acknowledging that the implementation actions include a 'living on Country' strategy.
- The need to ensure the wording of the regional plan is inclusive of all First Nations peoples with a connection to Country.
- That further explanation is needed for how First Nation land and practices will be protected, with the need to include discussions of cultural heritage legislation that reflects their needs and aspirations.
- The regional plan must demonstrate how the planning process has protected, promoted and valued First Nations peoples' knowledge, culture and traditions as provided by section 5(2)(d) of the Planning Act.
- Strong support for the proposed Reconciliation Action Plans aims to promote inclusion, wellbeing and equal opportunities for Indigenous Australians. It is also essential that places of cultural significance for Indigenous custodians are recognised and protected by law.
- The map at the beginning of the draft regional plan that shows the 'Traditional Owners' is outdated and irrelevant as the Planning Act seeks to work with all First Nations peoples who are affected by or live within the region's area irrespective of whether they were part of a successful Native Title determination.
- The need to adopt the Planning with Country approach in all strategies developed across all vision themes. Responding to Planning with Country should be included as a core principle / priority in the Project Assurance Framework (pages 238 to 239).
- The need for clarification with how the regional plan will integrate the Cultural Heritage Act.

- There is currently a Native Title claim over much of Redlands and possibly over other parts of SEQ. The likely impact of these claims should be factored into the regional plan.
- The State government, in conjunction with Brisbane City Council should explore opportunities for implementing indigenous cultural burning practices.

Support improved engagement with First Nations peoples

Comments were received in submissions on improved engagement with First Nations peoples, with comments generally expressing:

- Support for efforts to elevate recognition of First Nations peoples and working closely with First Nations communities.
- Traditional Owner group representation is crucial when assessing projects with the potential to impact significant cultural sites and values.
- The need to ensure First Nations people have an opportunity to be involved in the protection and management of their country and culture.
- The need to work closely with the Queensland First Nations Tourism Council to support First Nations owned tourism ventures and initiatives.
- That there is no evidence contained within the draft regional plan to demonstrate how the State has actively worked First Nations people.

Regional landscapes

Comments on environmental protection

Comments were received in submissions on environmental protection, with comments generally expressing:

- That it is critical that the regional plan protects SEQ's unique native wildlife to preserve the delicate ecosystem now and for future generations. The rush to build must not come at the expense of remnant forests and wetlands.
- That SEQ is one of the most productive and important regions for iconic species like koalas, quolls, and greater gliders and a globally renowned biodiversity hotspot. It is critical that this regional plan protects the unique native wildlife for future generations.
- That most critically it is imperative that the regional plan makes clear that no more important remnant forest, wetland or other critical habitat be cleared for development purposes.
- Protection of the unique environment, biodiversity, must be strengthened and maintained at all costs, with strengthened design principles and increased fines for removing vegetation illegally.
- That a rising population and changing climate will place increasing pressure on natural habitats and ecosystems. The regional plan should give greater protection to these areas.
- That the regional plan must include mechanisms to work with planning schemes to ensure infill development and diverse, compact housing styles in existing urban areas and halt continued expansion into greenfield sites. These mechanisms can include mandates, incentives, technical assistance and resources, collaborative governance structures, recognition programs, and tracking and publishing data on key measures of success.
- That natural vegetation must be rigorously protected, and the Urban Footprint cannot be allowed to reduce it beyond the current 32 per cent level overall to avoid catastrophic environmental tipping points. Scientific evidence recommends that 30 per cent of a landscape (at a minimum) at all scales from

local to regional, needs to be conserved to ensure key ecosystem functions such as water and nutrient cycles can provide the services required by the environment, economy and society to survive and prosper.

- Habitat loss and fragmentation pose significant threats to the region's biodiversity. Protecting at least 30 per cent of the landscape and working toward 40 to 50 per cent is crucial for ecosystem functions. The regional plan should prioritise protection of all biodiversity significant areas within designated development areas.
- Protection of natural areas includes strictly enforcing buffers, setbacks, and protections for remaining natural vegetation, wetlands, and wildlife corridors.
- Support for the concept of connected corridors for wildlife (bushland to bushland connections, bushland to wetlands connections, wetlands to wetlands connections). This is necessary to protect and enhance biodiversity. An SEQ-wide approach is needed to protect biodiversity and various connections, with the Queensland government co-ordinating efforts of councils and community groups working towards environmental improvement, through weed eradication, establishing native plants, cleanup of rubbish, strategic fencing, management of visitation, and so on.
- Support for the preservation of matters of national or State environmental significance, as well as the regional biodiversity network, including critical habitats such as koala habitat.
- That regional biodiversity corridors should be designated as matters of State environmental significance.
- The protection of inter-urban breaks, water resource catchments, and scenic amenity values is vital for the sustainability and long-term well-being of communities.
- That all mapped biodiversity significant areas within designated development areas, Urban Footprint and Rural Living Areas should be protected to provide future greenspace / nature reserves and public open space for community health and wellbeing.
- The need for mandatory measures in the regional plan to ensure local governments achieve minimum green and open space ratios by suburb / district.
- That 'offsets' for loss of open space in one LGA should not be relocated to another LGA.
- Support for the Bioregional Planning Process. More needs to be done for implementation such as State levers to proactively manage better outcomes at both a landscape and local level.
- Whilst the inclusion of the Bioregional Planning Process is welcome, the regional plan notes that it may only apply to PFGAs. This means it will largely only function to facilitate development but will not assist in identifying areas that need greater protection, or support decision making that would assist to undertake the necessary rehabilitation and revegetation across the landscape. It is recommended that Bioregional Planning Process apply to the SEQ region. This will ensure that there is protection both for current habitat and the areas necessary to restore habitat to the required levels to protect threatened, endangered and vulnerable species.
- Concern for pre-emptive clearing with bioregional planning only finalised after the final regional plan is delivered, and local government planning schemes are amended to reflect the regional plan. With such changes months in the making, protections are needed to stop pre-emptive clearing.
- That serious consideration needs to be given to how the State could introduce a clearly defined, temporary moratorium on clearing during this period to avoid the wanton destruction of critical habitat.

- The need to include targets to restore native vegetation cover over 40-50 per cent of the region.
- That strategies to re-green established communities, centres, waterways and transport corridors should be prioritised to meet biodiversity, urban cooling and climate change mitigation targets.

Comments on inter-urban breaks

Comments were received in submissions on the inter-urban breaks, with comments generally expressing:

- Support for the northern inter-urban break and the separation from Caboolture / north Brisbane – noting that this area should be protected.
- Support for the northern inter-urban break extent, including locating the Halls Creek PFGA outside the inter-urban break.
- That it is logical that the large green northern inter-urban break be largely defined by the existing forestry reserves that separate Moreton Bay and the Sunshine Coast. Maintaining the current proposed line provides balance between protecting a large green space while ensuring suitable land is available for development in logical locations which adjoining urban infrastructure is protected for future development opportunities.
- That protecting the northern inter-urban break is essential to the health and biodiversity of the Pumicestone Passage. The inter-urban break provides a green belt between the Sunshine Coast and Moreton Bay regions. The area includes the Glass House Mountains; Pumicestone Passage and parts of Bribie Island; the Townships of Elimbah, Beerburrum, Glass House Mountains and the Sunshine Coast Biosphere.
- The need to protect Hall's Creek, which is a large regional site that covers approximately 1,400 hectares and sits between the Pumicestone Passage and the Bruce Highway, south of Bells Creek Road. The land has always been zoned for rural and conservation purposes being an important buffer to the very sensitive ecology of the Pumicestone Passage and Ramsar Wetlands. It significantly contributes to the inter-urban break, which provides a 'green belt' or vegetated break between the Sunshine Coast, Moreton Bay and the highly urbanised greater Brisbane district.
- The need to add a western and southern-western inter-urban break corridor. The draft regional plan includes only one (1) inter-urban break near Beerwah (northern corridor) and one between Yatala and Coomera (southern corridor). There are no inter-urban breaks proposed for the western corridor (Ipswich to Toowoomba) or for the south-west Corridor (Mt Lindesay Highway). Along the Mt Lindesay Highway, one (1) inter-urban break could be located between Granger Road and Logan River (bioregional corridors, biodiversity values and agricultural land) and from the Logan River south to Camp Cable Road.
- The need for stronger policies around revegetating and supporting regenerative agriculture within inter-urban breaks to facilitate an increase in natural biodiversity.
- Include regional biodiversity values and regional biodiversity corridors as matters of State environmental significance.

Comments on Map 15 Sustain – Regional biodiversity network

Comments were received in submissions related to Map 15 Sustain – Regional biodiversity network, with comments generally expressing:

- That Map 15 and 16 has improperly displayed information, with the incorrect designation of the regional biodiversity value for Tambræe.

- Request for the regional biodiversity corridors to be amended to reflect the outcomes of on-ground, site-based ecological assessments, where parts of sites are cleared and have minimal environmental values.
- An omission of the four (4) east-west biodiversity corridors on the Gold Coast from the updated mapping, despite being mentioned in the Southern Sub-Region text, should be corrected.
- That regional biodiversity is stated to be mapped, but it appears that local governments will be required to refine the mapping and values. Integration of local government mapping and values between neighbouring LGAs is crucial to maintain the integrity of values and connectivity, preventing biodiversity corridors from ending abruptly in neighbouring LGAs designated for development.
- To expand areas designated as regional biodiversity corridors as follows:
 - include the whole of Mount French (not just the national park), areas along the Teviot Range south towards Mount Alford and a peak one (1) kilometre to the west ('West Mount Alford')(both vegetated and regenerating / partly cleared areas), south to Mount Moon, then across Croftby Road following the ridgeline (catchment boundary separating Teviot Brook from Reynolds Creek / Nine Mile Creek catchments), then south west / west towards Mount Roberts on the Great Dividing Range. Justification: regionally significant fauna species and populations (e.g., Brush tailed rock wallabies, koalas-confirmed and Spotted Tailed Quolls-unconfirmed), requiring corridor connection to core habitats along the Great Dividing Range, and significant numbers of private landholders committed to wildlife habitat management efforts (e.g., Land for Wildlife, Voluntary Conservation Agreements).
- That some areas of significant corridors and pocket reserves are included within the Regional Landscape and Rural Production Area, however other areas have not been included despite the definition and explanation referencing conservation, connectivity, environmental and landscape features. As a result, the regional plan should consider, better clarify and map the extent of the Regional Landscape and Rural Production Area inclusions consistently across the document.

Comments on Map 17 Sustain – Regional landscape value

Comments were received in submissions related to Map 17 Sustain – Regional landscape value, with comments generally expressing:

- Expand areas designated as regionally significant scenic amenity as per the comments relating to Map 15 above. In addition, further expand the area as follows:
 - include Mount Edwards, Little Mount Edwards, Lake Moogerah and dam/lake perimeter, Mount Greville and associated areas forming the backdrop to Lake Moogerah as viewed south from Fred Haigh Park at Lake Moogerah. These areas provide a significant landscape contribution which complements the overall character of the Scenic Rim LGA and a primary setting for many visitors to the region. Together, the combination of Mount French, Teviot Range / Mount Moon / Mount Greville, and Main Range provide a continuous visual frame and very high landscape value and attraction to visitors travelling between Boonah and Mount Alford. These areas also provide an important setting for part of the National Bicentennial Trail (Australia's longest recreational trail) which passes through this area.

Koala conservation

Comments on koala conservation

Comments were received in submissions on the importance of koala conservation, with comments generally expressing:

- All koala habitat and bushland should be preserved, including corridors.
- The biggest threat facing koalas is from urban sprawl and greenfield development in SEQ.
- Concerns for expansion of development and the Urban Footprint into koala corridors and koala habitat.
- No further destruction of koala habitat. SEQ has thousands of development approvals in the pipeline and a healthy supply of land already available.
- Strong objection to any clearing of koala habitat, or clearing of remnant native forest for any development within the Sunshine Coast LGA, and also SEQ.
- That it is imperative that strong planning laws to protect koala habitat are implemented as decades of previous legislation has failed to protect koalas and their habitat due to loop holes and lack of enforcement.
- That there are no clear measures of preservation.
- Strong support for the inclusion and recognition of the Koala Conservation Strategy.
- Concern that measures from the Koala Conservation Strategy are unreliable, not effectively measurable and are based on a failing strategy with targets not met in year one (1).
- That around 14 per cent of the SEQ region still contains preferred known habitat for koalas. Many researchers suggest that there is now not currently enough longer term habitat for a healthy population to persist regionally. For animals and plants to survive and thrive, at least 40 to 50 percent of the region needs to be covered by native bushland. Important habitats must be protected and connected.
- The regional plan should make clear that any updates to the Koala Conservation Strategy, and its related mapping, will be automatically incorporated into the regional plan.
- The need to publish the koala habitat mapping methodology with assumptions and results of the assessments to improve transparency and provide a shared understanding of the problem. This will enable all parties to be better informed and assist in coming together to solve current challenges.
- Statewide Landcover and Trees Study (SLATS) clearing data for 2016-2021 still showed widespread impacts on core koala habitat with up to 3,446 hectares experiencing some form of disturbance.
- That the State should be preventing local government from regulating vegetation clearing in planning schemes and local laws. Local knowledge should be engaged to accurately map koala habitat with more importance given to scattered trees.
- Offsets and exemptions for habitat clearing are ineffective. Pre-emptive clearing prior to proper legislating is a key issue.
- A key reason for the ongoing loss and fragmentation of critical habitat is that despite the good intentions of protection outlined in ShapingSEQ 2017, too many exemptions and exceptions have been created across the planning framework. This includes exemptions for State infrastructure, category X vegetation, PDAs or State Development Areas, etc.
- The offsets system that also regulates clearing through an offsets framework is also broken. It is priced too low, habitat is not being replaced, it is not replaced in a

timely manner or in a like for like manner (for instance replacing loss of mature trees with new plantings) or near to the areas in which it is removed.

- The cumulative impacts of these exemptions and offsets are not properly assessed.
- The impact of koala habitat mapping on development in the existing Urban Footprint needs to be assessed in much greater detail. This assessment needs to reflect not just the direct removal of developable area, but also the impact on development yields and costs as a result of the fragmentation and irregular development areas. This should also then be weighed against the actual on-ground ecological value of the often isolated or fragmented habitat areas surrounded by heavily urbanised environments, and any demonstrable long-term benefit to the koala population.
- That the Mount Cotton koala population is becoming isolated and many more flora and fauna in that zone will also be isolated.
- That with the inclusion of Clear Mountain in the Urban Footprint, there is concern that the efforts of the council and community to preserve wildlife habitat and koala corridors through property regeneration will all be in vain.
- This reclassification of land in the Urban Footprint will sterilise the koala land buyback location by encouraging subdivision and habitat loss in Clear Mountain. The proposed area for urbanisation in Clear Mountain has a lot of established gum trees and an active koala population.
- Concern with the 400 hectares of land identified to offset for any environmental impacts the Coomera Connector will cause. The reality is far from 400 hectares with only approximately 125 hectares safe for 68 koalas. Combining the predicted sea rise with a storm tide at the new levels, could see almost the whole property inundated with water.
- The need to give priority consideration to protecting the urban and semi-rural habitats of the koala population in Redlands. These native animals have been classified as endangered, and there has been a continuous decline in their population over the past decade due to habitat destruction for housing development, road kill resulting from increased traffic on the roads, and dog strike.

Concern for loss of land for development due to conservation

A number of submissions were received raising concerns with the accuracy of the koala mapping, with comments generally expressing:

- Concern that the koala habitat designation in Buccan is incorrect and prohibiting development, noting that the current koala priority area and habitat areas are grossly over exaggerated.
- Concern that the koala habitat designation in Thornlands is incorrect.

Water

Concerns raised on water supply and water quality

Comments were received in submissions raising concerns with regards to water supply for the proposed population growth and water quality, with comments generally expressing:

- Water supply is of particular concern, as there appears to be no provision for the substantial extra water supply needed for the proposed population growth.
- Having enough water to meet present requirements, whilst not jeopardising the water needs of future generations in SEQ is essential to the region.
- Water quality and supply have not been adequately addressed.
- That based on an estimated consumption rate of 200 litres per person per day, an additional 440,000,000 million litres of water will need to be provided per day to

service the requirements of the extra 2.2 million people expected to live in SEQ by 2046. However, there is no detailed information in the draft regional plan or the draft SEQ Infrastructure Supplement (SEQIS) about how the potable water requirements of the additional 2.2 million people that will live in SEQ by 2046 will be provided.

- That it is also important to note the competing water uses to urban consumption in SEQ (and across Queensland). While the intensity of water use in Queensland's current mining and energy sector is well-documented and forecast, the water intensity and total water required to transition to a net-zero economy has not been well considered or quantified. Using water to achieve maximum benefit requires careful analysis of quantities of water that are available, and balancing the many values and interests in decisions on its allocation amongst competing uses (noting the conflict between individual and community interests).
- The need to implement policies and technology to conserve water and enable reuse of greywater and stormwater runoff, including mandating water tanks, swales, and other water capture systems.
- The need for a comprehensive plan that includes all viable water supply options to ensure that SEQ urban water supply meets the needs of the region's future residents, including;
 - reintroducing the requirement for rainwater tanks and water efficient fixtures/appliances to be installed in all new residential buildings into the Queensland Building Codes;
 - using the Western Corridor Recycled Water Scheme for its intended purpose of augmenting SEQ's potable water supply;
 - introducing wastewater recycling in other parts of SEQ;
 - incorporating Water Sensitive Urban Design (WSUD) principles in all greenfield urban development;
 - reducing urban and commercial water demand; and
 - reintroducing the requirement for local governments to develop and implement Total Water Cycle Management Plans.
- Support for Water sensitive urban design, and criteria around water collection and re-use in urban developments (including high density).
- Recommend making the moratorium on new commercial groundwater extraction permanent and imposing limits on water extraction from hinterland streams for agricultural purposes.
- Concern that no detailed information is provided in the draft regional plan or draft SEQIS about how the potable water requirements of the additional 2.2 million people that will live in SEQ by 2046 will be provided.
- That from data provided in the 2018, 2019, 2020 and 2021 Measures that Matter Annual Reports, there has been a continual decline of waterway quality across the region since the annual reporting on the Measures that Matter commenced, which categorically shows that the various measures and initiatives that have been implemented to maintain waterway quality across the SEQ region are not sufficient.
- To enhance waterway quality, specific measures must be included in the regional plan to protect and improve the quality of our waterways.
- The South Caboolture Wastewater Treatment Plant has already undergone, and will continue to undergo, augmentations to accommodate the projected population growth foreseen in the regional plan. The substantial investment of over \$120 million in an environmentally sustainable effluent reuse solution (Wamuran Irrigation Scheme) on target to be operational by mid-2024. Therefore, the treatment capacity of the South Caboolture Treatment Plant should be exempted from constraints.

- That the Toowoomba region does not have water security without dependence on expensive energy recycling of water. Research shows the future will entail reliance on recycled water and Wivenhoe Dam.
- A recommendation for a section be included in the regional plan which provides all the references to water.

Natural resources

Comments on specific references made to agricultural land areas or Key Resource Areas (KRAs)

Comments were received in submissions making specific references to agricultural land areas or KRAs, with comments generally expressing:

- Support for the 'hands off' policy for high-quality agricultural land. This point is noted, as the ability of a region to grow a portion of its own food adds to the region's security and resilience, and reduces transport costs and emissions.
- Request for the removal of KRA 54 under the State Planning Policy / Extractive Resources Overlay (and Separation Area) under the Sunshine Coast Planning Scheme in relation to the property located at 38 Toolborough Road, Yandina Creek, due to extensive period of some 10 years elapsing since any extractive activity has occurred on the site, and no evidence of rehabilitation works being commenced.
- Concerns raised highlighting the inconsistency between KRAs and planning schemes in Ipswich and Gold Coast:
 - the Draft Ipswich Plan does not provide for land zoned for the development of 'Extractive industry', even where land is identified in the State Planning Policy as a KRA. The two (2) current KRAs within Ipswich are zoned Rural, despite both being established quarries. While these two (2) existing KRAs are recognised through the Extractive resources overlay, with a purpose to protect extractive resource areas and transport routes from incompatible development, Extractive industry is not identified as a development that is expected in the Rural zone and the categorisation table for the Rural zone is silent on Extractive industry;
 - the 'in situ vegetation protection' provision prescribed by the Gold Coast City Plan's environmental significance overlay, prohibits development within the Northern Darlington Range KRA, recognised in the State Planning Policy as the main long-term source of aggregates for markets in the Brisbane-Gold Coast growth corridor.

Climate change, resilience and adaptation

Comments supporting the integration of climate change, resilience and adaptation

Comments were received in submissions supporting the integration of climate change, resilience and adaptation, with comments generally expressing:

- Strong support for the State for providing clear direction on the need for natural hazard risk avoidance, reduction and adaptation as being core drivers for the region's sustainable and risk-responsive settlement pattern and resilient built environment.
- The new plan needs to be bolder in proposing new ways of co-existing (including with nature), so fewer people live in flood plains and other risky places. State

planning 'as usual processes' will be worse off in the longer term, especially if it does not deal explicitly with well understood impacts such as climate change.

- That there should be greater recognition of disaster risk and vulnerability indicators at the regional, local government and neighbourhood level.
- A request for consistent (across SEQ) consideration of climate change future scenario planning with respect to natural hazards. Not only using the same RCP scenario but the same percentile and threshold for a range of hazard types out to 2100 including heat hazard. When 80cm sea level rise was adopted it was the top threshold in the worst case scenario, now 80 cm is the mid-range. The latest IPCC AR6 sea level rise projections are for over one (1) metre by 2100 and the best advice is to plan for the worst case scenario.
- A framework connecting the regional plan with the Sustainable Development Goals, targets and indicators could be included in the Measures that Matter. The regional plan also needs to clearly show how the plan effectively integrates climate change with its five (5) goals.
- Relocations from no-go areas need determination.
- There should be no Urban Footprint increases along the beachfront and in the 'erosion prone area', which should also be excluded from the Urban Footprint due to increasing risks of coastal erosion associated with climate change.
- Support for the proposal for tree canopy targets to increase shade, reduce the heat island effect, to increase biodiversity and to improve air quality and the visual landscape.
- Concern that the tree canopy targets lack detail on how they will be effectively achieved, particularly concerning retrofitting requirements.
- While the draft regional plan suggests some tree canopy cover targets, these are almost impossible to achieve under any density other than rural residential which equates to around four (4) dwellings per hectare. Newer higher density development has no chance of making a 25 per cent tree canopy cover.
- The suggestion for a system of alerts for heatwaves in SEQ: with Alert 1 to 5, and matching criteria associated with each, issued on days of significant risk to the well-being of people and animals. Different alert levels may be issued for different parts of the region.
- Support for 'dark skies' by mandating suitable light pollution controls and minimisation of artificial light in developments and transport infrastructure.
- Concern that it appears that much of the infrastructure costs will be absorbed in growth and not be directed towards climate change mitigation or enhanced biodiversity.
- Support for actions that ensure a high standard of road and rail transport resilience in the event of flooding disasters, along with well-funded emergency services.
- Support for the process of buy-backs and a managed retreat from river floodplains of the region known to have suffered repeatedly over past decades. Such vacated floodplains should then be rehabilitated back to their original condition as far as possible.
- 90 per cent of natural disasters are water-related, while the remaining 10 per cent will also have an impact on the hydrological cycle. For example, bush fires impact water quality through the generation of soot and ash, use of firefighting chemicals, and degradation of the catchment. There are numerous critical SEQ water assets that are located within, at-risk bushfire areas.
- Consideration should be given to Indigenous cultural fire management to prevent loss of species.
- Concern for the lack of emphasis on hazards like flooding and sea level rise in the draft regional plan and the lack of urgency in addressing climate related risks.

- Building a disaster resilient and adaptive region is currently grouped with 'Respecting Natural Systems' (page 42). It is strongly recommended they are not grouped together, but each have its own separate theme to provide a complete narrative. Disaster risk and resilience is not 'an 'environment / green' issue and is arguably more closely linked to social and economic issue.
- A comprehensive review and statutory integration of climate adaptation measures as a regional approach must be prioritised over the next two (2) years. Development in areas of intolerable risk must be arrested as soon as possible and heat hazards, sea level rise, weather events, drought must all be accounted for based on contemporary international evidence and science.
- That the Resilience Policy Maturity Framework is new and could take some time to develop. The regional plan should embed a precautionary approach to further development in already known areas of hazard.
- That enhanced requirements into the State Planning Policy or State Development Assessment Provisions (SDAP) addressing urban heat, tree canopy, risk and resilience are required. The absence of these controls will mean that the development assessment system is lagging behind the regional plan.
- The need to construct homes and infrastructure according to the most extreme predicted scenarios, which are becoming increasingly likely. Prioritise mobility of structures for potential relocation due to continuous sea level rise over thousands of years. Anticipate the need for repeated retreats from coastal and risky regions as climate systems deteriorate.
- The building code needs rapid updating to ensure new buildings are more resilient and better prepared for extremes of weather expected as climate deteriorates – cyclone ratings, temperature and sound insulation, hail proof roofing, banning dark roofs and walls, water recycling and circular economy so we reduce substantially our need for landfill waste collection.

Comments were also received in submissions supporting the integration of climate change, resilience and adaptation in specific locations, with comments generally expressing:

- Buddina is a 'high erodibility' beach located within the State mapped Coastal erosion zone. It is also a turtle nesting beach for the endangered loggerhead turtles. This area should not be further developed and there should be no change in Urban Footprint of any existing development. This principal should extend to all areas within the coastal erosion zone on the Sunshine Coast between Point Cartwright and Caloundra.
- Densification of the coastal corridor is not supported by the community on the Sunshine Coast. The community values the preservation of coastal ecosystems and environment. Further multiple strategies such as the CHAS (Coastal Hazard Adaptation Strategy) have identified this area as high risk, thus to increase the Urban Footprint in this area would be contraindicated.
- Upgrade and relocation of flood areas at Golden Beach, Tripcony (Bulcock Beach) and Dicky Beach are critical against the predicted sea rise of over one (1) metre flooding many residences built before 1990.
- A request to include provision of escape routes and safe disaster centres. This covers maybe 25 per cent of the Central Caloundra.

Concern for identification of no-go areas and strong avoidance policy as development can be mitigated through engineered solutions

Comments were also received in submissions that raised concern with the identification of no-go areas and strong avoidance policy, with comments generally expressing:

- That climate change modelling should inform decision making at State and Federal levels only in regards to new Urban Footprint areas, and not be considered or form part of planning schemes.

- Establishing no-go areas may provide certainty, but they do not allow for shifting development practices or developments that are subject to specific on-ground assessment. Allow the existing planning framework to determine if areas are suitable for development. Avoid broad prohibitions on development based on high level mapping which has not had site specific analysis.
- Any development within the Urban Footprint will need to consider the natural hazards but preventing development where there are reasonable mitigation measures is unnecessary and stifles the delivery of employment land, to service the projected population growth. These areas should continue to be assessed on a case-by-case basis and supported where appropriate mitigation measures can be demonstrated.
- Concern for the identification of no-go future development areas due to intolerable natural hazard risk has significant implications for the Redland islands. The Redland islands, including North Stradbroke, Russell, Macleay, Lamb, Karragarra and Coochiemudlo Islands, are known for their natural beauty and unique coastal environments. However, they are also susceptible to natural hazards such as storm surges, coastal erosion, and flooding, which can pose significant risks to life and property. Considering the potential categorisation of the Redland islands as no-go future development areas within the framework could signify any future urban or infrastructure development in these regions would be actively discouraged or constrained due to the elevated level of natural hazard risk.

Comments on net zero, renewable energy and zero waste ratings / targets

Comments were received in submissions on the net zero, renewable energy and zero waste ratings / targets, with comments generally expressing:

- A suggestion to provide targets for emissions reduction or measures which would advance that element of the regional plan.
- The regional plan provides that the Queensland government has committed to achieving net zero emissions by 2050, in line with leading global economies (page 162-163). However, it does not provide a specific target timeline for achieving carbon zero other than the 2050 goal.
- The changes proposed under 'Sustain' are insufficient and do not align with net zero emissions targets or aims to protect and regenerate biodiversity. Achieving Queensland's net zero targets require that in 27 years from today, there are no petrol vehicles on our roads, that our entire housing stock is energy efficient, and that all businesses and homes are supplied emission-free energy. Achieving Australia's commitment to the Biodiversity Framework requires protecting 30 per cent of land and water within seven (7) years. Reducing the number of children living in poverty and increasing education and employment outcomes for young people by 2032. Achieving these goals in South East Queensland while providing housing and infrastructure for 2.2 million additional people will be challenging and demands transformational change.
- That to achieve net zero targets, all buildings built in Queensland from now on must be compatible with net zero. The strategy to 'facilitate the uptake of relevant certifications and ratings' is commendable, but requires rapid acceleration and enforcement so that all new buildings in SEQ are compatible with net zero emissions.
- That net zero will decimate the Australian agricultural sector, force up food prices and result in a future where the backyard family BBQ will be reserved for the elites.
- To achieve the whole of Government carbon pollution reduction targets, climate mitigation needs to be integrated into the regional plan, including renewable energy sources and infrastructure requirements, public transport, and standards to decrease high urban emissions (19 per cent).

- The need to conduct a review of the current Queensland Zero Emission Vehicle Rebate Scheme, incentive, and eligibility criteria to include a broader range of vehicles and support the transition to electric fleets for the tour and transport sector.
- Explore potential for installing community batteries in regions that are heavily reliant on tourism to support industry energy needs.
- Noosa Shire Council's declared zero emission target by 2026 must not be compromised but supported by State government.
- Support for the phaseout of electricity generated from coal, and the eventual decline in the amount of electricity generated from gas in SEQ.
- Opposition to any future generation of electricity from nuclear power within SEQ.
- State and local planning schemes need to reflect more ambitious strategies to address the potential impacts of climate change and the need to meet emission reduction targets.

2.2.5 Goal 5 – Live

Goal 5 – Live had the least amount of interest, compared to the other goals, with more than 2390 individual matters raised in submissions related to Goal 5 – Live of Chapter 3 – Part A. **Table 2-6** below provides a summary of the top 11 themes and matters commented on in submissions related to Goal 5 – Live.

Table 2-6: Top 11 themes and matters commented on from submissions related to Goal 5 - Live

Top 11	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Design and character (Good design)	Support for good design, climate-responsive and sub-tropical design	879	34.89%
2	Live theme	Comments on the live goal	852	33.82%
3	Design and character (Good design)	Value the protection of local character	472	18.74%
4	Design and character	Comments on good design and great places	119	4.72%
5	Health and wellbeing	Concerns raised with the lack of social infrastructure to support the disadvantaged	16	0.64%
6	Design and character (Good design)	Support for embedding indigenous design principles	12	0.48%
7	Live theme	Support for the live goal	11	0.44%
8	Health and wellbeing	Concerns raised with an increasing homeless population	9	0.36%
9	Health and wellbeing	Comments relating to health and wellbeing	7	0.28%
10	Design and character (Great places)	Support for recognition of great places	6	0.24%
11	Design and character (Great places)	Comments on Map 19 Live - Some great places	3	0.12%

The following tables provide a summary of the comments made in submissions related to Goal 5 – Live.

Design and character

Comments on the live goal

Comments were received in submissions related to the live goal, with comments generally expressing:

- That the local lifestyle needs to be embraced rather than look to copy from other cities, reducing the quality of life for those who live here.
- With population increase will come the decline in the standard of living.
- There is no delivery on homelessness.
- Support the use of the phrase 'live, work and play' in the context of the Live goal, and suggest that 'play' could be further emphasised throughout the document.
- Support for Elements 3.2, 5.2 and 8.2(c).
- A recommendation for implementing a region-wide standard to facilitate comparison of the provision of parks across LGAs in SEQ. Evidence should also be provided demonstrating the above quantum of parks is sufficient to support the live strategy of providing social infrastructure, sport and recreation opportunities for community health and wellbeing.
- That the strategies in Element 7, embedding opportunities for adaptation and change as important to the design of liveable (and sustainable) communities are commended.
- Investigate, map and respond to the commitments listed within the theme of live and fairness by implementing a program of research, monitoring and reporting on the 'everyday' experience of people in SEQ. This is critical baseline data for the design and evaluation of the performance of regional and local level strategies and initiatives outlined in the draft plan.
- That SEQ must first and foremost be liveable for its people. Is the regional plan meant to support the 'smart city' concept, which has not been included in the document.
- Inadequate social, health, education and transport infrastructure make for poor quality of life in many established suburban areas of Brisbane, like the outer western suburbs of Brisbane, established more than 50 years ago and still lacking basic infrastructure.
- There are persistent poor connectivity issues on the Redland's islands, disrupting payments and operations, impacting accessibility to essential services like telehealth and forcing students to leave the islands for better connectivity, posing educational and economic setbacks.

Comments on good design

Comments were received in submissions related to the importance of good design and its necessary elements that need consideration, with comments generally expressing:

- Valuing good design is key aspect of achieving the regional plan's vision.
- Support the intent of the State government to develop design guidance for diverse housing products for gentle density including form-based codes and guidelines.
- The strategy for good design (page172), affordable living (page172) and SEQ great places (page174) should be revised to emphasise the importance of design and promote design-led thinking to address current and future challenges. Good design is critical for ensuring communities can live a 'good life', can survive and thrive in a harsher climate, and the region continues to be globally competitive.

- That there is a lack of detail specifying how good design, subtropical and temperate design, and Indigenous design principles, should be adapted based on a local regions character and needs.
- That Queensland should adopt its version of the successful NSW Apartment Design Guide into planning policies.
- That the experience in other states shows that achieving 'good design' requires a commitment across State and local government to ensure design proposals can either be assessed and reviewed by or be designed and administered by design-trained professionals without increasing uncertainty or delay.
- The Code should not be just guidance, it needs to be enforceable.
- Pursue urban infill, good design and best practice (such as the density done well) may only form guidance. Consideration could be given as to how it should be incorporated much more strongly into the planning framework in a manner that drives improved design.
- The need for design requirements for medium density development and identifying critical design elements that improves amenity and encourages good quality design.
- The need for updating the building codes with sustainable building standards to require best practices for energy and water efficiency, such as installing solar panels, rainwater harvesting, and efficient appliances.
- The need for setting targets and providing resources for increasing tree canopy and green spaces in urban areas to improve urban cooling, provide habitat, and capture stormwater.
- Best practice urban and landscape design should be central to development in SEQ. Infrastructure should support resilient communities and green spaces that benefit both humans and wildlife.
- Encourage the State to ensure best practice urban and landscape design to re-wild and regenerate urban areas, creating denser and more climate resilient neighbourhoods. Suburbs should provide critical greenspace for human health, homes and wildlife.
- That green and blue infrastructure and nature based solutions must be defined.
- Green and open space within developed areas must not be diminished.
- Evidence of expanded green and open space must be demonstrated in the proposed urban renewal suburbs/districts (not offset land acquired elsewhere to satisfy the ratio). Simultaneous provision of critical green space for human health and liveability and homes for our urban wildlife ought to be a mandatory priority.
- That the increase in density, particularly for medium and high rise developments should include land allocated specifically as dedicated green space, beyond just a few obligatory plants.
- Support for building up, rather than build out with poorly serviced urban sprawl. Infrastructure is needed that supports resilient communities, including establishing and maintaining networks of green infrastructure. These are critical to maintaining not just habitat, but the ecosystem services providing fresh water, liveability and food supply.
- Consider the role tourism can play in achieving place-making outcomes. Tourism use such as boutique accommodation, quality dining experiences and visitor experiences in the right locations can add vibrancy to communities and enhance liveability.
- Develop accessible and pedestrian-friendly infrastructure and micro mobility-friendly streetscapes, to promote walkable cities and encourage active transportation.

- Implement urban renewal projects that revitalise key areas, creating attractive precincts and public spaces that enhance liveability, community spirit, connectedness, and ease of movement.
- Encourage the development of innovative and environmentally friendly infrastructure, such as green buildings, parks, and pedestrian-friendly zones, to create vibrant and walkable urban environments. This could include expedited tree planting to provide shade and protection along roads/walkways, as direct sun, heat, and rain prevents people from walking between locations.
- There is opportunity to strengthen references and linkages to ensure climate responsive design is identified as having a nexus with affordability and living costs.
- High quality natural and built environments promote health and well-being, both of which depend on sustainable water management. Diverse natural environments and a diverse water supply portfolio contribute to the resilience of the communities, and these need to be part of any future planning for south-east Queensland.
- Placemaking (page 171) includes no sense of place and no indigenous places and public spaces are defined or dedicated.

Value the protection of local character and identification of great places

A number of submissions made reference the value of local character and support for good design at specific locations, with comments generally expressing:

- That in order to develop a cohesive centre, future development within the Maroochydore Principal Regional Activity Centre should be of high-quality design. Specifically for Sunshine Plaza, its position at the junction of Maroochydore makes it one of the gateway sites into the Principal Regional Activity Centre and provides a pedestrian link between the Ocean Street and Cotton Tree Esplanade precinct and the SunCentral development; therefore placemaking is particularly important.
- The need for the regional plan to support and uphold community aspirations to maintain Yandina's heritage rural town character, celebrate its tourism value and acknowledge its rural and agricultural value.
- Strong support for the intention to preserve the character of several greater places that have been identified within the Noosa LGA. These include Hastings Street, Cooroy, Pomona Village, Gympie Terrace, Noosa Junction and the Peregian Beach village. It should be noted that Noosa Shire Council has already commenced a Noosa Place Program that embraces this concept with a pilot program earmarked for Pomona.
- The identification of Noosa Junction as one of the SEQ great places is supported.
- That Noosa's unique selling proposition, along with its strong environmental credentials, is undoubtedly the character of its built environment. Noosa already has a strong design focus exemplified by its design principles developed and are still relevant.
- The need to reconsider the aspects of the regional plan affecting Noosa to ensure the balance of statewide development objectives without compromising the unique charm and character of Noosa.

Health and wellbeing

Concerns with the lack of recognition of equity, inclusion and community wellbeing

Comments were received in submissions raising the need to identify equity, with comments generally expressing:

- The draft regional plan is lacking in commentary, analysis and policy discussion on themes of equity, inclusion and community wellbeing. Discussion of fairness (Live: Element 4, page120) contains broad statements, which cut across other vision themes. There is no discussion or commitment to addressing socio-economic disadvantage, improving access to services and programs, addressing intergenerational equity and lifelong opportunities, or embedding policy and capability key policy area through current policies such as QDesign, Healthy Places Healthy People etc.
- Strategies to sustain and improve the liveability of the region for particular population cohorts (e.g., women, young people, children, older people, First Nations peoples, people with a disability and people from culturally and linguistically diverse backgrounds) is invisible in the draft regional plan. The 'lived experience' of these cohorts across different parts of the region, for now and in the future, is also not clear. This gap should be addressed in both the regional plan and SEQIS.

2.3 Chapter 3 – Part B: The regional growth pattern

Some comments were received on Chapter 3 – Part B: The regional growth pattern, with over 100 comments on individual matters. The following tables provide a summary of the comments received relating to the regional growth pattern.

Regional growth pattern

Comments on the regional growth pattern intents

Comments received on the regional growth pattern intents, including the Urban Footprint, Rural Living Area and Regional Landscape and Rural Production Area (RLRPA) generally expressed:

- That commentary should be provided on the changes to the three (3) regional growth pattern classes since ShapingSEQ 2017.

Urban Footprint

- That there should be no expansion of the Urban Footprint unless it is purely for industry activity.
- That consideration be given to using natural features like creeks as boundaries for the Urban Footprint, rather than roads. It is an inefficient use of road and service infrastructure.
- Concern that basic information and data assumptions is not provided to support the claim that the Urban Footprint can accommodate the region's urban development needs to 2046 in a way that is consistent with the goals, elements, and strategies of the draft regional plan.
- Concern for the limited expansion of the Urban Footprint and whether this is suitable given the acute housing shortage and consumer preference for house and land. Intervention such as more PDAs may need to be considered to achieve the goals.
- That the draft regional plan increases the Urban Footprint by 3,262 hectares, however it appears that only 1,724 hectares of this land is developable. In turn, the draft regional plan also predicts a population increase of 15 per cent beyond the number contained in ShapingSEQ 2017, despite the regional plan only increasing the Urban Footprint by one (1) per cent.
- That there should be no Urban Footprint increases, irrespective of current zoning, in coastal erosion areas or flood-prone areas – these are no-go areas.

- The only way to stop urban sprawl is to not approve development in areas that do not have public transport and other services in an existing area.
- That preventing urban sprawl has never been achieved. Each past review of the regional plan has resulted in expansions to the Urban Footprint, resulting in more urban sprawl in SEQ in rural residential areas and in the Rural Landscape and Regional Production Areas (e.g., Logan City Council areas such as Park Ridge South, Jimboomba, Cedar Vale, Woodhill, Veresdale, Flagstone, Logan Village and others). Areas in the outskirts of Logan and greater Brisbane should not be added to the Urban Footprint – there is nothing affordable about living in these areas.
- That there is a lack of detail specifying how the Urban Footprint will interface with environmentally and ecologically sensitive areas will be preserved and protected.
- The impact of koala habitat mapping on development in the existing Urban Footprint needs to be assessed in much greater detail. The proposed extent of new Urban Footprint should be further reviewed and increased to better reflect the true development potential of these areas and requirement for detached housing supply.
- There remains however, substantial areas of undeveloped land in the Urban Footprint which is also remnant vegetation. A key example is the western areas of Flagstone. All such areas should be removed from the Urban Footprint, with better regulatory controls created to allow for their re-inclusion.

Rural Living Area

- Strong agreement with the intent of the Rural Living Area, particularly the provision that the Rural Living Area should not compromise the integrity of the inter-urban breaks, water resource catchments, or areas containing regional scenic amenity values.
- The draft regional plan continues to under-identify existing rural residential developments (e.g., around Maleny, Montville, Wamuran and Glasshouse Mountains). Managed growth in the Rural Living Area will provide choice.
- Support for restriction on residential development in the Rural Living Area.
- That there is a lack of detail specifying how the Rural Living Area will interface with environmentally and ecologically sensitive areas will be preserved and protected.
- Further expansion of the Rural Living Area should be considered given the requirement for a minimum lot size of 100 hectares to subdivide rural zoned land outside the Urban Footprint and Rural Living Area.
- One of the key issues is that large tracts of developed rural residential land have been included in the Regional Landscape and Rural Production Area rather than the Rural Living Area.
- Typically, Rural Living Areas do not have adequate wastewater infrastructure, and this should be considered in State planning. In addition, out of sequence, small lot unsewered development (e.g., Fernvale) need to be avoided and growth areas connected to reticulated sewer to minimise water quality impacts.

Regional Landscape and Rural Production Area

- The continued protection of green space, prime agricultural land and amenity is supported. However, not all land currently categorised as Regional Landscape and Rural Production Area serves these purposes. In some cases, it is already fragmented and non-viable for agricultural production. In such instances, councils should be empowered to consider, on a case-by-case basis, the best planning use of these properties.
- Support for inclusion of natural economic resources in the Regional Landscape and Rural Production Area.

- Concern with PFGAs being identified across large areas of the Regional Landscape and Rural Production Area as it appears inconsistent with the focus of the regional plan on increased density infill.
- The need for a relaxation of the minimum 100 hectare subdivision limit, and greater flexibility for smaller lifestyle subdivision in the Regional Landscape and Rural Production Area.

2.4 Chapter 3 – Part C: Sub-regional directions

The SEQ region consists of four sub-regions and 12 LGAs. A breakdown of submissions by sub-region and LGA is provided below:

Sub-region and local government area	No. of submissions (n)	Perc. (%)
Metro sub-region	929	40.01%
<i>Brisbane</i>	413	17.79%
<i>Logan</i>	144	6.20%
<i>Moreton Bay</i>	183	7.88%
<i>Redlands</i>	189	8.14%
Northern sub-region	359	15.46%
<i>Noosa</i>	106	4.57%
<i>Sunshine Coast</i>	253	10.90%
Western sub-region	166	7.15%
<i>Ipswich</i>	38	1.64%
<i>Lockyer Valley</i>	39	1.68%
<i>Scenic Rim</i>	29	1.25%
<i>Somerset</i>	9	0.39%
<i>Toowoomba</i>	51	2.20%
Southern sub-region	868	37.38%
<i>Gold Coast</i>	868	37.38%
Subtotal	2322	92.18%

Submissions were received across all SEQ LGAs. Submissions received from the Gold Coast and Brisbane LGAs provided the greatest proportion of feedback. This was followed by the Sunshine Coast, Moreton Bay, Redlands, Logan and Noosa LGAs. It is noted that of the 865 submissions received from the Gold Coast LGA, 752 (86 per cent) were proforma submissions. Proforma submissions are also separately reported on in **section 4** of this report.

The following section of the report provides a summary of the key themes identified by each sub-region.

2.4.1 Metro sub-region

The Metro sub-region consists of four (4) LGAs: **Brisbane, Logan, Moreton Bay** and **Redlands**.

Table 2-7 below provides a summary of the top 15 themes raised in the submissions received from the Metro sub-region.

Table 2-7: Top 15 themes and matters commented on from submissions received from the Metro sub-region

Top 15	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Biodiversity	Concerns raised with the loss of or impact on biodiversity corridors / networks as a result of development and population growth	353	37.75%
2	Regional Landscapes	Comments on environmental protection	336	35.94%
3	Regional Landscapes	Support the protection of regional landscapes, biodiversity corridors and greenspace networks	324	34.65%
4	Consolidation / expansion ratio	Comments on consolidation / expansion growth	307	32.83%
5	Koala Conservation	Comments on koala conservation	302	32.30%
6	Governance and delivery	Comments on implementation / delivery	270	28.88%
7	Consolidation / expansion ratio	Concern with increasing population and housing growth and impact on the environment, character of an area or infrastructure	266	28.45%
8	Consolidation / expansion ratio	Sentiment to consolidation / expansion growth ratio	261	27.91%
9	Koala Conservation	Support for protecting Koala habitat and conserving Koalas from development	259	27.70%
10	Design and character (Good design)	Support for good design, climate-responsive and sub-tropical design	256	27.38%
11	Live theme	Comments on the live goal	244	26.10%
12	Unlocking Underutilised UF (UUF)	Comment on UUF and State Government intervention	241	25.78%
13	Governance and delivery	Support for Koala Conservation Strategy and Bioregional Planning process	237	25.35%
14	Unlocking Underutilised UF (UUF)	Sentiment to State Government intervention	235	25.13%
15	Unlocking Underutilised UF (UUF)	Support for prioritising growth in the UUF	232	24.81%

The following tables provide a summary of the comments made in submissions related to the Metro sub-region.

Urban footprint changes

Elimbah

Several submissions were received in relation to the Urban Footprint changes at Elimbah. These submissions had a mix of sentiments. Comments generally included:

- Concern about infrastructure costs and impact on planned major developments as a result of the Urban Footprint expansion.
- Long advocated for the land around the Elimbah Railway Station to be included in the Urban Footprint. The proximity to existing major transport infrastructure including the North Coast Rail and the Bruce Highway (and future Bruce Highway Western Alternative) offer opportunities that other current MDAs (e.g., Caboolture West) do not.

Redland Business Park

Only one (1) submission was received in relation to the Redlands Business Park, which generally expressed:

- That the last stages of the Redlands Business Park's land is about to be released and is anticipated to be largely exhausted by the end of 2024. Therefore, there is support for the inclusion of the shoreline development in the Urban Footprint which will provide needed employment opportunities and housing to the southern parts of Redlands for future growth.

Southern Thornlands (Redlands)

Submissions were received both in support and opposing the proposed Urban Footprint changes at Southern Thornlands.

Submissions in support of the Southern Thornlands Urban Footprint changes generally expressed:

- Support for the Southern Thornlands PFGA, however note that residential zoning should be Low-medium density at a minimum to reflect its position close to hospitals, schools, and rail infrastructure and is serviced by the extensive existing infrastructure including a significant State-controlled road network (M1), trunk electricity and trunk water.
- Requests for Southern Thornlands to be declared as a PDA for residential purposes.

Comments from submissions which opposed the proposed Urban Footprint changes at Southern Thornlands generally expressed:

- The need to exclude Southern Thornlands from the Urban Footprint.
- That the huge parcel of environmentally significant land that is vital for the future of koalas.

Local matters

Bridgeman Downs Public Transport Investigation Corridor (Brisbane)

Several submissions were received in opposition to the proposed transport corridor in Bridgeman Downs. These submissions generally expressed:

- The purpose of the corridor is not clear or justified.
- Existing transport corridors are sufficient to meet local needs. There are several main roads within very close proximity to Priestley Road that are very rarely backed up with traffic, if ever.
- The proposed route would consume parkland, nature reserves, creeks, sports fields, cemeteries and thousands of houses.
- The proposal does not take into account the high density of residential properties and impact on the local lifestyle created by people who chose to live in an area where there is lots of natural bushland, large blocks of land and wildlife.
- Concern about impacts on the Darien Street Sporting Oval.
- A corridor west of Beckett Road will require purchase of many homes all above \$1 million.

- There is an extensive platypus colony in South Pine River along the corridor at Priestley Road.
- Request all detailed information as to the exact proposed route for this be made available showing clearly on maps exactly where this proposed highway is going through.
- Strongly oppose any north west tunnel located west of Beckett Road.
- Confusion about the apparent shift from the North West Transport Corridor project that seemed to be well advanced.

Some submissions made suggestions about other potential alignments for the proposed corridor, generally including:

- Currently there is other infrastructure that could be extended rather than making a separate roadway that reduces the character of the area and encroaches into some remaining bushland and will negatively change the landscape of Bridgeman downs even further.
- Use Beckett Road or Albany Creek Road.
- There is a historic dedicated road connection 500 metres west of the proposed corridor (Leitches Road, Albany Creek). It is closed to thru traffic at the river crossing but will only need a bridge constructed to perform the function proposed (i.e., connection to Brendale from Albany Creek). This bridge could be low level and low cost and automatically closed at flood times. Both sides of the river have wide roads.
- The alignment of South Pine Road is almost perfectly positioned to hold a surface or below ground light rail/high speed busway.

Submissions which supported the proposed corridor generally stated it will:

- Significantly benefit local businesses.
- Improve connectivity for commuters and support business growth.

Buccan (Logan)

Several submissions were received from landholders in Buccan, with comments generally expressing:

- That the koala designation in Buccan is incorrect. The koala priority area and habitat are grossly over exaggerated. Locals have never seen koalas.
- Concern that incorrect koala habitat mapping is inhibiting development.

North Harbour (Moreton Bay)

Submissions were received opposing the proposed North Harbour PFGA. See further commentary about North Harbour PFGA in **section 2.2.1** of this report.

Clear Mountain (Moreton Bay)

Submissions from Clear Mountain generally sought no expansion of existing urban areas. They cited the need to retain environmental values and unsuitable road infrastructure to cater for increased development.

Population growth in Redlands

Some submissions commented on the population growth in Redlands, with comments generally expressing:

- The need to push back on population growth. In the same way as development has been limited in Byron Bay, so limits to development proposals must be implemented to prevent a Gold Coast style free for all and destruction of Redlands' environmental values.
- That cramming people into smaller and smaller houses only helps the developers, not the ambience of Redlands.

- Redlands at present does not have the infrastructure for the current population. Therefore, there should be no further population increase until the infrastructure is in place.
- As higher-income residents are incentivised to move into these concentrated areas, driven by better amenities and employment prospects, housing demand surges, thereby inflating property values and rents. Consequently, existing residents, particularly those from marginalised communities, need to seek housing alternatives. The most concerning aspect of this situation is that the areas designated to accommodate the most significant population growth, often the suburban and peri-urban regions like Logan and Redlands, receive the least financial support, both in total and on a per capita basis.
- Improved infrastructure is required on the Southern Moreton Bay Islands to catch up with the past, current and prospective growth of these residential islands.

Toondah Harbour (Redlands)

Several submissions generally did not support the Toondah Harbour PDA.

Southern Moreton Bay Islands (Redlands)

Several submissions from Russell Island, Macleay Island and the Redland LGA requested a bridge from the mainland to either Russell or Macleay Islands. Concern was expressed with emergency evacuation during bushfire events. If a bridge is not feasible, submitters suggested another ferry terminal or a cable barge.

Submissions also noted that more parking is required at Weinam Creek.

2.4.2 Northern sub-region

The Northern sub-region consists of two (2) LGAs: **Noosa** and **Sunshine Coast**.

Table 2-8 below provides a summary of the top 15 themes raised in the submissions received from the Northern sub-region.

Table 2-8: Top 15 themes and matters commented on from submissions received from the Northern sub-region

Top 15	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Biodiversity	Concerns raised with the loss of or impact on biodiversity corridors / networks as a result of development and population growth	107	29.81%
2	Regional Landscapes	Comments on environmental protection	106	29.53%
3	Consolidation / expansion ratio	Comments on consolidation / expansion growth	106	29.53%
4	Regional Landscapes	Support the protection of regional landscapes, biodiversity corridors and greenspace networks	99	27.58%
5	Consolidation / expansion ratio	Concern with increasing population and housing growth and impact on the environment, character of an area or infrastructure	86	23.96%
6	Governance and delivery	Comments on implementation / delivery	79	22.01%
7	Consolidation / expansion ratio	Sentiment to consolidation / expansion growth ratio	78	21.73%
8	Koala Conservation	Support for protecting Koala habitat and conserving Koalas from development	74	20.61%

9	Koala Conservation	Comments on koala conservation	73	20.33%
10	Design and character (Good design)	Support for good design, climate-responsive and sub-tropical design	71	19.78%
11	Unlocking Underutilised UF (UUF)	Support for prioritising growth in the UUF	69	19.22%
12	Unlocking Underutilised UF (UUF)	Sentiment to State Government intervention	68	18.94%
13	Live theme	Comments on the live goal	67	18.66%
14	Unlocking Underutilised UF (UUF)	Comment on UUF and State Government intervention	67	18.66%
15	Governance and delivery	Support for Koala Conservation Strategy and Bioregional Planning process	65	18.11%

The following tables provide a summary of the comments made in submissions related to the Northern sub-region.

Urban Footprint changes

Yandina East (Sunshine Coast)

Two (2) submissions were received in relation to the proposed Urban Footprint expansion in Yandina East. Both submissions generally did not support the expansion.

Local matters

Population growth in Noosa

A large proportion of submissions that commented on the population growth targets for Noosa, generally did not support the additional population growth. Submissions generally expressed:

- Support for current building height restrictions and the population level for Noosa, which should be maintained for future generations.
- That proposing an increase in 10,000 residents over the next 25 years will jeopardise the very essence of Noosa, and the roads and infrastructure which is already under considerable strain.
- That Noosa population increases are unsustainable and rejected as totally incompatible with the community values and expectation.
- That an influx of such magnitude threatens to exacerbate the challenges currently being faced, leading to exacerbated overburdening of services, congestion, and a decline in the standard of living.
- Concern with the impacts of an increased population on the forested environment surrounding Noosa Shire.

Northern inter-urban break

Some submissions expressed support for the for the northern inter-urban break, with comments generally expressing:

- Support for the protection of the northern inter-urban break from clearing and development.
- Support for the revegetation of the northern inter-urban break.

- That maintaining the current proposed line provides balance between protecting a large green space while ensuring suitable land is available for development in logical locations which adjoining urban infrastructure is protected for future development opportunities.
- That any extension of the northern inter-urban break into viable PFGA is not supported.

Some submissions raised concerns about the impact Halls Creek PFGA may have on the northern inter-urban break, with comments generally expressing:

- Concern about the impact proposed development, like Halls Creek PFGA, has on the extent and integrity of the northern inter-urban break.
- Support the redefined boundaries in the draft regional plan, but the area of Halls Creek PFGA should remain undeveloped and included in the northern inter-urban break in its entirety.

Consolidation and expansion ratio

Some submissions commented on the delivery of new housing in the Northern sub-region, generally expressing:

- There will be challenges in achieving the infill targets, particularly in the short term, and that additional greenfield development will be needed to meet these targets, with infrastructure already under strain.
- There is a need to identify parcels of land that can accommodate master-planned communities like Aura and Harmony in order to efficiently house large numbers of people in relatively self-contained communities.
- Land supply will be needed on the Sunshine Coast and greenfield will be an important source of new dwellings, along with proposed infill projects.
- Master-planned communities also provide the opportunity to provide a diverse range of housing including much needed affordable and social housing options, as well as planning for infrastructure such as bike and walking paths to minimise car use.

Coastal corridor

Submissions also expressed concern about development in the coastal corridor, with comments generally expressing:

- Densification of the coastal corridor is not supported by the community on the Sunshine Coast.
- That local strategies have identified these areas as high risk coastal hazard areas for further development.
- That Buddina is a high erodibility beach located within the State mapped coastal erosion zone. It is also a turtle nesting beach for the endangered loggerhead turtles. This area should not be further developed and there should be no change in Urban Footprint of any existing development.

2.4.3 Western sub-region

The Western sub-region consists of five (5) LGAs: **Ipswich, Lockyer Valley, Scenic Rim, Somerset and Toowoomba**.

Table 2-9 below provides a summary of the top 15 themes raised in the submissions received from the Western sub-region.

Table 2-9: Top 15 themes and matters commented on from submissions received from the Western sub-region

Top 15	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Regional Landscapes	Support the protection of regional landscapes, biodiversity corridors and greenspace networks	99	27.58%
2	Biodiversity	Concerns raised with the loss of or impact on biodiversity corridors / networks as a result of development and population growth	107	29.81%
3	Regional Landscapes	Comments on environmental protection	106	29.53%
4	Consolidation / expansion ratio	Comments on consolidation / expansion growth	106	29.53%
5	Koala Conservation	Support for protecting Koala habitat and conserving Koalas from development	74	20.61%
6	Koala Conservation	Comments on koala conservation	73	20.33%
7	Consolidation / expansion ratio	Concern with increasing population and housing growth and impact on the environment, character of an area or infrastructure	86	23.96%
8	Consolidation / expansion ratio	Sentiment to consolidation / expansion growth ratio	78	21.73%
9	Design and character (Good design)	Support for good design, climate-responsive and sub-tropical design	71	19.78%
10	Governance and delivery	Comments on implementation / delivery	79	22.01%
11	Live theme	Comments on the live goal	67	18.66%
12	Unlocking Underutilised UF (UUF)	Support for prioritising growth in the UUF	69	19.22%
13	Unlocking Underutilised UF (UUF)	Sentiment to State Government intervention	68	18.94%
14	Unlocking Underutilised UF (UUF)	Comment on UUF and State Government intervention	67	18.66%
15	Governance and delivery	Support for Koala Conservation Strategy and Bioregional Planning process	65	18.11%

The following tables provide a summary of the comments made in submissions related to Western sub-region.

Urban Footprint changes

Western Toowoomba (Toowoomba)

One (1) submission was received generally in support of the proposed Urban Footprint changes at Western Toowoomba.

Local matters

Inter-urban breaks

There are no inter-urban breaks proposed for the western (Ipswich to Toowoomba) or south-western (Mt Lindesay Highway) corridors in the draft regional plan. Comments generally suggested the need to add a western and southern-western inter-urban break corridor:

- Along the Mt Lindesay Highway, one inter-urban break could be located between Granger Road and Logan River (bioregional corridors, biodiversity values and agricultural land).
- From the Logan River south to Camp Cable Road. Along the Mt Lindesay Highway.

Proposed Toowoomba North South Transport Corridor and other transport infrastructure

Submissions also commented on the proposed Toowoomba North South Transport Corridor, with comments generally expressing:

- That the Toowoomba North South Transport Corridor was introduced with minimal public consultation, unreasonably short deadlines, and very poor mapping. This has made it difficult for those affected to respond.
- That it is imperative that the community is included in decision-making in a fair, transparent, inclusive, and timely manner. DTMR must respond to all concerns of residents, and local First Nation's leaders.
- That the route goes straight through core koala habitat and wildlife corridors.
- Projects that destroy habitat of endangered species like the koala, greater glider and glossy black cockatoo as well as critically needed natural corridors should not receive exemptions, as has happened in this case.
- That the proposed Toowoomba North South Transport Corridor compromises developable land.
- That the proposed corridor is close to an existing road corridor and appears to duplicate its function.
- That DTMR should find an alternative alignment.

Comments on other proposed transport infrastructure in the Western sub-region generally expressed:

- A desire for an efficient and fast commuter rail link between Toowoomba and Brisbane to accommodate the growing population.

2.4.4 Southern sub-region

The Southern sub-region consists of one (1) LGA: **Gold Coast**.

Table 2-10 below provides a summary of the top 15 themes raised in the submissions received from the Southern sub-region.

Table 2-10: Top 15 themes and matters commented on from submissions received from the Southern sub-region

Top 15	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Gentle density	Comments on gentle density and housing diversity	739	85.14%
2	High amenity areas	Comments on amenity-based policy framework or high amenity areas	734	84.56%
3	High amenity areas	Concern with densification of development along transport corridors and the impact on the character of the area	733	84.45%

4	Region shaping infrastructure	Comments on priority region-shaping infrastructure	732	84.33%
5	Gentle density	Do not support or have a concern with the range of housing, block sizes and loss of character of the area	732	84.33%
6	Region shaping infrastructure	Request for removal of priority region-shaping infrastructure	731	84.22%
7	Region shaping infrastructure	Request for alteration to the priority region-shaping infrastructure	729	83.99%
8	Consolidation / expansion ratio	Comments on consolidation / expansion growth	426	49.08%
9	Consolidation / expansion ratio	Sentiment to consolidation / expansion growth ratio	422	48.62%
10	Design and character (Good design)	Support for good design, climate-responsive and sub-tropical design	422	48.62%
11	Live theme	Comments on the live goal	418	48.16%
12	Social and affordable housing	Comments on social and affordable housing	376	43.32%
13	Climate change, resilience and adaptation	Comments on climate change, resilience and adaptation	372	42.86%
14	Gentle density	Support for greater housing choice and diversity	372	42.86%
15	Design and character (Good design)	Value the protection of local character	372	42.86%

The following tables provide a summary of the comments made in submissions related to the Southern sub-region.

Urban Footprint changes

Staplyton (Gold Coast)

Two (2) submissions were received on the Staplyton Urban Footprint expansion. One (1) expressed support while the other did not support. Generally, comments expressed:

- The need for further expansion to the Urban Footprint beyond what is currently being proposed to facilitate industrial development.
- Concern about the flood prone nature of the land in the expansion area.

Local matters

Gold Coast Light Rail

A large proportion of submissions in relation to the Gold Coast, generally raised concerns about the densification of development along transport corridors, and in particular the Gold Coast Light Rail Stage 4, and the impact this will have on the character of the area. Submissions further noted that State-mandated minimum residential density ranges must be determined through meaningful engagement with the community, not closed-door decision-making.

Environmental protection and conservation

Submissions received on local environmental protection matters generally expressed:

- The need to continue to deliver the fauna bridges planned for Burleigh Head National Park and Currumbin Hill.
- That there is a priority need to protect Eagleby Wetlands and the unmapped flood plain aquifer. It is an International Bird Observer Destination. Featuring over 40 migratory species and a total of 300 birds. It features 27 hectares of protected coastal swamps (threatened ecological community) under the EPBC Act. There are three (3) other EPBC Act bird triggers to reject the Coomera Connector 2 plus koala and other triggers further south.

2.5 Chapter 4 – Governance and delivery

Some comments were received on Chapter 4 – Governance and delivery, with over 220 comments on individual matters. The following tables provide a summary of the comments received relating to governance, delivery and implementation of the regional plan.

Governance and delivery

Comments on governance and delivery

Comments made in submissions that related to the governance and delivery of the regional plan generally expressed:

- The increased focus on implementation assurance, including the commitment to better monitoring and annual reporting on progress is welcomed. It is strongly encouraged that the State government ensure that monitoring and open reporting will include housing delivered by the Department of Housing.
- That the government is commended for elevating the Assurance Framework and its commitment to shorter, sharper review periods, stakeholder accountability and the tracking of key indicators of the regional plan's implementation progress.
- That further detail is needed to understand how all stakeholders will be incentivised and held accountable. The current governance arrangements must be strengthened.
- That there should be adequate support and resourcing for all councils to assist with implementation.
- That regional cabinet meetings be held quarterly between the Qld Premier, the Qld Local Government minister, and the mayors of all SEQ councils to review progress, raise issues, implement strategic plans, harmonise efforts, prioritise financing. Such meetings should rotate between the twelve councils of the SEQ region.
- That the lack of detail presented in the draft regional plan on the practical implementation actions that would be required is of concern.
- The methodologies and processes for some of these matters are not clear or finalised which may affect the ability for the regional plan to be delivered.
- Governance, implementation, and measurement needs improvement. A regional planning scheme overlay map should be developed to coordinate local land use intent. An expert panel should oversee sustain and related measures, with clearer targets and real-world impact measurements.
- There is very limited evidence on progress of ShapingSEQ 2017 contained in the draft regional plan. The draft regional plan provides no clear advice or evidence on actions since 2017. Information about how the housing supply has been determined for each SEQ LGA, and what method will be used to prepare the

housing strategies and implementation plans for each SEQ LGA should be provided.

- The governance and delivery model should have three main roles and functions:
 - planning across a range of issues and sectors to arrive at optimal planning solutions. The Governance and Delivery Modal needs to utilise all the tools to allow the delivery agency to work out how to best deliver it for the region;
 - the delivery agency needs the power, authority and budget to make decisions and progress agreed regional planning outcomes; and
 - this delivery agency should be transparent and accountable for all their planning and implementation decisions, report back to key stakeholders and the community.
- That in the interests of ensuring accountability and an efficient planning system, the following actions are recommended:
 - publish an annual report on implementation actions and the status of work undertaken;
 - set out clear implications for local governments where targets (approval, supply, diversity, density) are not met;
 - provide a public report demonstrating that the policy settings of the regional plan have been incorporated into planning schemes;
 - require amendments to planning scheme policies that affect a State interest to be referred to the State for review (i.e. car parking rates and its impact on the ability to deliver dwelling supply); and
 - undertake biennial reviews of growth areas to determine the development density provided on the ground. Provide clear implications for local governments where minimum densities are not facilitated.
- That the strategies outlined in Chapter 4: Governance and Implementation are supported in-principle. This part of the draft regional plan highlights the importance of ‘all levels of government, industry and the community having a role to play in the housing challenge’ (page 237). This commitment should be expanded to include the broader consideration of the regional plan and infrastructure program. The current model of government-only representation in the draft framework (p. 241) is not supported.
- That First Nations peoples, community, business and industry representatives should be included in the place-governance framework (as shown on p. 241) to ensure all voices and interests are heard. A revised governance framework for decision-making and advisory functions would support the Government’s stated aims of building a shared understanding of the challenges facing the region and establishing cross-sectoral support for a new plan. This shift from a ‘transactional’ to ‘relational’ approach to leadership and engagement underpins the success of many international and national metropolitan and precinct strategies.

Specific comments on implementation actions

Comments were also received on specific matters related to implementation of the regional plan, with comments generally expressing:

Dwelling supply

- Previous versions of the regional plan have been implemented poorly. There is a growing misalignment between the focus of new housing policy and what the development industry can deliver affordably and how many Queenslanders wish to live.
- Increase consideration of partnerships with industry and peak bodies to deliver regionally significant projects, including opportunities to diminish statutory barriers.

- There needs to be policy levers in the regional plan to bring forward PFGAs quickly if regional dwelling targets cannot be met to support the needs of a growing population and to address housing affordability.
- In light of local council and community resistance to allowing construction of affordable housing (an issue throughout Australia), State governments will need to override planning schemes and local preferences in order to ensure increased housing supply.
- Strong implementation and enforcement measures will be needed to ensure that local governments and developers follow through in providing diverse and affordable infill housing, rather than succumbing to familiar patterns of car-dependent greenfield expansion. Include mechanisms to work with local government planning schemes to ensure infill development and diverse, compact housing styles in existing urban areas rather than continued expansion into greenfield sites.

Biodiversity

- Support for the Bioregional Planning Process and Koala Conservation Strategy.
- That it is recommend that the Bioregional Planning Process applies to the SEQ region, not just Priority Future Growth Areas (PFGAs).
- Bioregional planning will only be finalised after the regional plan is delivered, and then local governments will need to update their planning schemes. There is concern that the prospect of more environmental protections will prompt pre-emptive clearing. Consideration needs to be given to how the State could introduce a clearly defined, temporary moratorium on clearing during this period to avoid clearing of critical habitat, or how the State could work with local governments to have them introduce Temporary Local Planning Instruments (TLPs) or other measures to similar effect.
- That biodiversity targets should be set to not just maintain the required 30 per cent bare minimum threshold for nature conservation, but to aim to restore vegetation and habitat to 40 to 50 per cent of the region. This should be integrated with Green Infrastructure and Climate Resilience strategies, delivering multiple and layered benefits.
- That the governance framework should include more representation from the conservation sector and scientific community, so that decisions are clearly science informed and preferably science based.
- A comprehensive plan should be developed for managing all viable water supply options to ensure that SEQ urban water supply meets the needs of the region's future residents.
- That Chapter 4 Statutory delivery framework (pages 252-253) lists water as a regionally significant asset. This priority should be better reflected in the regional plan.
- The need for a comprehensive review and statutory integration of climate adaptation measures for a regional approach. The Resilience Maturity Framework could take time to develop. The regional plan should embed a precautionary approach to further development in already known areas of hazard.
- In the absence of any targets to measure progress towards achieving Natural Resource Management Plan related outcomes in the draft regional plan, its essential that the SEQ Natural Resource Management Plan 2021 is included in the finalised regional plan in order to be able to measure progress towards achieving natural resource management outcomes across the region.

Live

- The need for the preparation and adoption of an integrated investment strategy to address the shortfall of well-designed and located public and community

spaces, social infrastructure hubs and facilities, developed in partnership with local governments and the not-for-profit sector.

- That the current network of community and neighbourhood centres requires improved resourcing to ensure these organisations can move to a more sustainable operating model and meet the growing demand for services and programs.
- There is no discussion of public health and community health priorities, trends and needs. Data on risks and protective factors for health are collected by national and State governments, and published in the Chief Health Officer's Report. This work could be readily translated into indicators and spatial maps for inclusion in the regional plan under the Live theme.

Infrastructure

- The current State government appears to be very poor at translating plans to infrastructure in a timely way. Some of the more elaborate projects relating to the SEQ Olympics already appear to be struggling to be planned and constructed in time.
- The need to develop a comprehensive infrastructure plan that prioritises resolving local constraints in a manner that supports efficient land use, optimum housing and employment land use outcomes and allows for the efficient delivery of infrastructure.

Comments on monitoring

Comments made in submissions that related to monitoring generally expressed:

- Real-time data monitoring seems to present a significant challenge at the LGA level. Consequently, it is urged that the State government take a proactive stance on this matter, fostering an ongoing engagement with industry through the LSDM process.
- Introduce industrial land forecasts to capture expected growth in demand and facilitate adequate servicing.

2.6 Chapter 5 – Resource activity

Some comments were received on Chapter 5 – Resource activity with regards to Priority Agricultural Areas. The following table provides a summary of the comments received relating to Priority Agricultural Areas.

Resource activity

Comments on Priority Agricultural Areas

Concerns were raised with the inclusion of resource activities at the back of the draft regional plan, after implementation and management, suggesting that these are not critical. It was recommended that resource activities should be repositioned into Prosper and the sub-regional directions.

2.7 Infrastructure

This section details matters raised relating to infrastructure, as well as the draft South East Queensland Infrastructure Supplement (SEQIS). As there is some overlap between the contents of the regional plan and SEQIS, particularly in relation transport (i.e., the Goal 3 – Connect chapter), some matters raised have been described below in addition to in **Section 2.2.3** for completeness.

Submissions were classified against a set of the infrastructure classes (see **Figure 2-2**). Individuals completing the online submission form were also able to select which infrastructure classes their submissions related to.

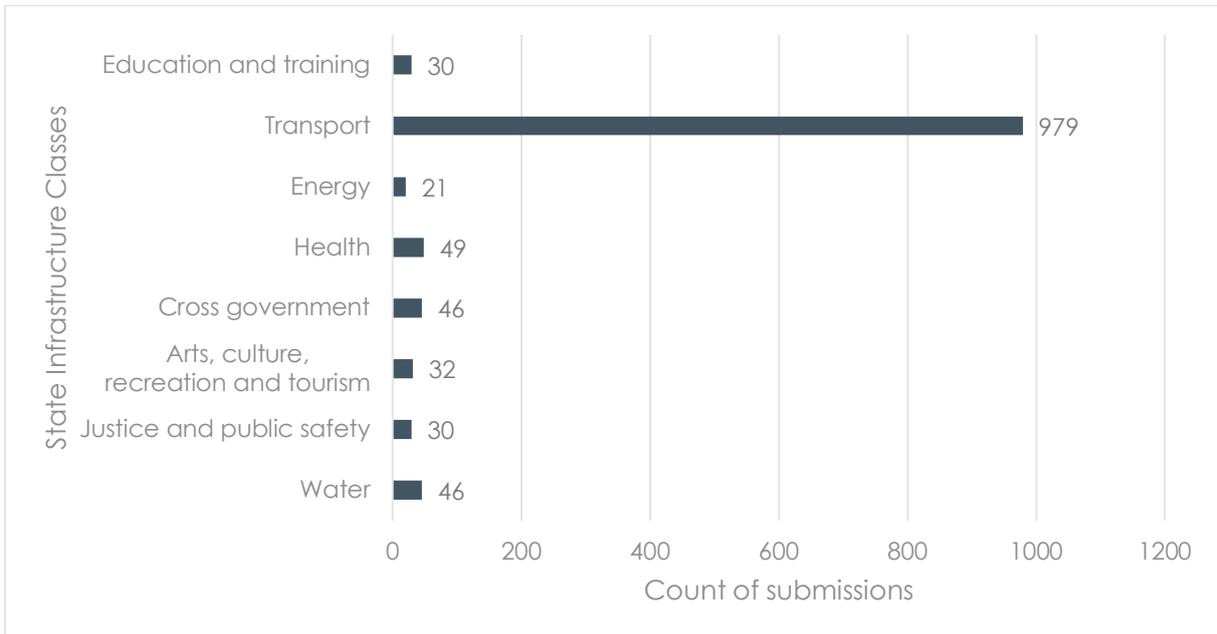


Figure 2-1: Submissions by State Infrastructure Classes

The following table provides comments raised by submissions on the infrastructure classes. Not all classes were commented on by submissions, despite being flagged by submitters in the online submission form.

Comments by State Infrastructure Class and on the South East Queensland Infrastructure Supplement (SEQIS)

Education and training

Comments under the education and training infrastructure class generally expressed:

- Existing built infrastructure, including schools and education facilities are inadequate and do not cope during peak times.
- Expansions of the following schools are required:
 - Loganlea State High School;
 - Milton State School;
 - Western Suburbs State Special School;
 - Miami State School;
 - Comers State Special School.
- The draft regional plan is too focused on delivering new schools in the traditional large-scale format in new growth areas. There is need for smaller school options in fast growing suburbs.

Transport

Comments under the transport infrastructure class generally expressed:

- Transport infrastructure is under considerable strain in the present day. Concerns that planned growth will place further strain on this infrastructure.
- Key infrastructure corridors and sites needed in the medium-term and the long-term must be identified and protected and the regional plan.

- Further strategic planning is required for freight infrastructure across the region.
- School and health infrastructure should give greater consideration to ease of access (i.e., accessibility of public transport, road congestion).
- Support for transit orientated developments.

Comments on specific projects or proposed corridors generally expressed:

- Support for the Bruce Highway Western Alternative.
- Support for the duplication of the North Coast Railway Line.
- Support for multimodal transport options on the Sunshine Coast and Noosa.
- Objection to Gold Coast Light Rail Stage 4.
- Objection to the Bridgeman Downs Transport Corridor.
- Objection to the Coomera Connector.
- Objection to the Toowoomba North South Transport Corridor.
- Objection to light rail along the Sunshine Coast coastal corridor.
- Objection to any future ports or cruise ship terminals on the Gold Coast.

Specific transport infrastructure suggestions included:

- The Southern Moreton Bay Islands require new transport solutions to address existing capacity issues and meet the needs of increasing growth.
- High speed rail between the Sunshine Coast, Brisbane and the Gold Coast.
- A new road between Kooralbyn and Boonah.
- A railway bypass or new railway bridge in Cooroy.
- Light or heavy rail connections to the Gold Coast Airport.
- A comprehensive electric vehicle charging network across SEQ. The absence of this infrastructure is a significant obstacle to the uptake of electric vehicles.

Energy

Comments under the energy infrastructure class generally expressed:

- Concerns about energy infrastructure capacity meeting future growth needs in SEQ.
- Suggestion that the regional plan be integrated with the Queensland Energy and Jobs Plan and the 2023 Queensland Renewable Energy Roadmap.

Health

Comments under the health infrastructure class generally expressed:

- Health infrastructure and services are under considerable strain in the present day. Concerns that planned growth will place further strain on this infrastructure.
- Increased health services are required on the Southern Moreton Bay Islands.

Justice and public safety

Comments under the justice and public safety infrastructure class generally expressed:

- Concern about evacuation and emergency management infrastructure and capacity on the Southern Moreton Bay Islands.

Water

Comments under the water infrastructure class expressed:

- Planning for industrial land must include trunk water works.
- The SEQ Water Security Program 2017 needs to be reviewed to ensure that projected growth can be supported sustainably. This needs to reflect updated climate model projections for rainfall and evaporation as well as increases in demand that will be required to support revised growth projections.

- Planning schemes should not allow growth that cannot be supported by sustainable water supplies into the future.
- Currently the draft regional plan is providing for growth prior to ensuring that this can be supported by water supply and other necessary supporting infrastructure.
- Water utility providers need to determine whether existing infrastructure in areas subject to proposed growth are capable of meeting the increased volumes generated by the increased dwelling numbers and population. This is particularly important in older growth areas where existing infrastructure is already old and beginning to fail or locations featuring corrosive acid sulfate soils.
- There is not a clear 'water champion' agency in SEQ to lead the transition towards becoming a water sensitive region. To achieve a water sensitive region, an integrated approach to whole-of-region planning and management is necessary while accommodating rapid population growth and adapting to a changing climate in SEQ.

Comments on the South East Queensland Infrastructure Supplement

Three hundred and ninety-six (396) submissions directly raised SEQIS. Comments expressed the following in relation to SEQIS:

- Support for the commitment to review SEQIS every two (2) years.
- SEQIS is too short-term focused and does not identify infrastructure needed over the next 50 years.
- SEQIS should be reprioritised around the most cost-effective projects and supportive policies.
- Pipeline details (i.e., timing for design, estimated cost, preliminary scope, required skills) is limited in SEQIS. This impacts market readiness.
- Requests for further engagement with industry on SEQIS.
- Requires stronger connections to capital investment and funding opportunities, supported by bespoke delivery agencies for programs and projects. This allows State agencies to focus on their core business.
- Request the inclusion of green infrastructure and nature-based solutions.
- Overlooks social infrastructure.
- Business cases for a SEQ active travel network and a transit lane network should be included in the SEQIS' committed funding.
- SEQIS should provide greater certainty and urgency for the timing of high frequency transport to high amenity areas.
- Minimal committed State investment in infrastructure projects in the Northern sub-region despite the expectation that this sub-region will take 10 per cent of the project 2.16 million population growth.
- Reliance on the 2032 Brisbane Olympics and Paralympic Games to deliver infrastructure development may not be sufficient.
- Comments on the change driver discussion (page 22), stating:
 - it fails to communicate a sense of urgency to move away from 'business as usual' to a sustainable infrastructure and systems approach which tackles the need to move to a decarbonised economy, achieve climate resilience and a 'greener and fairer' way of living;
 - the discussion emphasises a 'once-in-a-generation transition to a high amenity region of record growth' (page 22) misses the mark, and the approach to infrastructure planning, investment and delivery should be refocussed;
 - a commitment to a preparing a 'sustainable infrastructure blueprint' aligned to these change drivers should be included in the revised plan.

- SEQIS should extend to water and waste water distributor-retailers.
- Gold Coast Light Rail Stage 4 should be removed from SEQIS and replaced with bus rapid transit using bi-articulated buses.
- Invest in future technology opportunities of remote supervised automated vehicle shuttle buses for local transport operations.
- Identify issues and opportunities to work towards a more sustainable infrastructure funding model in Queensland. Release in a discussion paper.
- Places an emphasis on fibre networks and the desire for high levels of digital access. There is limited recognition of above ground and mobile telecommunications and digital infrastructure.
- The infrastructure compact for the Bromelton State Development Area should include early identification of critical and high priority infrastructure required to support development in the State Development Area.
- Major rail projects should feature more in SEQIS, rather than road transport infrastructure. This contradicts the statement on page 57 about prioritising transport infrastructure that enables active and public transport.
- Successive infrastructure plans for SEQ have highlighted high frequency bus corridors, yet little progress has been made to date.
- Transport infrastructure projects on the Sunshine Coast are focused on western parts of the region (i.e., Beerburum to Nambour Rail), but most dwelling growth is proposed for the coastal corridor.
- There has been limited action to expand the coverage of high frequency transport in the Western sub-region.
- The Beaudesert and Ripley rail extensions should each be built within the next 10 years.

General comments on infrastructure matters

Comments on infrastructure pipelines and delivery

Submissions generally expressed the following in relation to infrastructure pipelines and delivery:

- Certainty of the infrastructure pipeline is critical for business and investment confidence.
- Increasing uncertainty on infrastructure commitments, including government reviews and lack of clarity on project scope, undermine the ability for industry to invest.

Comments on digital infrastructure

Submissions expressed support for the inclusion of digital infrastructure planning in the regional plan.

Comments on infrastructure charges

Comments about infrastructure charges generally expressed:

- There should be more transparency around LGIPs.
- Commit to reforming Queensland's existing infrastructure charging framework to reduce the funding gap for trunk infrastructure and cost shifting onto councils and the community.
- Support for a 'betterment levy' system, like the system in place in the Australian Capital Territory.
- Reduce infrastructure charges on purpose-built student accommodation.

2.8 Other matters

Some comments were received on other matters. These are detailed in the following tables.

Table 2-11: Top 7 'other matters' themes and comments

Top 7	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Miscellaneous	There needs to be more community involvement	434	17.23%
2	Miscellaneous	Request for longer consultation period	23	0.91%
3	Miscellaneous	The regional plan should be based on evidence and research	17	0.67%
4	Miscellaneous	There is a lack of alignment between the regional plan and other government priorities and policies	16	0.64%
5	Miscellaneous	There needs to be more industry involvement	12	0.48%
6	Miscellaneous	Comment on the poor quality of the maps	8	0.32%
7	Miscellaneous	The regional plan contains too much information and is not user friendly	8	0.32%

Other matters

Community involvement and consultation process

Submissions commented on the levels of community involvement in the draft regional plan and the consultation period, generally stating:

- The consultation period was too short and should have been longer.
- Submitters would have liked other forms of notification, like a flyer in the mail.
- Special interest groups should have received more consultation.
- There was a short notice period for some in-person engagement events.
- Some in-person engagement events were too crowded and noisy.
- The way in-which submissions and comments on the draft regional plan are reviewed and decided upon should be transparent.
- Submitters would welcome more opportunities to engage on the regional plan and its implementation into the future.

Other State planning instruments

Comments were received on other State planning instruments, such as the Planning Act and subordinate regulations, matters under the Economic Development Queensland instruments (i.e., PDAs) and building regulations. These matters are out of scope for this report, however have been passed on to the relevant State department.

3 Issues raised and considered by stakeholder groups

During the public consultation period, submissions were received from a range of stakeholder groups including community groups, environmental groups and industry groups.

The following section of this report provides a snapshot of the top 10 themes raised by each of these groups. The Department's engagement report will provide a summary of the key matters raised from these groups.

3.1 Community groups

46 identified community groups made a submission on the draft regional plan. **Table 3-1** below provides a summary of the top 15 themes and matters commented on in submissions from community groups across SEQ.

Table 3-1: Top 15 themes and matters commented on in submissions from community groups

Top 15	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Climate change, resilience and adaptation	Comments on climate change, resilience and adaptation	20	43.48%
2	Gentle density	Comments on gentle density and housing diversity	19	41.30%
3	Social and affordable housing	Comments on social and affordable housing	17	36.96%
4	Social and affordable housing	Concern for the lack of or support for more affordable housing	14	30.43%
5	Regional Landscapes	Support the protection of regional landscapes, biodiversity corridors and greenspace networks	13	28.26%
6	Dwelling targets	Comments on dwelling targets	11	23.91%
7	Consolidation / expansion ratio	Comments on consolidation / expansion growth	11	23.91%
8	Gentle density	Support for greater housing choice and diversity	11	23.91%
9	Regional Landscapes	Comments on environmental protection	11	23.91%
10	Social and affordable housing	Concern for the lack of or support for more social housing	11	23.91%
11	Public and active transport	General comments on public and active transport	10	21.74%
12	Design and character	Comments on good design and great places	10	21.74%
13	Climate change, resilience and adaptation (Climate change)	Support recognition of renewable energy, low emissions, zero waste, circular economy certifications and ratings	10	21.74%
14	Governance and delivery	Comments on implementation / delivery	9	19.57%
15	Gentle density	Do not support or have a concern with the range of housing, block sizes and loss of character of the area	9	19.57%

3.2 Environmental groups

31 identified environmental groups made a submission on the draft regional plan. **Table 3-2** below provides a summary of the top 15 themes and matters commented on in submissions from environmental groups across SEQ.

Table 3-2: Top 15 themes and matters commented on in submissions from environmental groups

Top 15	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Regional Landscapes	Support the protection of regional landscapes, biodiversity corridors and greenspace networks	17	54.84%
2	Biodiversity	Concerns raised with the loss of or impact on biodiversity corridors / networks as a result of development and population growth	17	54.84%
3	Koala Conservation	Support for protecting Koala habitat and conserving Koalas from development	15	48.39%
4	Koala Conservation	Concern raised with the declining Koala population	13	41.94%
5	Regional Landscapes	Comments on environmental protection	12	38.71%
6	Governance and delivery	Comments on implementation / delivery	11	35.48%
7	Biodiversity	Protect the environment as we grow / concern for environmental impacts as we grow	11	35.48%
8	Koala Conservation	Comments on koala conservation	10	32.26%
9	Water	Comments on specific catchments or water supply	10	32.26%
10	Consolidation / expansion ratio	Sentiment to consolidation / expansion growth ratio	8	25.81%
11	Water	There should be greater emphasis on the security, supply and availability of water given the population growth	8	25.81%
12	Climate change, resilience and adaptation	Comments on climate change, resilience and adaptation	7	22.58%
13	Consolidation / expansion ratio	Comments on consolidation / expansion growth	7	22.58%
14	Climate change, resilience and adaptation (Climate change)	The plan does not appropriately address climate change	6	19.35%
15	Sentiment to specific Potential Future Growth Area (PFGA) location	Sentiment to a specific PFGA	6	19.35%

3.3 Industry groups

31 identified industry groups made a submission on the draft regional plan. **Table 3-3** below provides a summary of the top 15 themes and matters commented on in submissions from industry groups.

Table 3-3: Top 15 themes and matters comments on in submissions from industry groups

Top 15	Sub-categories	Themes and matters commented on	No. (n)	Perc. (%) with the number of submissions
1	Governance and delivery	Comments on implementation / delivery	15	48.39%
2	Gentle density	Comments on gentle density and housing diversity	14	45.16%
3	Social and affordable housing	Comments on social and affordable housing	12	38.71%
4	Climate change, resilience and adaptation	Comments on climate change, resilience and adaptation	11	35.48%
5	Dwelling targets	Comments on dwelling targets	11	35.48%
6	Gentle density	Support for greater housing choice and diversity	10	32.26%
7	Consolidation / expansion ratio	Comments on consolidation / expansion growth	9	29.03%
8	Social and affordable housing	Comments on inclusionary planning	9	29.03%
9	Dwelling targets	Sentiment towards dwelling supply targets	9	29.03%
10	High amenity areas	Comments on amenity-based policy framework or high amenity areas	8	25.81%
11	Consolidation / expansion ratio	Sentiment to consolidation / expansion growth ratio	7	22.58%
12	Region shaping infrastructure	Comments on priority region-shaping infrastructure	7	22.58%
13	Design and character	Comments on good design and great places	7	22.58%
14	Governance and delivery	There should be clear and accountable governance arrangements	7	22.58%
15	Governance and delivery	Comments on communication and engagement	7	22.58%

4 Issues raised and considered from proforma submissions

During the public consultation period, 14 unique proforma submissions, from eight (8) different organisers, were received on the draft regional plan. These were as follows:

Proforma submission	No. (n)	Perc. of proforma submissions (%)	Sentiment
Queensland Conservation Council (total)	455	34.47%	Neutral / unclear
Queensland Conservation Council Version 1	245	53.84%	Neutral / unclear
Queensland Conservation Council Version 2	210	46.15%	Neutral / unclear
Save our Southern Gold Coast (Development-focused)	376	28.48%	Neutral / unclear
Save our Southern Gold Coast (Gold Coast Light Rail Stage 4)	376	28.48%	Do not support
Do Gooder forms, on various topics (total)	60	4.55%	Neutral / unclear – Do not support
Climate change	6	10.00%	Neutral / unclear
Environment	8	13.33%	Neutral / unclear
Infrastructure	9	15.00%	Do not support
Koalas	12	20.00%	Do not support
Open space	9	15.00%	Neutral / unclear
Population	16	26.67%	Do not support
Bridgeman Downs Public Transport Investigation Corridor	30	2.27%	Do not support
484 Pimpama – Jacobs Well Road	13	0.98%	Support
Northern sub-region	6	0.45%	Support in part
University Student Body	4	0.30%	Support in part
Total	1,320	100%	

There were two versions of the Queensland Conservation Council proforma, as well as six (6) different Do Gooder proformas, each on a different topic.

The Queensland Conservation Council proforma submissions had the highest proportion of feedback, followed by the Save our southern Gold Coast and Gold Coast light rail proformas.

A breakdown of individual matters raised across all proformas received is provided in **Table 4-1**. This shows that Chapter 3A was commented on the most (with a focus on the Grow and Sustain goals).

Table 4-1: Individual matters raised in proforma submissions by chapter and section of draft ShapingSEQ 2023

Section of the draft ShapingSEQ 2023	No. (n)*	Perc. (%)
Preface	0	0
Chapter 1 – The plan for South East Queensland	0	0
Chapter 2 – Our future South East Queensland	0	0
Chapter 3 – Part A (total)	16,559	77%
Goal 1 – Grow	7,819	47%
Goal 2 – Prosper	5	0%
Goal 3 – Connect	2,666	16%
Goal 4 – Sustain	3,995	24%
Goal 5 – Live	2,074	13%
Chapter 3 – Part B: The regional growth pattern	239	1%
Chapter 3 – Part C: Sub-regional directions	18	0%
Chapter 4 – Governance and delivery	1,273	6%
Chapter 5 – Resource activity	0	0%
Infrastructure	2,359	11%
Other State instruments	419	2%
Local planning instruments	400	2%
Other matters	374	2%
Total	21,641	100%

* Submissions may have raised one or more individual matters across the draft ShapingSEQ 2023

Figure 4-1 provides a snapshot of the origin of submitters who made a proforma submission.

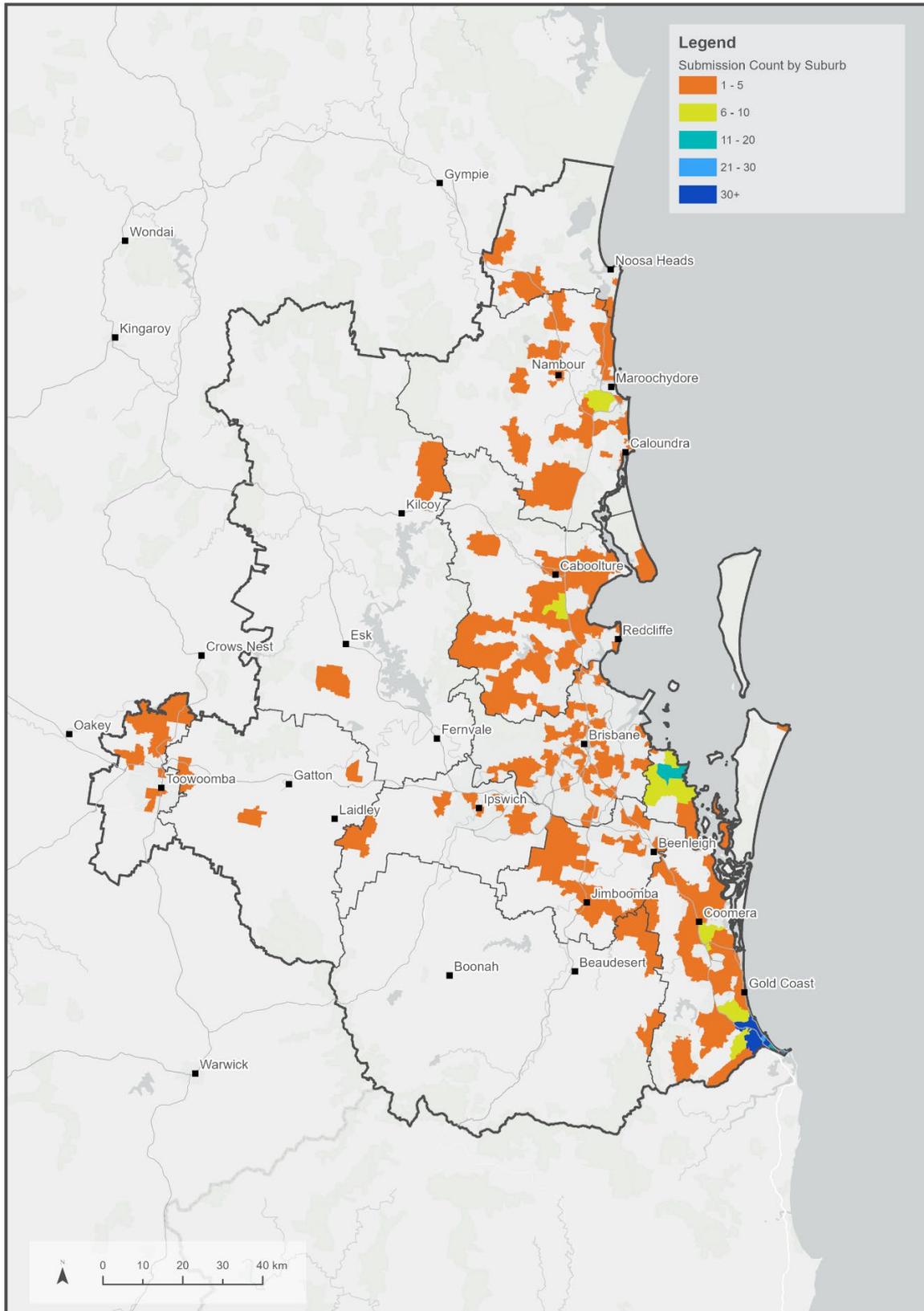


Figure 4-1: Origin of proforma submissions by suburb

The following section of the report will provide a summary of the key themes identified by each respective proforma submission.

Queensland Conservation Council

Two (2) versions of the Queensland Conservation Council proforma submission were received. These proforma submissions generally expressed:

QCC (Version 1)

- Concern for the rush to housing coming at the expense of the loss of remnant forest, wetland and other critical habitat.
- The request for a higher target for consolidation than 70 per cent.
- The request for proactive management and active government intervention to demonstrate best practice infill housing development.
- Positive recognition of the Koala Conservation Strategy and Bioregional Planning Process.
- That more needs to be done such as State levers to proactively manage better outcomes at both a landscape and local level.
- Concern that the prospect of more environmental protections will prompt pre-emptive clearing. Consideration needs to be given to introducing temporary mechanisms i.e., temporary moratorium on clearing.

QCC (Version 2)

- That the rush to housing cannot come at the expense of remnant forest, wetland and other critical habitat.
- Support for the recognition of the Koala Conservation Strategy and Bioregional Planning process.
- That the 70 per cent consolidation target does not go far enough.
- That agencies are needed with resourcing and authority to oversee and 'stitch' planning schemes together, and to work across tenures so that habitat is both protected and restored.
- That the governance framework should include more representation from the conservation sector and scientific community, so that decisions are science based. This could include within existing reference bodies, and a new expert group to oversee Sustain and interrelated measures.
- That clearer targets should be set for achieving Sustain outcomes, and the measurements associated with them should reflect real world impacts.
- That serious consideration needs to be given to how the State could introduce a clearly defined, temporary moratorium on clearing during this period [bioregional plan development] to avoid the wanton destruction of critical habitat.
- Design regulations must be incorporated much more strongly into the planning framework in a manner that drives changes to how we undertake development.
- That green infrastructure needs to be attributed with the same status as built infrastructure, and significantly more planning and investment must flow into it.
- Support the Resilience Maturity Framework and that the regional plan should embed a precautionary approach to further development in already known areas of hazard whilst the Resilience Policy Maturity Framework is being developed.

Save our Southern Gold Coast (Development-focused)

The Save our Southern Gold Coast (Development-focused) proforma submissions generally expressed:

- That there is no loss of habitat nor vulnerable species to accommodate population and infrastructure growth.

- Support for the increase in population density.
- The need to revise the expansion / consolidation ratio to 20 per cent expansion and 80 per cent consolidation consistent with the Gold Coast City Plan.
- That where expansion occurs, this should be at a minimum medium density.
- That the regional plan must make a clear overarching policy intent that accommodating population and infrastructure growth will not result in the loss of critical habitat nor vulnerable species.
- That there must also be a specific undertaking to deliver a significant expansion of the protected area estate in SEQ.
- Support for gentle density and form based codes and guidelines.
- Suggested the adoption of a version of the successful NSW Apartment Design Guide (<https://www.planning.nsw.gov.au/policy-and-legislation/housing/apartment-design-guide>).
- The height definition for 'missing-middle' residential development being extended from up to 6 storeys in ShapingSEQ 2017 to up to 8 storeys is a substantial shift in the goalposts and is unacceptable.
- The accelerated transition to denser urban living should be supported by a substantial, well-resourced program of meaningful community engagement and proposals non-compliant with benchmarks should be impact assessable.
- The intent for removal of minimum car parking is abandoned.
- The proposed density ranges (adjacent to the light rail) must only be published after a meaningful community engagement program.
- Support for the Resilience Maturity Framework.
- Supports for one (1) major regional port and that there must be an explicit clarification that development of ports (including cruise ship terminals) at other locations along the SEQ region coast is ruled out under this regional plan.
- This situation [land banking] must be brought under control. The practice of rolling over approvals every six (6) years is just wrong. Reforms and laws are required. A robust 'use it or lose it' approach is certainly one option that must be evaluated or a betterment levy.
- Support for recommendations 15 and 16 of the Planning Institute of Australia report Priorities for Review of ShapingSEQ (May 2023).
- That the three (3) largest council have a 3D model of the entire city available for community benefit.
- That Gold Coast Light Rail Stage 4 does not meet the criterion of '...a key project that will have the most significant impact on the community and deliver the appropriate services and outcomes required for the region'.
- That the Gold Coast Light Rail Stage 4 (Burleigh to Coolangatta) be deleted.

Save our Southern Gold Coast (Gold Coast Light Rail Stage 4)

The Save our Southern Gold Coast (Gold Coast Light Rail Stage 4) proforma submissions generally expressed:

- That the Gold Coast Light Rail Stage 4 (Burleigh to Coolangatta) be deleted.
- Concern for the impact on the amenity / loss of character of the area as a result of densification along the light rail corridor.
- That consultation needs to occur with residents along the light rail corridor and the development of minimum density requirements.
- That development along the Gold Coast Light Rail Stage 4 will not deliver affordable housing stock for the community with towers providing unaffordable housing stock.
- There are more cost effective means including:

- o improved city-wide transport network and the use of buses;
- o high frequency public transport in areas of Robina / Varsity Lakes and the Northern Gold Coast growth corridor;
- o prioritising the extension of the heavy rail from Varsity to the Gold Coast airport (which is scheduled for 20 years' time and the delay is unacceptable).

That there is no public information on the light rail stages, including no information on the analysis and evaluation of alternative modes of transport

Do Gooder

Multiple Do Gooder proforma submissions were received on different topics. These generally expressed:

Do Gooder – Population (Redlands specific)

- The Queensland Government must lobby the Federal government to review immigration.
- The Queensland Government must actively increase its supply of social housing stock, by acquiring existing housing, building more in the transport nodes, and planning to retain housing stock indefinitely.
- More growth without first dealing with the existing infrastructure deficit is irresponsible and would cause further erosion of our quality of life.
- That the proposed Toondah Harbour development must not proceed on environmental grounds alone.

Do Gooder – Open Space

- That it is commonly suggested that a minimum of 30 per cent of the region should be set aside for open space to meet community and environmental requirements. Unless the target is set and there are commitments made (including funding) the planned growth of SEQ will be at a lower quality of life.
- That this is achieved through:
 - o a serious investment to implement the Queensland Greenspace Strategy 2011-2020;
 - o investment in the SEQ Active Trails Strategy;
 - o absolute protection of existing national parks, marine parks, state forests World Heritage Areas, Ramsar Areas major water supply catchments, rivers and coasts;
 - o invest in regional-scale open space south of the Brisbane River;
 - o focus on the imbalance of greenspace across local governments;
 - o commit to a system of Regional Parks;
 - o allocate funding to acquire and manage regional greenspace; and
 - o commit to the Planning principles of the Queensland Greenspace planning.

Do Gooder – Redlands specific

- That the Queensland Government must lobby the Federal Government to decrease its unsustainable immigration intake.
- There is a need for local, environmentally sustainable housing, close to support facilities and public transport, not greenfield areas.
- There must be no more building on floodplains and coastal foreshore.

Do Gooder – Infrastructure

- While the draft regional plan envisions a prosperous 50-year future, it only adopts a 25-year planning horizon. This discrepancy is a fundamental flaw in its approach.
- The need for protection of corridors and key sites.
- To overcome working in silos, a cultural shift is needed within these organisations to prioritise medium and long-term planning.

Do Gooder – Environment (Redlands specific)

- The need to protect green spaces and iconic species for coming generations.
- That Southern Thornlands be excluded from the Urban Footprint.

Do Gooder – Climate change

- Municipalities must understand the local impact of climate change, prioritise resilient infrastructure, promote sustainable urban planning, and engage their communities to drive climate action. By integrating climate considerations into their planning processes, municipalities can contribute significantly to the fight against climate change, ensuring the well-being and prosperity of their residents for generations to come.

Bridgeman Downs Public Transport Investigation Corridor

The Bridgeman Downs Public Transport Investigation Corridor proforma submission generally expressed:

- Objection to the inclusion of Priestley Road, the surrounding streets, properties, and the suburb of Bridgeman Downs in the Public Transport Investigation Corridor (19 Improved Road and Public Transport connectivity between inner Brisbane and Strathpine).
- There are sufficient road networks already servicing the area, including Gympie Road, Bridgeman Road/Beckett Road and Old Northern Road, and Ridley Road which provides for future capacity needs.
- That another transport corridor would have a detrimental impact on the liveability of the area.
- That the community vision of the Bridgeman Downs neighbourhood plan is to retain the character as a mix of rural and residential, including limiting future development and retaining acreage block sizes.
- The need to protect the rural character of Priestley Road, which is single lane without curb and channelling, streetlights. There are significant protected trees bordering the street.
- That the resulting loss of green space will destroy the wildlife corridor with a loss of habitat and connectivity, including impact the waterholes in the South Pine River at the end of Priestley Road which are well known platypus habitats.
- That a better solution would be to improve the existing infrastructure and not divide the area further.

484 Pimpama-Jacobs Well Road, Pimpama

The 484 Pimpama-Jacobs Well Road, Pimpama proforma submissions generally expressed:

- Support for the RLUC change request submission on 484 Pimpama-Jacobs Well Road, Pimpama.
- The facility at 484 Pimpama-Jacobs Well Road, Pimpama is currently lying dormant and could serve greater community purposes.
- The site would be more suited to being in the Urban Footprint, rather than Regional Landscape and Rural Production Area, to advance outcomes under the Sustain goal of the regional plan.
- The regional plan should consider the long-term development patterns of supporting uses such as open space, sport and recreation facilities and environmental spaces.

Northern sub-region

The Northern sub-region proforma submissions generally expressed:

- The need to unlock more land supply. Unlocking more land ensures there is a strong stable pipeline of new housing supply within the region which in turn will

unlock economic growth and regional productivity, create jobs, housing affordability and importantly assist with the attraction and retention of staff, including key workers.

- Support the retention of PFGAs in the draft regional plan such as the Halls Creek PFGA.
- That the 70 per cent in fill target may not be appropriate for the Sunshine Coast region given the limited infrastructure available to support this significant densification.
- Support for housing diversity.
- Support for maintaining the current north inter-urban break line.

University Student Body

The University Student Body proforma submissions generally expressed:

- That the 70 per cent consolidation target does not do enough to ensure the protection of mapped environmental values.
- That better governance is required to oversee the planning of SEQ, across tenures, to ensure habitats are protected. It is imperative that there is a scientific, evidence-based approach to this that is not influenced by developmental and economic pressures. Additionally, this will manage housing density and actively intervene to ensure best practice infill housing and development.
- That serious consideration needs to be given to how the State could introduce a clearly defined, temporary moratorium on clearing during the period that the Bioregional plan is developed to avoid the destruction of critical habitat, or how the State could work with local governments to have them introduce TLPIs or other measures to similar effect.
- Data audits must be consistently regulated with in-field ecological surveys, and scientific consultancy, to ensure the best outcomes for all involved.
- Support for alternative housing solutions – tiny homes.

5 Summary of RLUC change requests

During the consultation period, a total of 528 submissions were received that included an RLUC change request. In total, these submissions included 551 separate RLUC change requests (noting that some submissions included more than one request).

RLUC change requests were received for properties (either individual allotments or amalgamations of multiple allotments) localities. Requests related to:

- Inclusion in the Urban Footprint.
- Inclusion in the Rural Living Area.
- Inclusion in the Regional Landscape and Rural Production Area.
- Request to rezone the property / locality.
- Request to subdivide.
- Request to both rezone and subdivide.
- Unspecified requests (where the nature of the request was unable to be determined based off the submission).

The following **Figure 5-1** provides a summary of the nature of the RLUC change requests by LGA. Full details are provided in **Appendix D**.

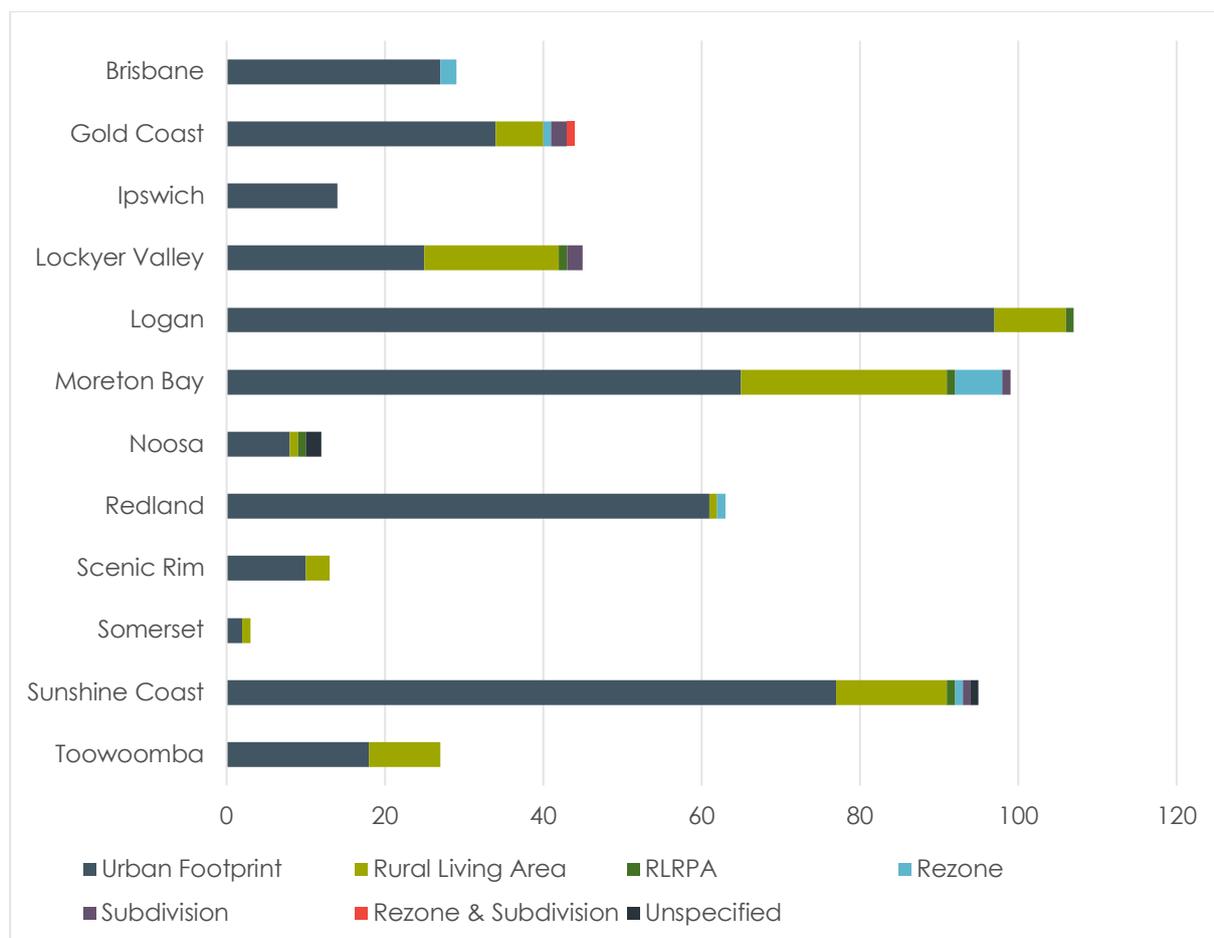


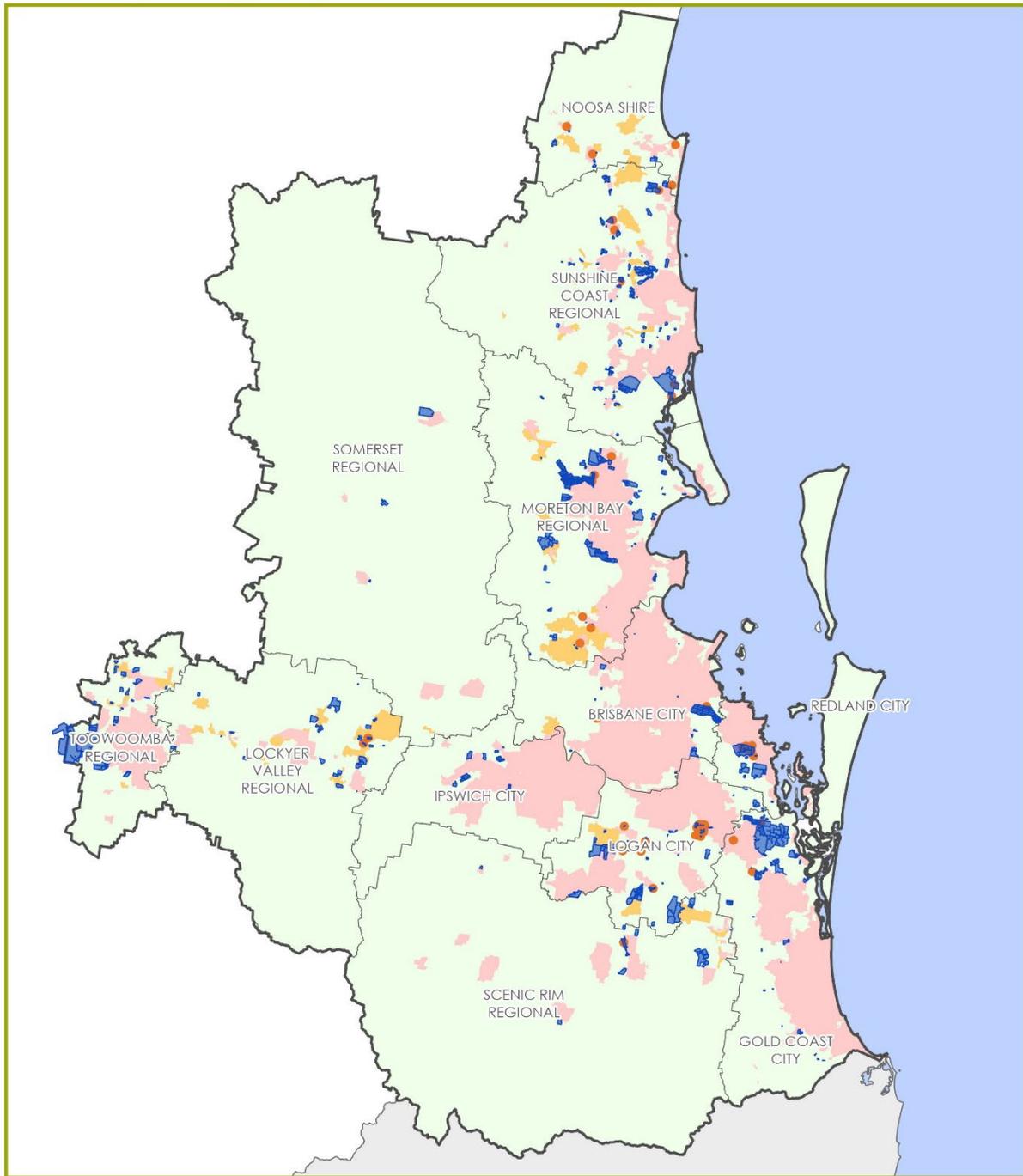
Figure 5-1: RLUC change request summary by LGA

As identified above, requests for inclusion within the Urban Footprint accounted for the vast majority of RLUC change request submissions, equating to approximately 79 per cent (438 total) of all submissions. Requests for inclusion within the Rural Living Area accounted for approximately 16 per cent (87 total) of all submissions.

By LGA, the majority of RLUC change request submissions were made in Logan (19 per cent – 107 total), Moreton Bay (18 per cent – 99 total), Sunshine Coast (17 per cent – 95 total) and Redlands (11 per cent – 63 total).

The following **Figure 5-2** shows all RLUC change requests mapped across the SEQ region.

RLUC map change requests



Legend

- Regulatory map change request (properties)
 - Regulatory map change request (locality)
- Draft ShapingSEQ Regional Land Use Category
- Urban Footprint
 - Rural Living Area
 - Regional Landscape and Rural Production

Note: Regulatory map change requests that relate to properties are those requests where specific allotments were identified. Requests that refer to localities are those that relate to general areas or suburbs.



Figure 5-2: Summary of RLUC change requests across SEQ

A breakdown of the RLUC change requests follows:

5.1 Brisbane

RLUC change request submissions received within the Brisbane LGA were largely associated with requests for inclusion within the Urban Footprint. These requests were generally located in areas adjacent to the existing Urban Footprint boundary in the west and east. There were a number of submissions received that sought realignment of the Urban Footprint which dissected part of the property.

Brisbane – RLUC change request summary	
Inclusion in Urban Footprint	27
Inclusion in Rural Living Area	-
Inclusion in Regional Landscape and Rural Production Area	-
Request to rezone	2
Request to subdivide	-
Request to both rezone and subdivide	-
Unspecified request	-
Total RLUC change request submissions	29

5.2 Gold Coast

A number of RLUC change request submissions were received within the Gold Coast LGA requesting inclusion within the Urban Footprint. Areas requested for inclusion within the Urban Footprint were within the northern part of the LGA, particularly around the suburbs of Yatala, Alberton and Pimpama. There were also some submissions received seeking inclusion of properties within the Rural Living Area in the north-east.

Gold Coast – RLUC change request summary	
Inclusion in Urban Footprint	34
Inclusion in Rural Living Area	6
Inclusion in Regional Landscape and Rural Production Area	-
Request to rezone	1
Request to subdivide	2
Request to both rezone and subdivide	1
Unspecified request	-
Total RLUC change request submissions	44

5.3 Ipswich

RLUC change request submissions were received within the Ipswich LGA, all of which were for inclusion within the Urban Footprint. Properties subject to these submissions are located at the western edge of the existing Urban Footprint boundary within areas including Thagoona, Karrabin and Walloon.

Ipswich – RLUC change request summary	
Inclusion in Urban Footprint	14
Inclusion in Rural Living Area	-
Inclusion in Regional Landscape and Rural Production Area	-
Request to rezone	-
Request to subdivide	-
Request to both rezone and subdivide	-
Unspecified request	-
Total RLUC change request submissions	14

5.4 Lockyer Valley

RLUC change request submissions received within the Lockyer Valley LGA were for either inclusion within the Urban Footprint or Rural Living Area. These submissions were particularly concentrated within the east of the LGA at Plainland. There were also some submissions received around the suburbs of Laidley Heights and Adare.

Lockyer Valley – RLUC change request summary	
Inclusion in Urban Footprint	25
Inclusion in Rural Living Area	17
Inclusion in Regional Landscape and Rural Production Area	1
Request to rezone	-
Request to subdivide	2
Request to both rezone and subdivide	-
Unspecified request	-
Total RLUC change request submissions	45

5.5 Logan

A large number of community-based submissions associated with the Urban Footprint (either expressing desire for expansion, or seeking retention of the existing boundary) were received within the locality of Buccan.

In addition to Buccan, a number of RLUC change requests for inclusion within the Urban Footprint were received over landholdings at areas in the west of the LGA including at Flagstone, Jimboomba and Munruben on the Mount Lindesay Highway.

Logan – RLUC change request summary	
Inclusion in Urban Footprint	97
Inclusion in Rural Living Area	9
Inclusion in Regional Landscape and Rural Production Area	1
Request to rezone	-

Logan – RLUC change request summary	
Request to subdivide	-
Request to both rezone and subdivide	-
Unspecified request	-
Total RLUC change request submissions	107

5.6 Moreton Bay

RLUC change request submissions were received across a number of areas within Moreton Bay. These included a number of community submissions within the Clear Mountain locality. Additionally, a number of RLUC change request submissions were made within Elimbah, either seeking support for expansion of the Urban Footprint or seeking further expansion of the Urban Footprint in this location.

Submissions were also received in other areas including Wamuran and Moodlu for inclusion within the Urban Footprint. A number of submissions sought inclusion of certain areas as Urban Footprint, siting the area as potentially suitable to facilitate industrial and commercial development. There were also submissions received for inclusion within the Urban Footprint at Narangba.

Moreton Bay – RLUC change request summary	
Inclusion in Urban Footprint	65
Inclusion in Rural Living Area	26
Inclusion in Regional Landscape and Rural Production Area	1
Request to rezone	6
Request to subdivide	1
Request to both rezone and subdivide	-
Unspecified request	-
Total RLUC change request submissions	99

5.7 Noosa

There were a small number of RLUC change request submissions received within the south and west of the Noosa LGA including around Cooroy. Submissions were also received at Peregrin Beach which are associated with submissions received within Sunshine Coast as well.

Noosa – RLUC change request summary	
Inclusion in Urban Footprint	8
Inclusion in Rural Living Area	1
Inclusion in Regional Landscape and Rural Production Area	1
Request to rezone	-
Request to subdivide	-
Request to both rezone and subdivide	-

Noosa – RLUC change request summary	
Unspecified request	2
Total RLUC change request submissions	12

5.8 Redland

There were a large number of community based submissions within the Redland LGA seeking support for the Southern Thornlands area to be included within the Urban Footprint with a number also seeking for the area to be declared as a PDA. It is noted that some submissions also supported retention of the existing RLUC boundaries in this locality. There was also some RLUC change request submissions received for areas at Mount Cotton and Redland Bay.

Redland – RLUC change request summary	
Inclusion in Urban Footprint	61
Inclusion in Rural Living Area	1
Inclusion in Regional Landscape and Rural Production Area	-
Request to rezone	1
Request to subdivide	-
Request to both rezone and subdivide	-
Unspecified request	-
Total RLUC change request submissions	63

5.9 Scenic Rim

RLUC change request submissions received within the Scenic Rim LGA were largely associated with a request for inclusion within the Urban Footprint. Submissions were for areas that generally adjoined the existing Urban Footprint boundary including at Wonglepong and areas adjoining Beaudesert. There were a small number of RLUC change requests for inclusion within the Rural Living Area.

Scenic Rim – RLUC change request summary	
Inclusion in Urban Footprint	10
Inclusion in Rural Living Area	3
Inclusion in Regional Landscape and Rural Production Area	-
Request to rezone	-
Request to subdivide	-
Request to both rezone and subdivide	-
Unspecified request	-
Total RLUC change request submissions	13

5.10 Somerset

There were two (2) RLUC change request submissions received within the Somerset LGA. These were for amendments of the existing Urban Footprint or Rural Living Area boundary at Esk and Kilcoy.

Somerset – RLUC change request summary	
Inclusion in Urban Footprint	2
Inclusion in Rural Living Area	1
Inclusion in Regional Landscape and Rural Production Area	-
Request to rezone	-
Request to subdivide	-
Request to both rezone and subdivide	-
Unspecified request	-
Total RLUC change request submissions	3

5.11 Sunshine Coast

A large number of RLUC change request submissions were received within the Sunshine Coast LGA. Submissions were received predominately for inclusion within the Urban Footprint but also included some requests for inclusion within the Rural Living Area. Requests were received from a number of parcels across various locations on the edge of the existing Urban Footprint across the whole LGA including at Peregian Beach (also associated with submissions in Noosa), Diddilbah, Beerwah and Coochin Creek.

Sunshine Coast – RLUC change request summary	
Inclusion in Urban Footprint	77
Inclusion in Rural Living Area	14
Inclusion in Regional Landscape and Rural Production Area	1
Request to rezone	1
Request to subdivide	1
Request to both rezone and subdivide	-
Unspecified request	1
Total RLUC change request submissions	95

5.12 Toowoomba

RLUC change request submissions received within the Toowoomba LGA were primarily for inclusion in the Urban Footprint but also included some requests for inclusion in the Rural Living Area. RLUC change request submissions were located in the north of Toowoomba City at Highfields and west of the Toowoomba City including at Westbrook and Wellcamp.

Toowoomba – RLUC change request summary	
Inclusion in Urban Footprint	18
Inclusion in Rural Living Area	9
Inclusion in Regional Landscape and Rural Production Area	-
Request to rezone	-
Request to subdivide	-
Request to both rezone and subdivide	-
Unspecified request	-
Total RLUC change request submissions	27

6 Summary

The main comments raised across submissions are summarised as follows:

Grow 1 – Grow

- Elements and strategies within **Goal 1 – Grow** were the most commented on by submissions.
- Whilst submissions supported gentle density approaches to growth and providing more housing diversity, concerns were also expressed about the impact of population growth on the environment and local character of neighbourhoods and towns.
- Some submissions stated that the consolidation / expansion growth ratio could go further in favour of infill development, noting concern about the impact greenfield development has on the environment. While others were concerned about challenges associated with infill development, instead favouring greenfield development and associated policy levers (i.e., Potential Future Growth Areas).
- Dwelling supply and density targets did not receive majority support, with concerns about the impact on certain locations, including Noosa, Sunshine Coast and Redland, having to accommodate this growth and urban change.
- There was broad support for dwelling diversity and social and affordable housing targets, as well as State government intervention to unlock Underutilised Urban Footprint.

Goal 2 – Prosper

- Submissions including matters under **Goal 2 – Prosper** had a focus on tourism, RECs, industrial land planning and freight and supply chain networks.
- There was acknowledgement of the importance tourism and major events are to the SEQ economy; these should continue to be supported.
- There was broad support for the renewed focus on industrial land in the draft regional plan, including the identification of Major Enterprise and Industrial Areas (MEIAs). This support should continue, with the introduction of industrial land supply forecasting and cross-agency collaboration to ensure that land supply needs are met.
- Revisions to the regional plan should adopt a broader focus on industrial land uses to include logistics and warehousing, not just medium and high impact uses.

Goal 3 – Connect

- Submissions including matters under **Goal 3 – Connect** had a focus on the priority region-shaping infrastructure, traffic congestion, right-sizing existing infrastructure before more growth and public and active transport.
- There was support for the identification of key infrastructure corridors in the regional plan. These should facilitate long-term strategic planning and protection of road, rail and public transport infrastructure.
- There was concern for several localities in SEQ about projects and corridors in the regional plan, including the Gold Coast Light Rail Stage 4 and the Bridgeman Downs Public Transport Investigation Corridor.
- There was support for ensuring that both new development areas and established suburbs are serviced by public transport services. Many submissions expressed that their local area was not sufficiently serviced by existing public transport services. Traffic congestion was also a concern, both in the present day but also into the future as SEQ grows.

Goal 4 – Sustain

- Submissions including matters under **Goal 4 – Sustain** had a focus on recognition of First Nations people, biodiversity corridors and networks, environmental protection, impacts of growth on the environment, protection of regional landscapes, and climate change, resilience and adaptation.
- There was acknowledgement for the recognition of First Nations people in the regional plan and their inclusion across all strategies developed under the regional plan.
- There was a strong focus in submissions on protecting the environment, biodiversity, greenspace networks and threatened species including the koala, with concerns raised about the impacts of population growth and the loss of bushland from development.
- There was support for the Koala Strategy and Bioregional Planning Process.
- There was concern that the prospect of more environmental protections will prompt pre-emptive clearing, and a request to consider supporting implementation mechanisms such as temporary local planning instruments or a temporary moratorium on clearing.
- Submissions also recognised and noted that more needs to be done to mitigate climate change, including more actions to achieve emission reduction targets, zero waste initiatives and more sustainable modes of transport, like public transport.
- Whilst there was support for natural hazards mapping and preventing development in occurring in no-go areas, concerns were also expressed that no-go areas may unintentionally sterilise development.

Goal 5 – Live

- Submissions including matters under **Goal 5 – Live** had a focus on good design, the protection of local character and climate-responsive and sub-tropical design.
- Valuing good design should be a key aspect to achieving the regional plan's vision.
- There is support for the proposed design guidance and form-based codes for diverse housing products, however, some suggest that these should be enforceable requirements and incorporated into the planning framework.



APPENDICES



Appendix A - Online submission form

Submission

The following form is for submissions. Please fill out the required information and attach any relevant documentation.

Submitter categories

Please select which best describes you.

- Individual
- Consultant
- Business
- Community Group
- Environment Group
- Industry Group
- Other (please specify e.g. lobbyist, etc.)

Submitter details

First Name Required

Last Name Required

Age Group

- Under 20 years
- 20 - 29 years
- 30 - 39 years
- 40 - 49 years
- 50 - 59 years
- 60+ years

Business / Group

In order to meet the requirements of a properly made submission, you must provide a return address (either an email or postal address). If you do not provide any return address, your submission will not meet the properly made submission requirements and may not be reviewed.

Email address of the submitter

Please provide an email address as your return address if you wish to receive a confirmation and copy of your submission.

Postal address of the submitter

Phone Number

Residential / Business address of the submitter

Please provide your residential / business address details as the submitter.

Unit Number

Street Number Required

Address Line 1 Required

Address Line 2

Suburb Required

State Required

Postcode Required

Submission ownership

Is the submission on behalf of another person or entity? Required

Submission details

If you are unsure of your lot on plan, this information can be found by searching your address on the [interactive map](#), or potentially on your rates notice. Accurate completion of lot on plan information will enhance the accuracy and efficiency of processing submissions.

If your lot on plan information cannot be provided, please provide the street address through the non-specific Property Submission question.

Does your submission relate to a specific property? Required

Submission Locality

Does the submission relate to a specific locality? Required

Yes

No

Regional Land Use Category

There are three regional land use categories (RLUC) referenced in ShapingSEQ: Urban Footprint (UF), Regional Landscape and Rural Production Area (RLRPA), and Rural Living Area (RLA).

- **Urban Footprint (UF)** identifies land which can accommodate the region's growth needs to 2046 and includes established urban areas and land with potential for new development.
- **Rural Living Area (RLA)** identifies areas for rural residential development in locations that provide housing and lifestyle choice while limiting the impact of inefficient use of land.
- **Regional Landscape and Rural Production Area (RLRPA)** is an important part of South East Queensland, surrounding the Urban Footprint and Rural Living Area and is to be protected from inappropriate urban and industrial development.

Does your submission relate to a Regional Land Use Category? **Required**

- Yes, I would like to request a change to the Regional Land Use Category
- Yes, I would like to request to retain the Regional Land Use Category
- No
- Other

State Government infrastructure

The [Queensland Government Infrastructure Pipeline](#) (QGIP) demonstrates the Queensland Government's commitment to statewide and regional priorities through a regularly updated pipeline of planning investment and proposals. The QGIP provides industry with visibility of the whole-of-government infrastructure pipeline, creating confidence and enabling workforce planning.

Does your submission relate to State Government infrastructure or the Queensland Government Infrastructure Pipeline? **Required**

- Yes
- No

Submission

Please write your submission here **Required**

Please upload any supporting attachments here

Note: A maximum of 10 files can be uploaded. The maximum size for each attachment is 20 MB. If you are unable to upload your attachment, please email it to ShapingSEQSubmissions@dcdilgp.qld.gov.au after completing this online form. In the subject line of your email, please include 'Online submission attachment - your full name - your residential/business address'. These details should be the same as those provided in this form.

 **Choose file...**

Max files: 10 Allowed file types: pdf,doc,docx,txt,xls,xlsx,rtf,png,gif,jpg,jpeg Size limit: 20.00 MB

Confirm submission

Please ensure your submission meets the properly made submission requirements outlined at the top of this page before ticking this box.

Tick this box to finalise your submission and meet the signature requirements of the submitters named within this form. Required

Submit

Appendix B - Automatic response message to submitters

From: [Shaping SEQ Submissions](#)
To: [Claudia Pegler](#)
Subject: Automatic reply: 20230920_Letter to Deputy Premier re Draft SEQ Regional Plan Feedback DHC Amended
Date: Wednesday, 20 September 2023 8:21:18 PM

Thank you for your email.

Please note that submissions on the Draft ShapingSEQ 2023 Update will remain open until **11:59 pm on 20 September 2023**.

Please note that submissions made after this time will not be considered as 'properly made' and may not be reviewed. For this reason, we encourage you to make a submission by **11:59 pm on 20 September 2023**.

If you have any questions, please contact the project team at ShapingSEQProjects@dsdilgp.qld.gov.au.

Appendix C - Submission statistics

Region wide

Table 1: Top 20 submission themes (excluding proforma submissions)

Top 20	Sub-categories	Themes	No. (n)	Perc. (%) with the number of submissions
1	Gentle density	Comments on gentle density and housing diversity	162	13.48%
2	Regional Landscapes	Comments on environmental protection	148	12.31%
3	Biodiversity	Concerns raised with the loss of or impact on biodiversity corridors / networks as a result of development and population growth	144	11.98%
4	Consolidation / expansion ratio	Comments on consolidation / expansion growth	126	10.48%
5	Regional Landscapes	Support the protection of regional landscapes, biodiversity corridors and greenspace networks	126	10.48%
6	Population growth	Comments on population growth	124	10.32%
7	Biodiversity	Protect the environment as we grow / concern for environmental impacts as we grow	123	10.23%
8	Dwelling targets	Comments on dwelling targets	119	9.90%
9	Population growth	Concern with overpopulation and loss of an areas natural beauty and character or the impact on infrastructure	110	9.15%
10	Climate change, resilience and adaptation	Comments on climate change, resilience and adaptation	102	8.49%
11	Design and character	Comments on good design and great places	83	6.91%
12	Governance and delivery	Comments on implementation / delivery	82	6.82%
13	Social and affordable housing	Comments on social and affordable housing	80	6.66%
14	Gentle density	Support for greater housing choice and diversity	79	6.57%
15	Region shaping infrastructure	Comments on priority region-shaping infrastructure	78	6.49%
16	Koala Conservation	Comments on koala conservation	76	6.32%
17	Gentle density	Do not support or have a concern with the range of housing, block sizes and loss of character of the area	66	5.49%
18	Design and character (Good design)	Value the protection of local character	66	5.49%
19	Dwelling targets	Sentiment towards dwelling density targets	65	5.41%
20	Sub-regional directions	Comments on sub-regions	65	5.41%

Goal 1 – Grow

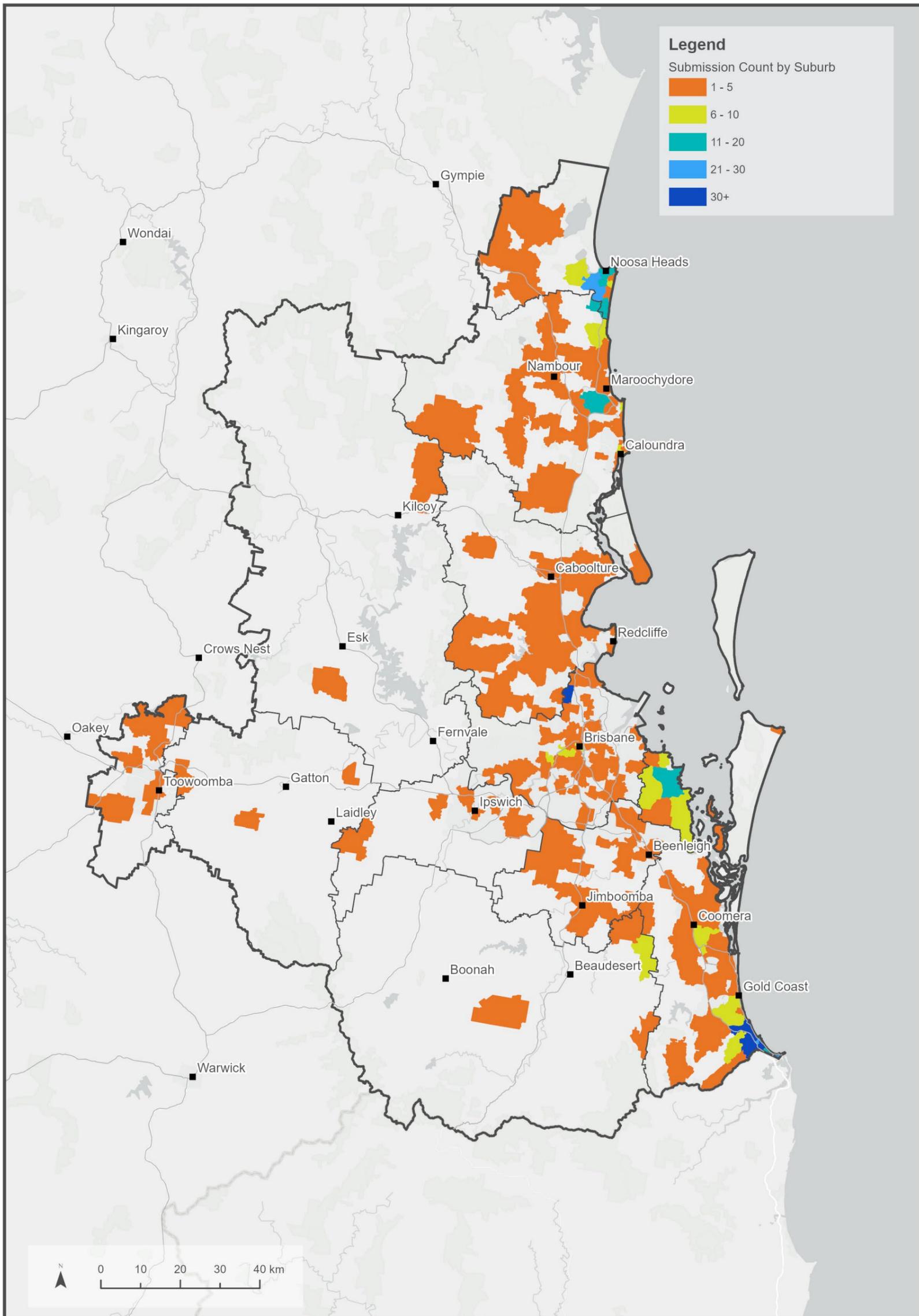


Figure 1: Origin of submissions by suburb including comments on Goal 1 – Grow (including proforma submissions)

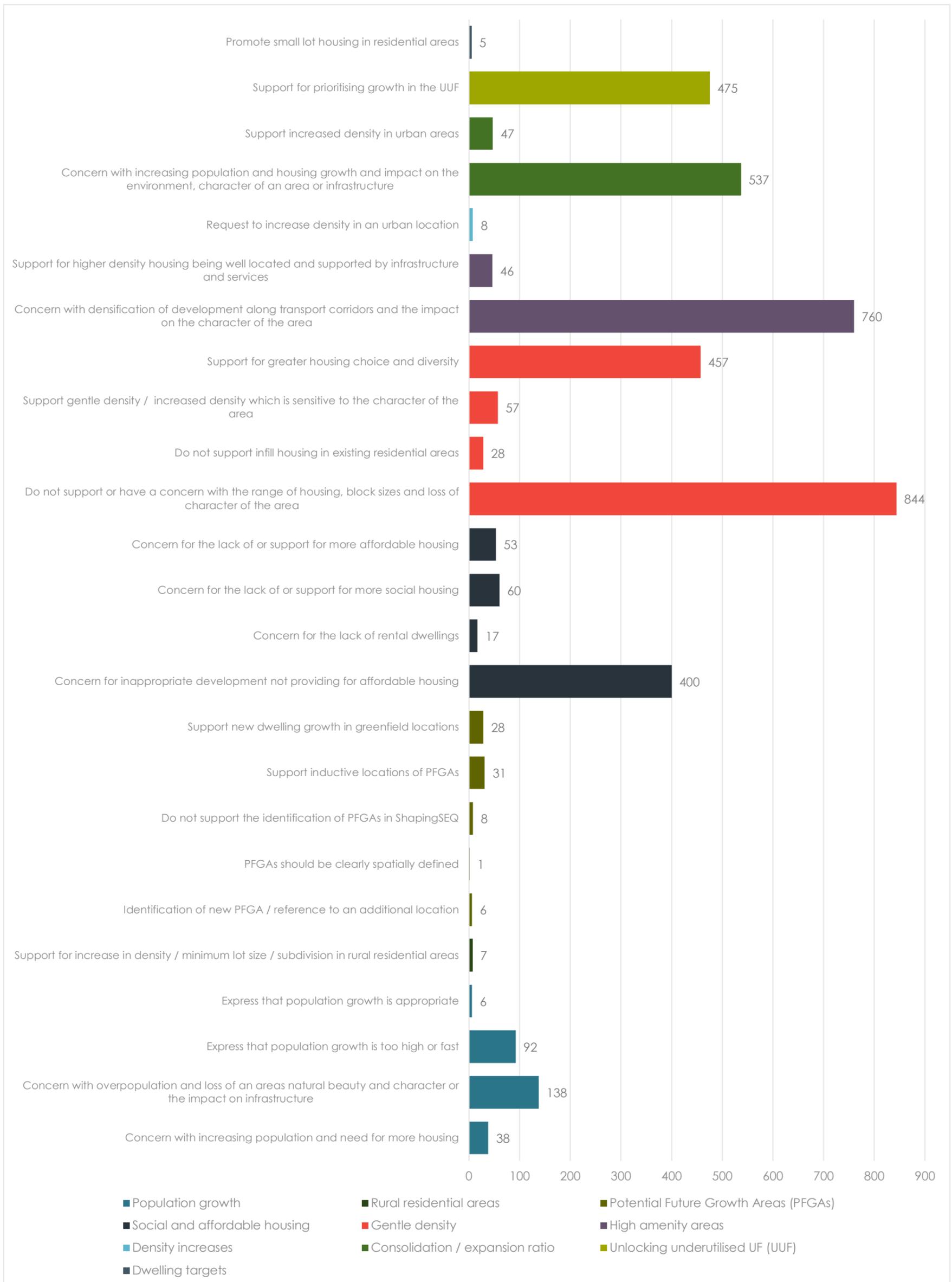


Figure 2: Count of submissions by themes for Goal 1 – Grow (including proforma submissions)

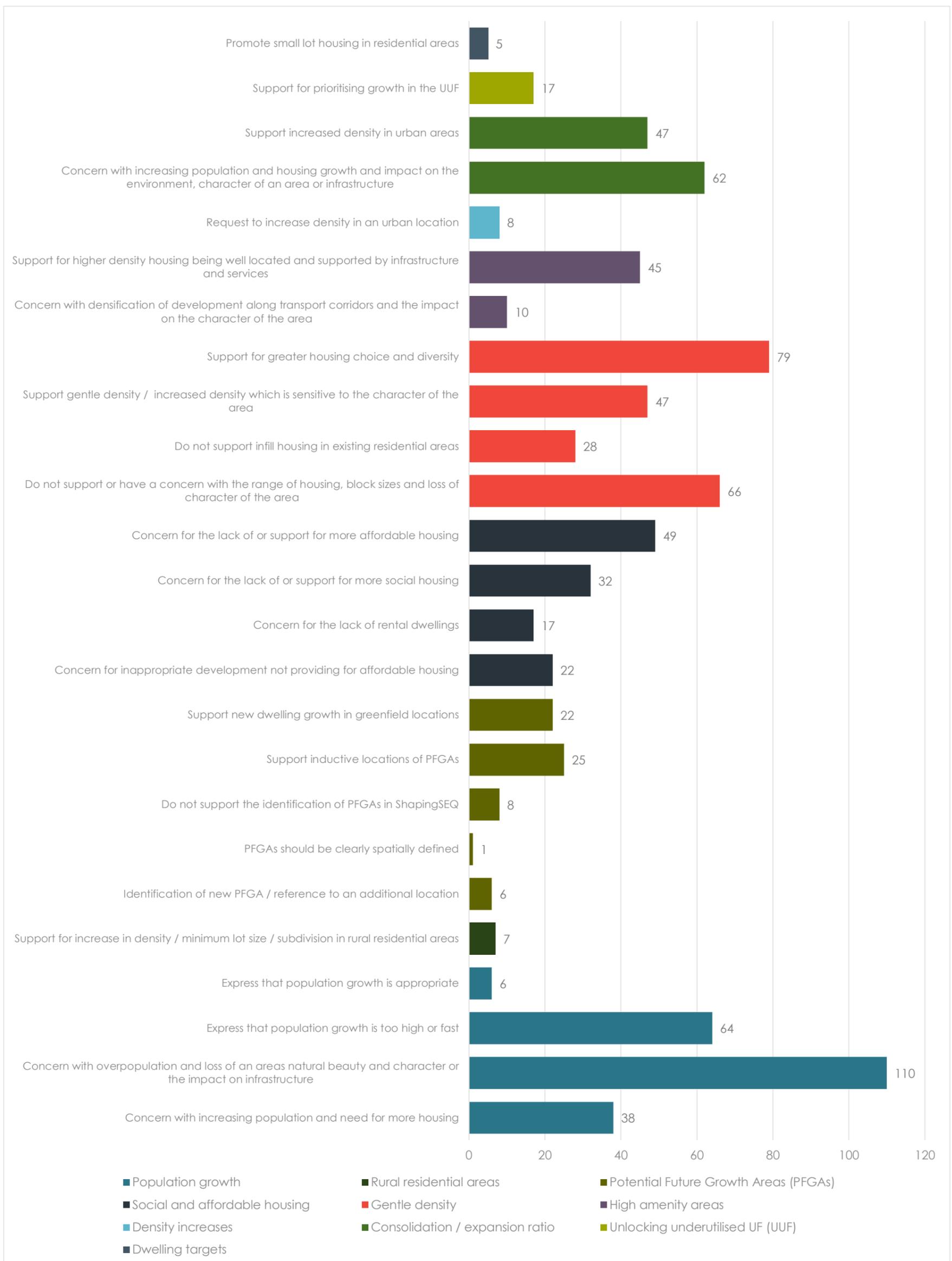


Figure 3: Count of submissions by themes for Goal 1 – Grow (excluding proforma submissions)

Goal 2 – Prosper

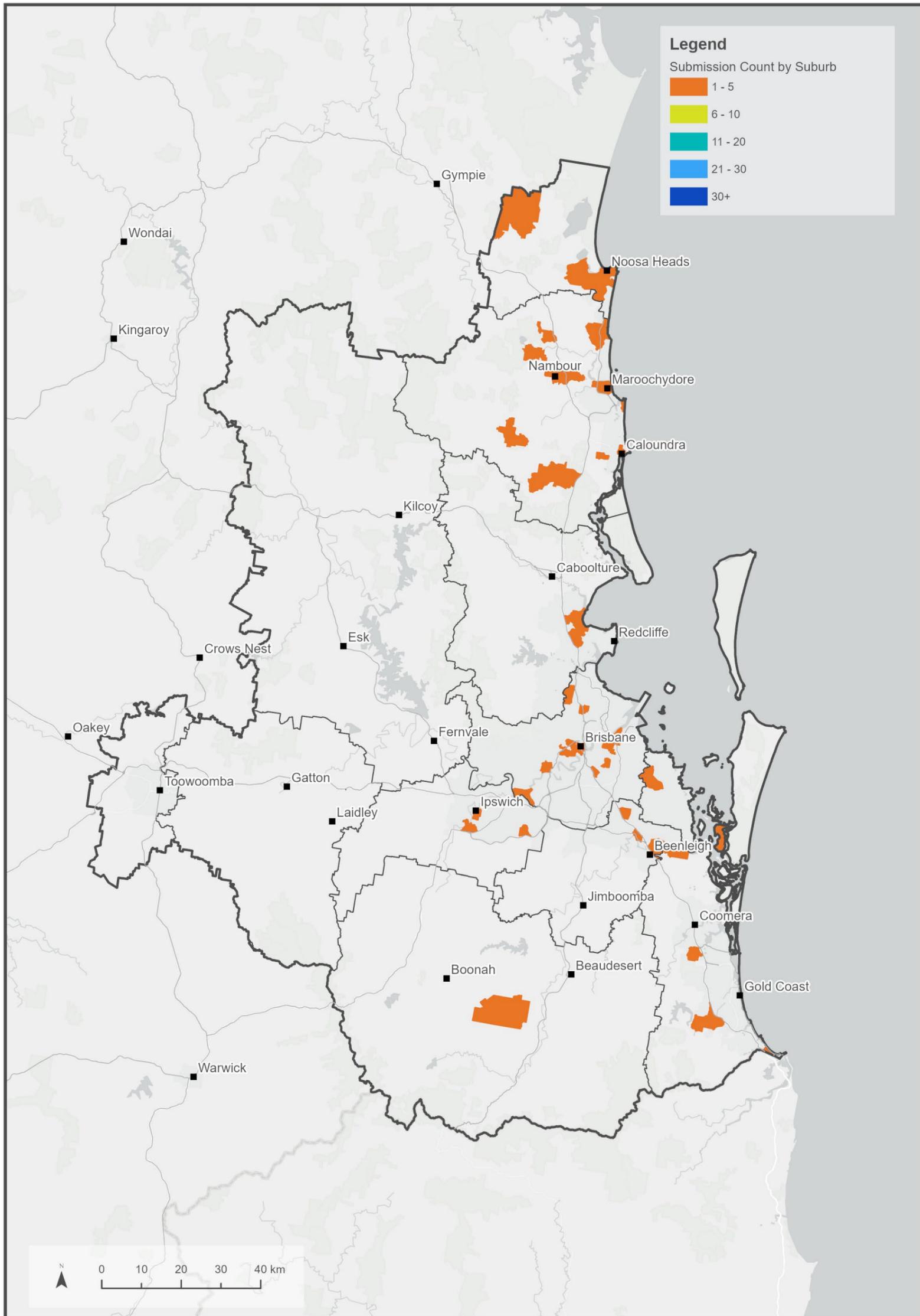


Figure 4: Origin of submissions by suburb including comments on Goal 2 – Prosper (including proforma submissions)

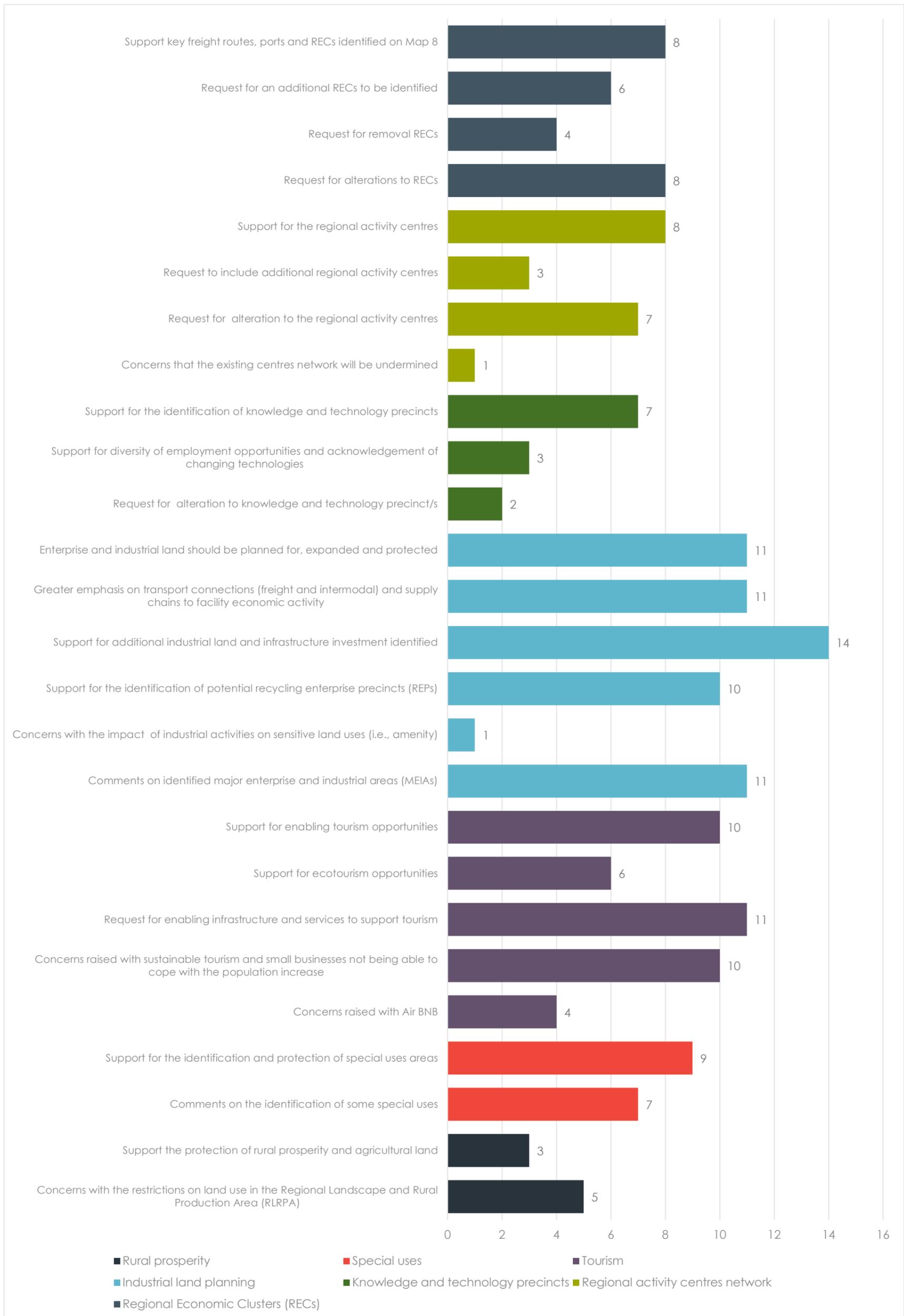


Figure 5: Count of submissions by themes for Goal 2 – Prosper (including proforma submissions)

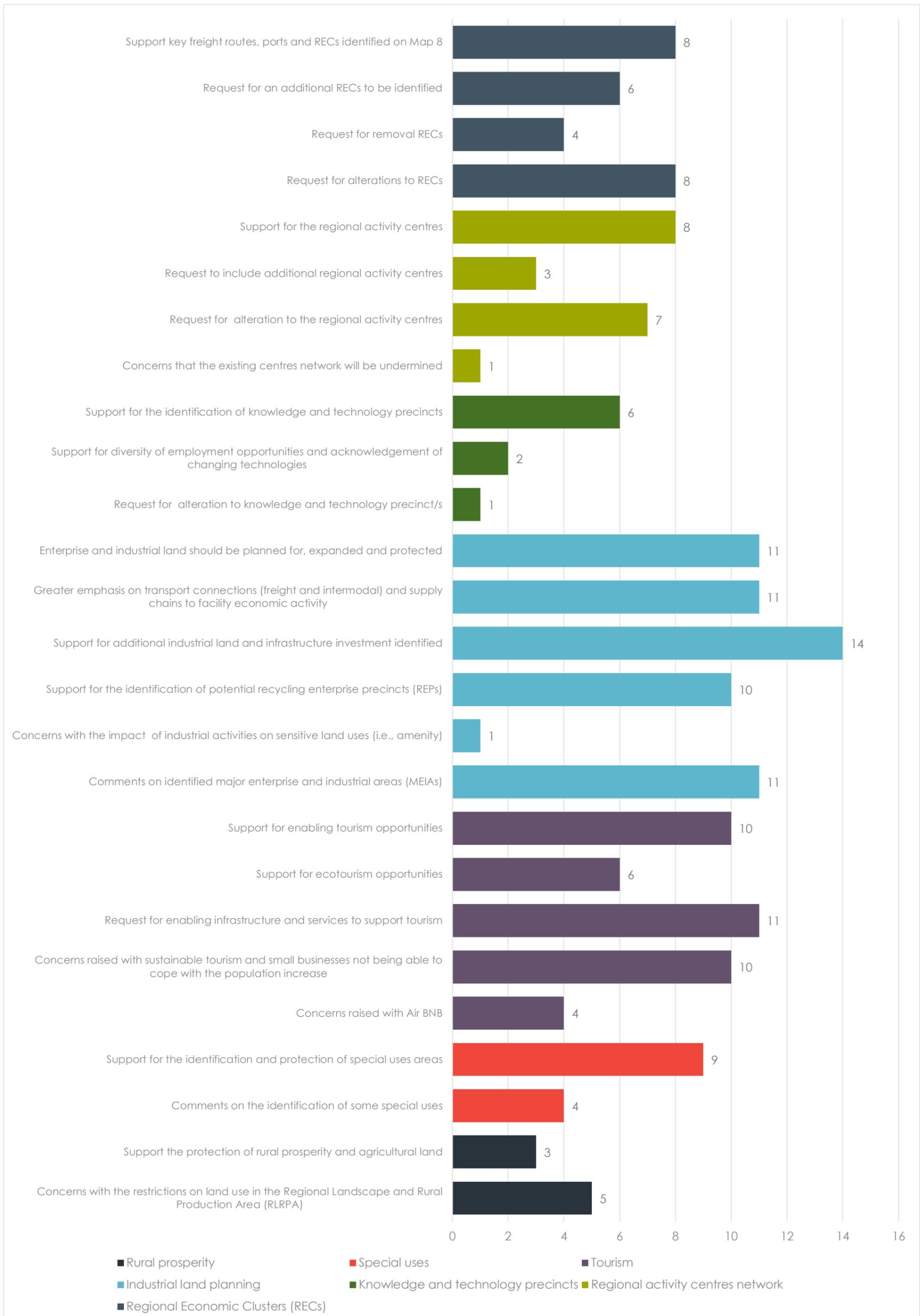


Figure 6: Count of submissions by themes for Goal 2 – Prosper (excluding proforma submissions)

Goal 3 – Connect

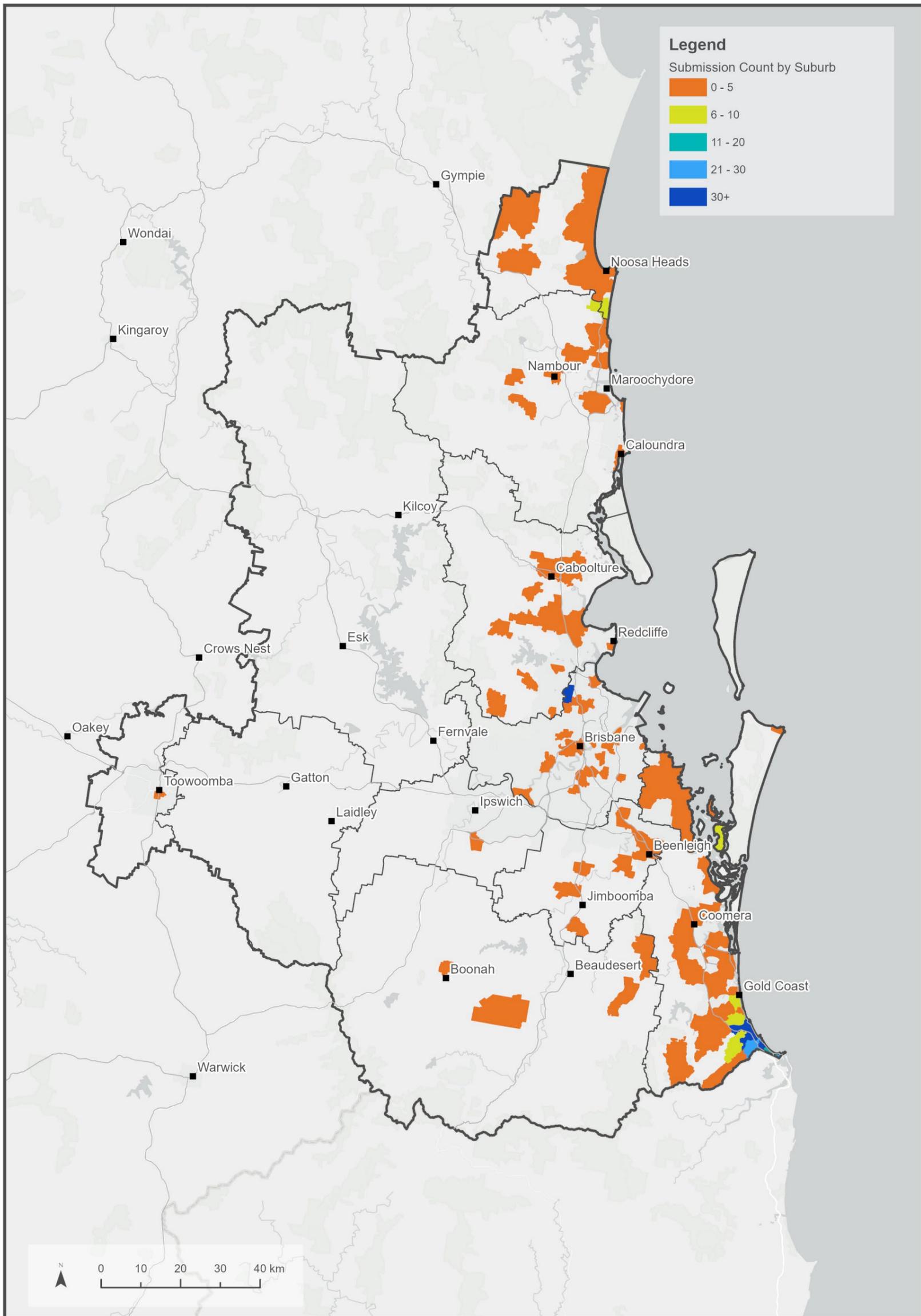


Figure 7: Origin of submissions by suburb including comments on Goal 3 – Connect (including proforma submissions)

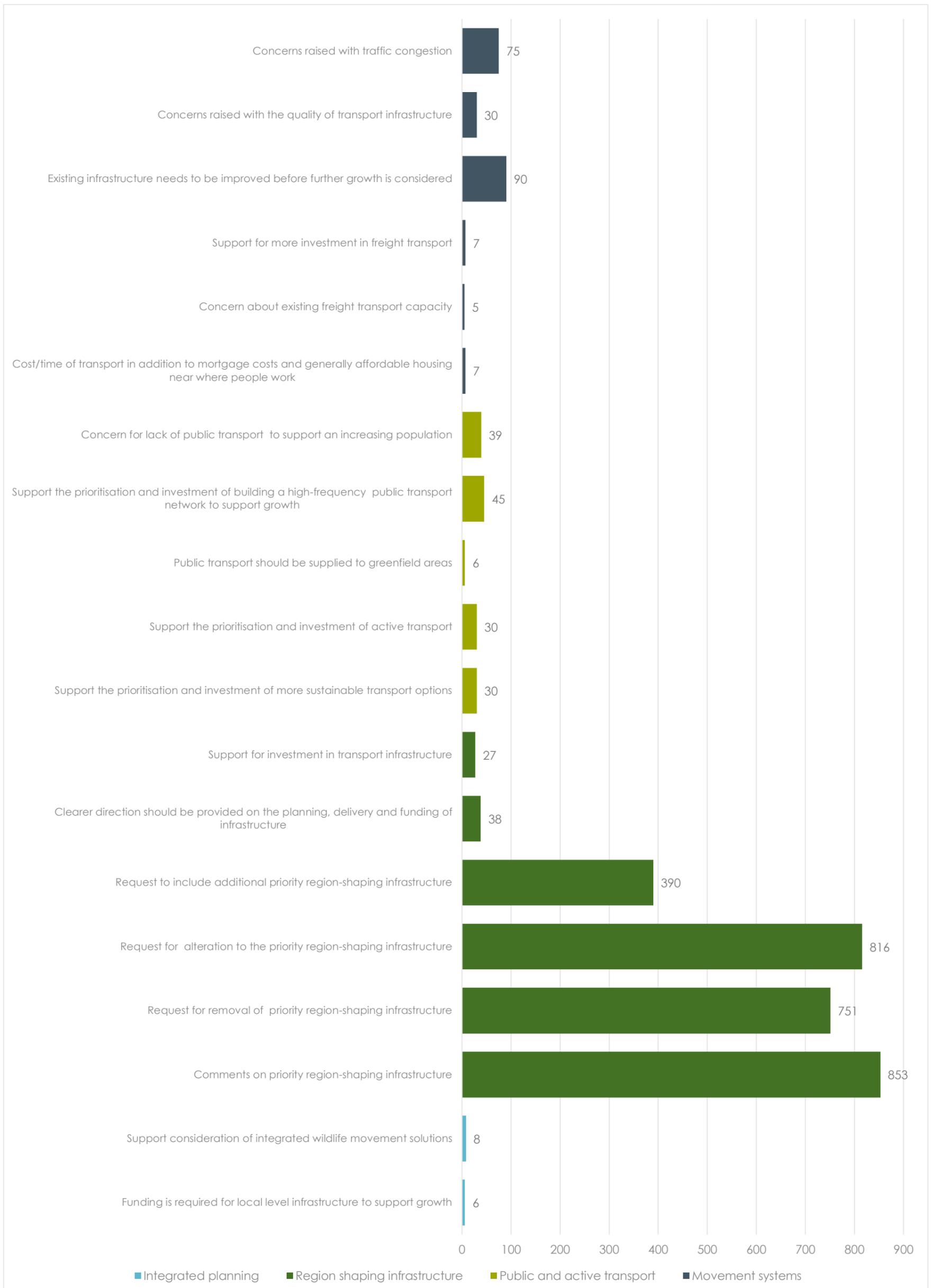


Figure 8: Count of submissions by themes for Goal 3 – Connect (including proforma submissions)

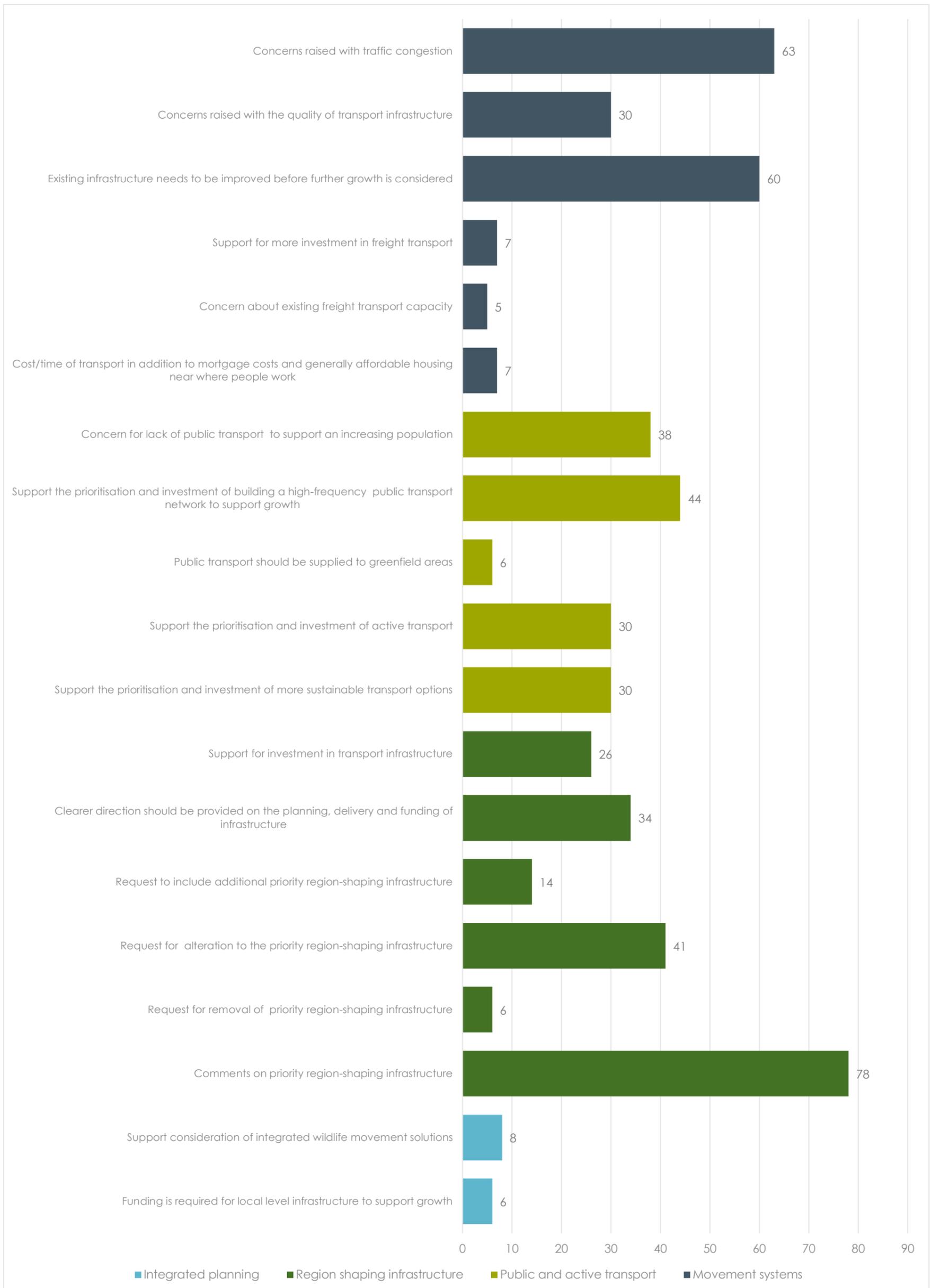


Figure 9: Count of submissions by themes for Goal 3 – Connect (excluding proforma submissions)

Goal 4 – Sustain

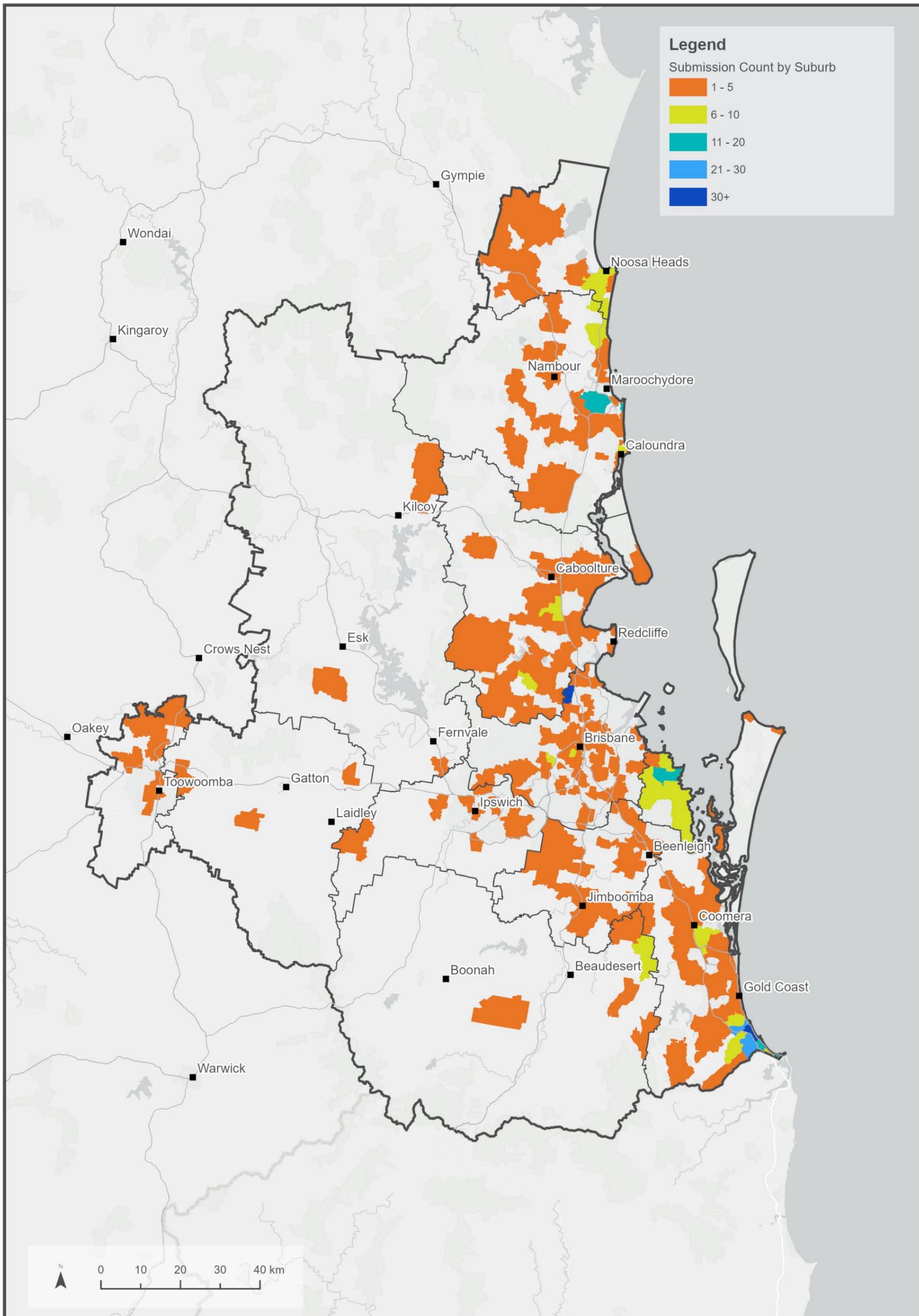


Figure 10: Origin of submissions by suburb including comments on Goal 4 – Sustain (including proforma submissions)

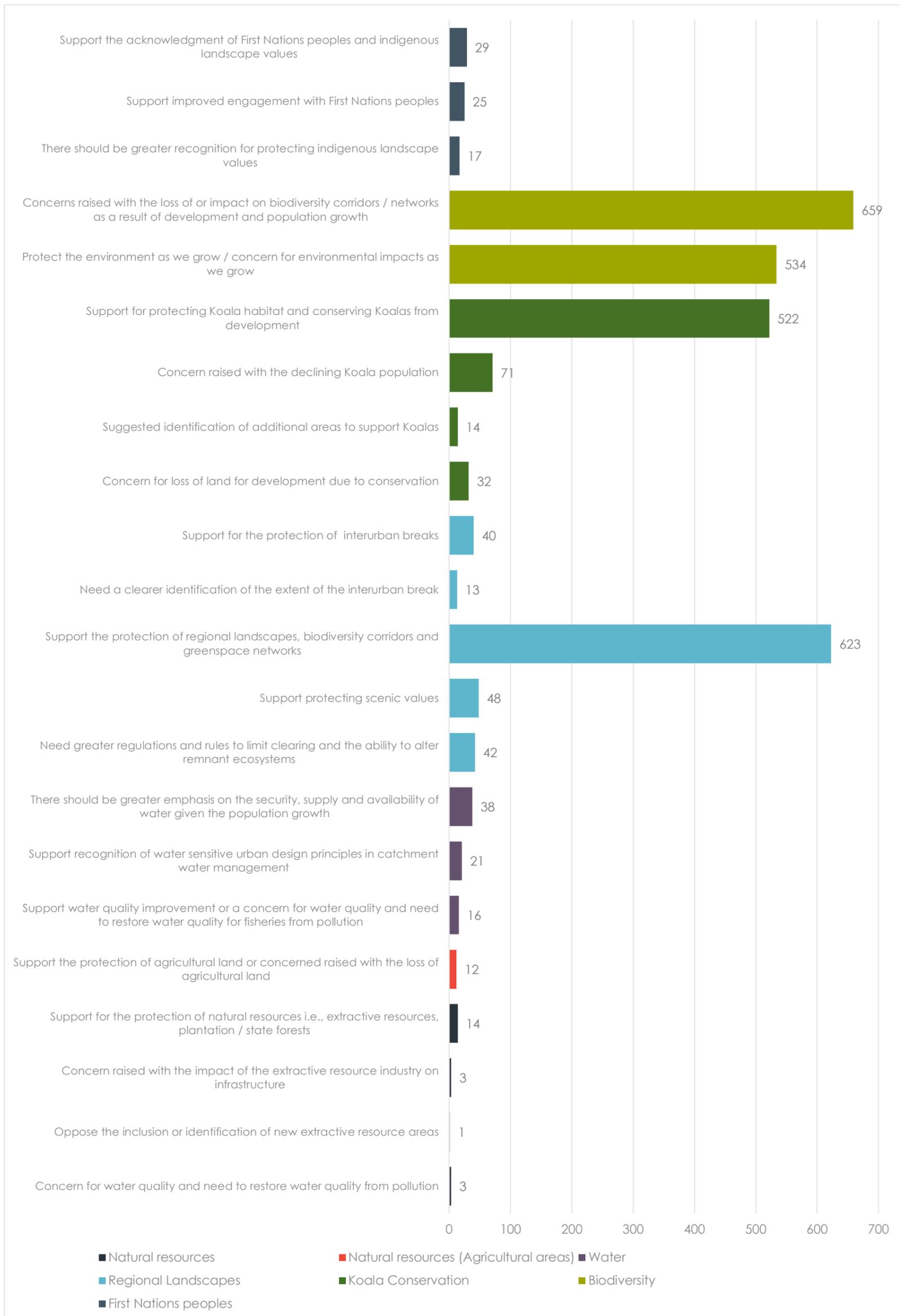


Figure 11: Count of submissions by environment themes for Goal 4 – Sustain (including proforma submissions)

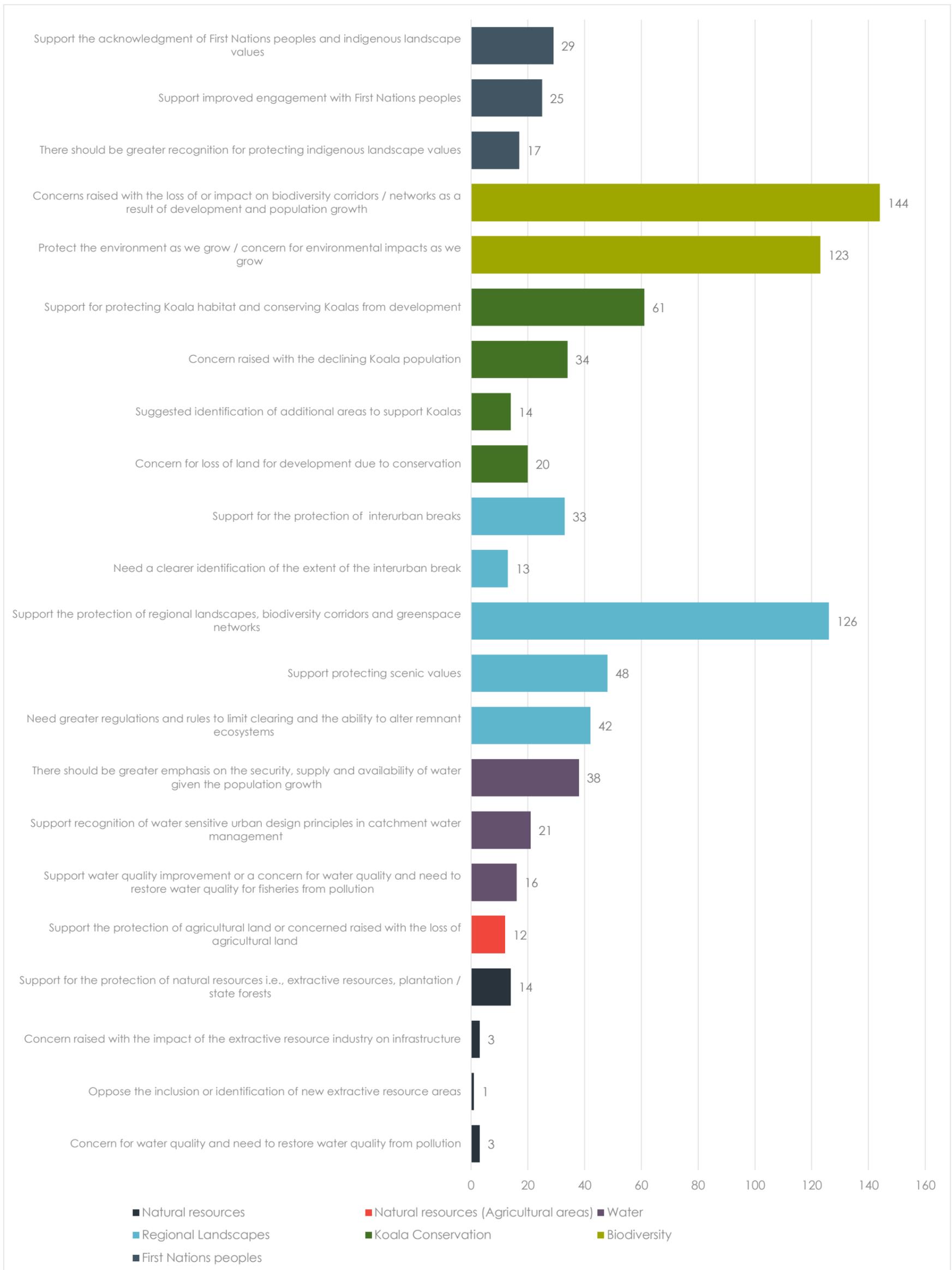


Figure 12: Count of submissions by environment themes for Goal 4 – Sustain (excluding proforma submissions)

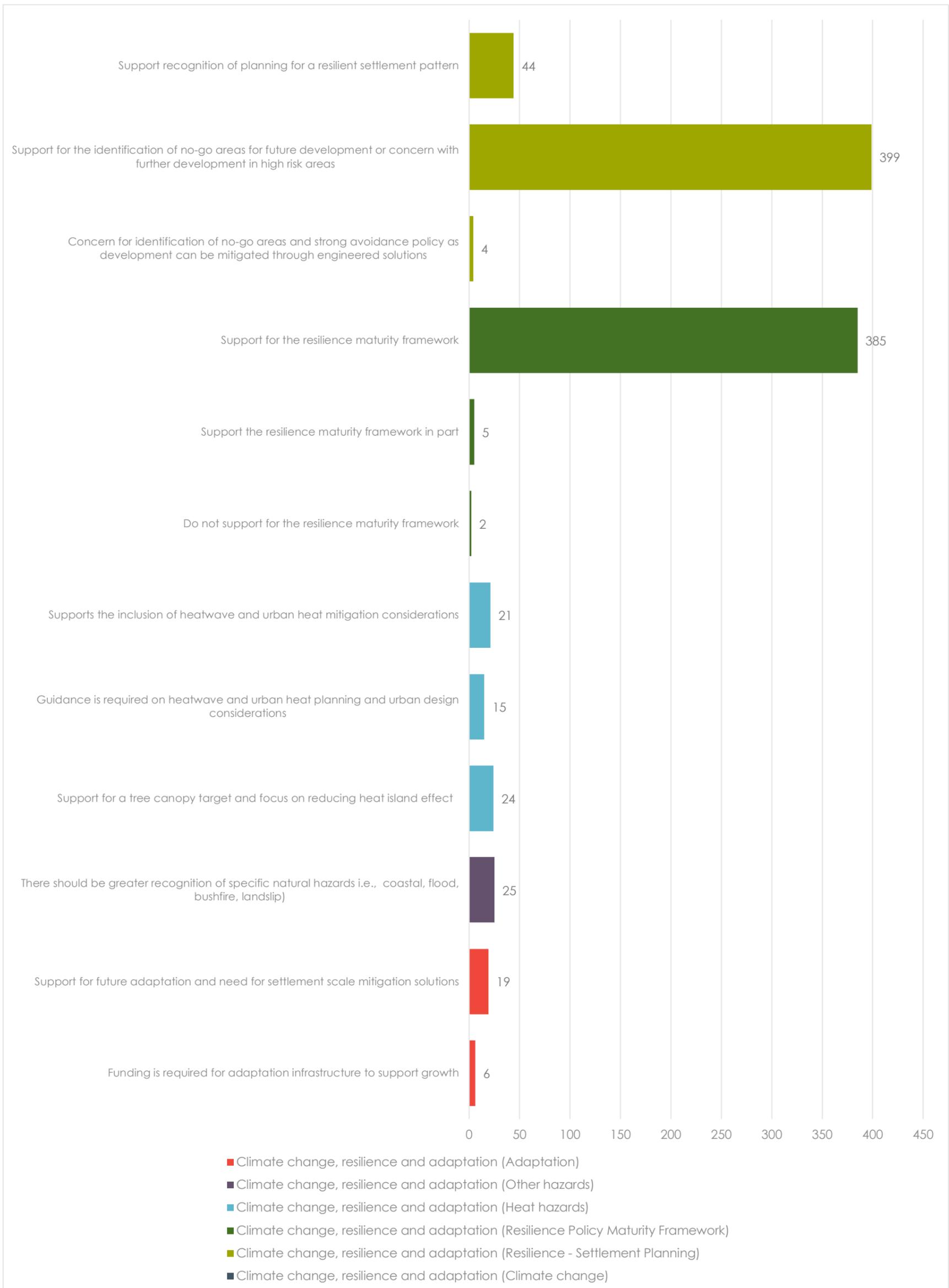


Figure 13: Count of submissions by climate change, resilience, and adaptation themes for Goal 4 – Sustain (including proforma submissions)

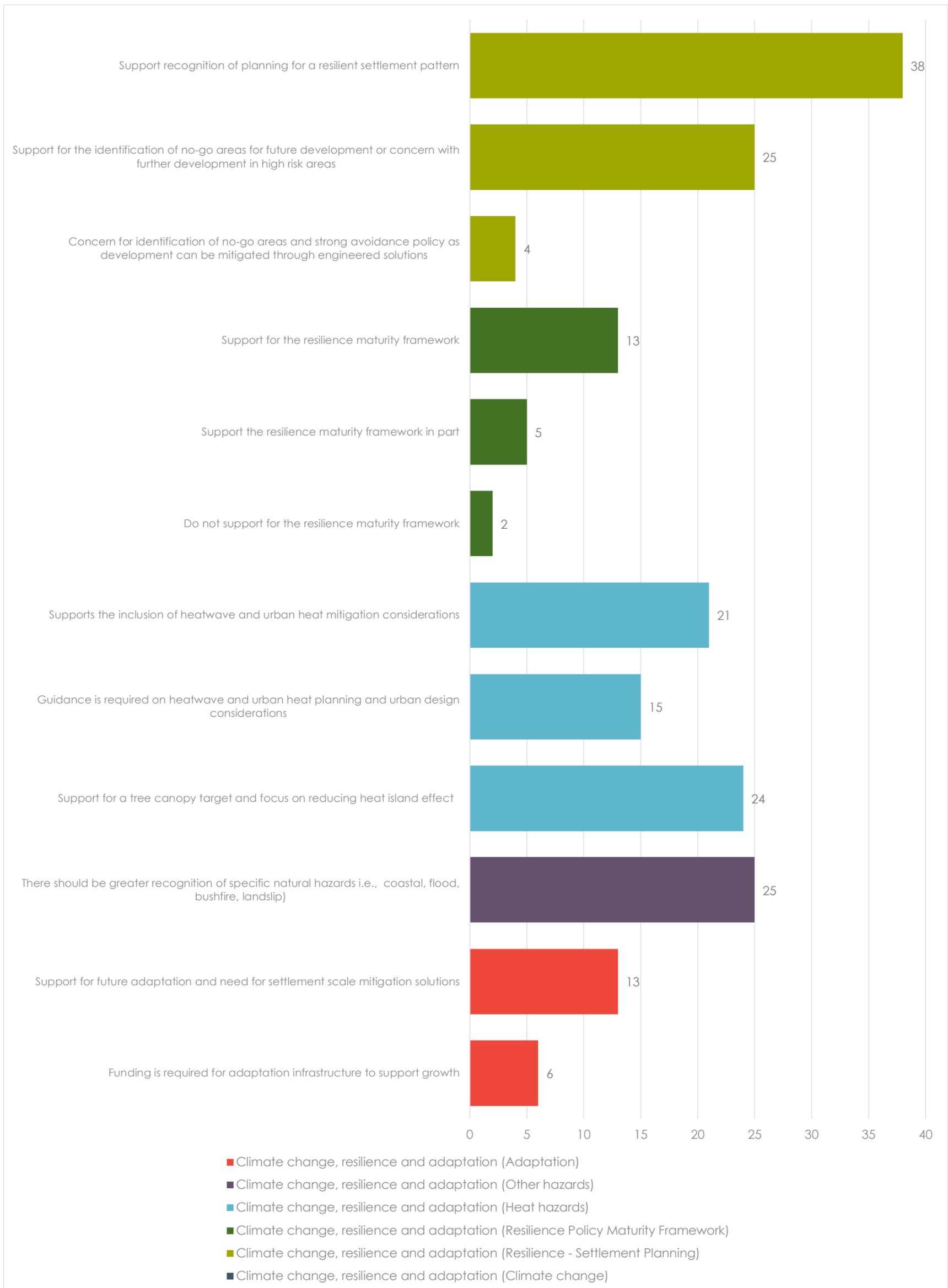


Figure 14: Count of submissions by climate change, resilience, and adaptation themes for Goal 4 – Sustain (excluding proforma submissions)

Goal 5 – Live

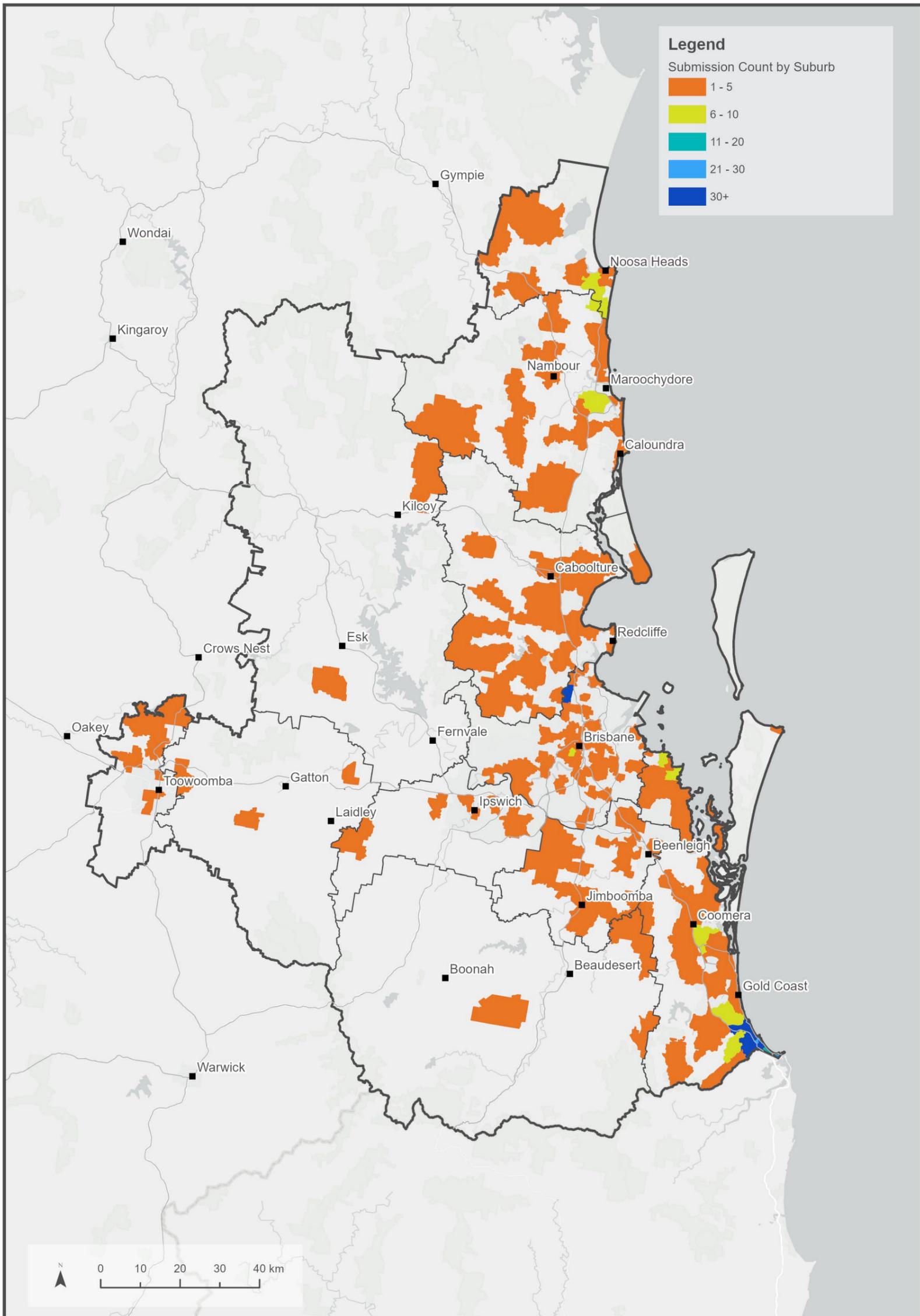


Figure 15: Origin of submissions by suburb including comments on Goal 5 – Live

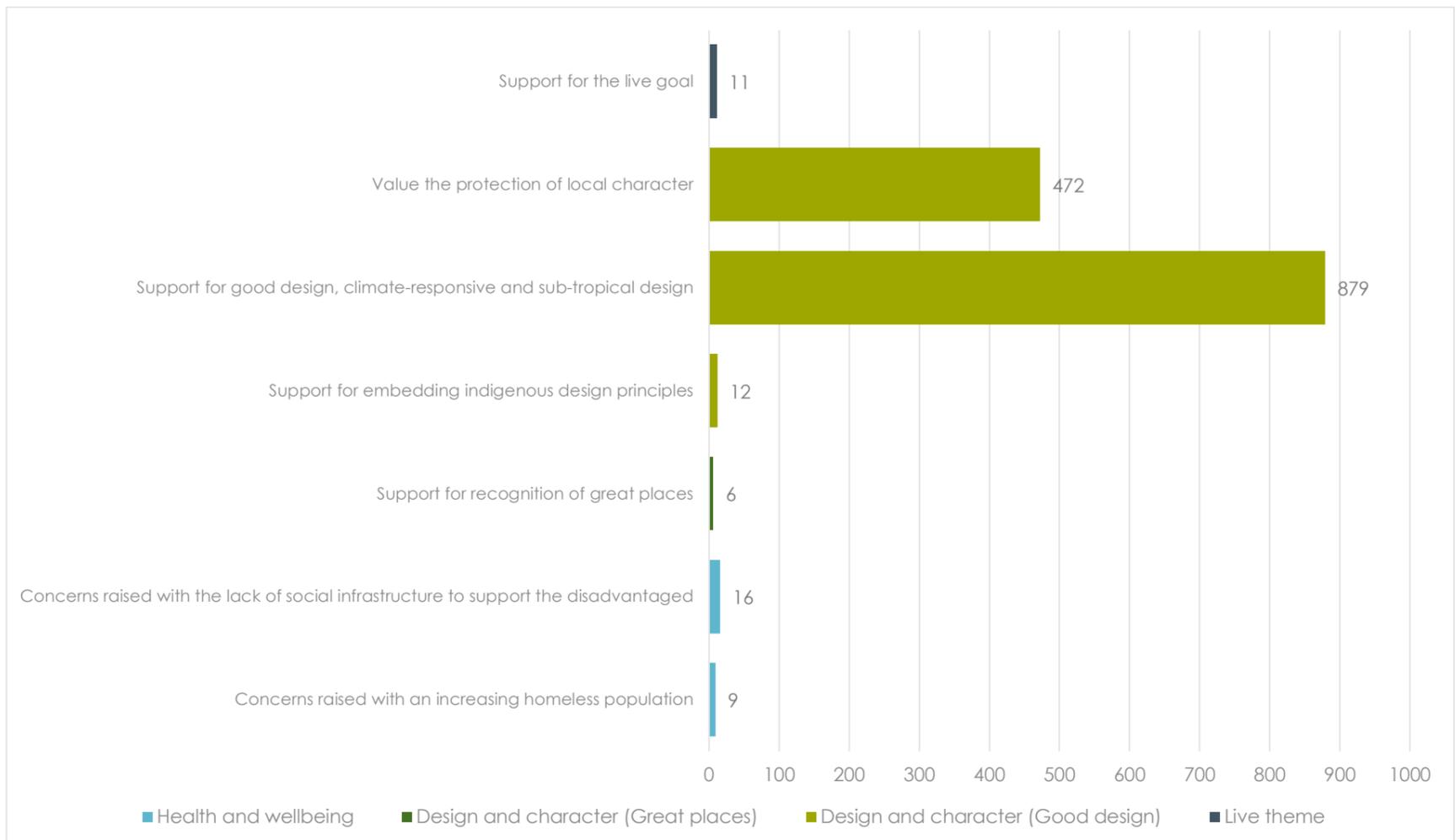


Figure 16: Count of submissions by themes for Goal 5 – Live (including proforma submissions)

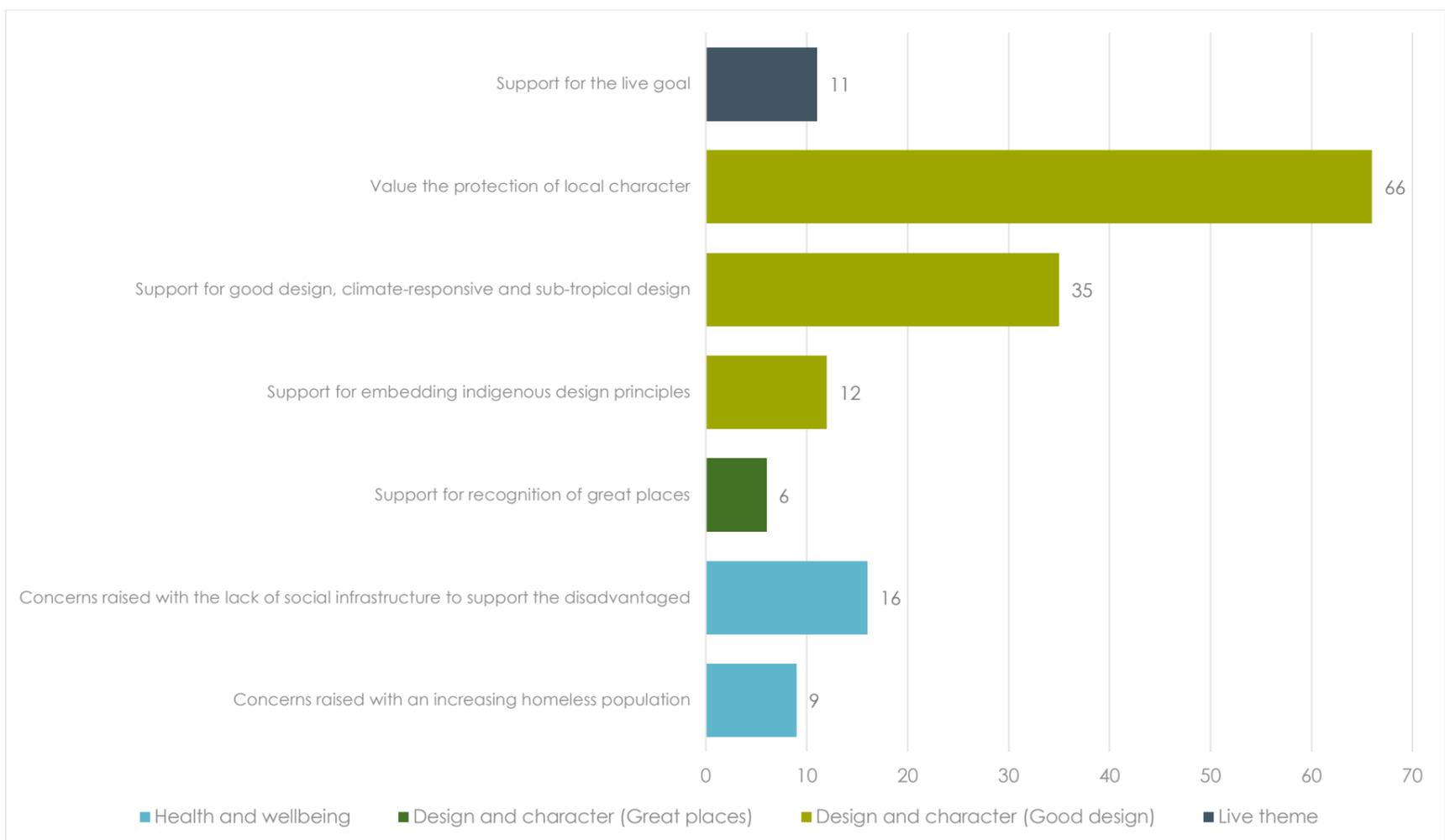


Figure 17: Count of submissions by themes for Goal 5 – Live (excluding proforma submissions)

Appendix D - RLUC change request summary by LGA

Local government area	Urban Footprint	Rural Living Area	Regional Landscape and Rural Production Area	Rezone	Subdivision	Rezone and subdivision	Unspecified	Total
Brisbane	27			2				29
Gold Coast	34	6		1	2	1		44
Ipswich	14	-	-	-	-	-	-	14
Lockyer Valley	25	17	1		2			45
Logan	97	9	1					107
Moreton Bay	65	26	1	6	1			99
Noosa	8	1	1	-	-	-	2	12
Redlands	61	1		1				63
Scenic Rim	10	3	-	-	-	-	-	13
Somerset	2	1						3
Sunshine Coast	77	14	1	1	1		1	95
Toowoomba	18	9						27
Total	438	87	5	11	6	1	3	551



Appendix B – Responses to stakeholder submissions

Local government submissions

Key Matters Identified	Response
Grow	
<p>Urban Footprint:</p> <ul style="list-style-type: none"> Expansion of the Urban Footprint was generally unsupported by local governments for residential purposes. Some local governments have stated Urban Footprint expansion is not appropriate or has occurred in inappropriate areas, such as land which is difficult to service. Some local governments supported minor expansions made to the Urban Footprint in their local government areas. 	<ul style="list-style-type: none"> The focus on infill development in consolidation areas is a key policy outcome of ShapingSEQ 2023, consistent with the established policy in the 2017 plan. The core purpose of the ShapingSEQ review is to respond to the current housing pressures and ensure there is sufficient land and the right type of housing supply to meet the housing needs across the region both now and into the future. While local government views and context are critical and have informed the review process wherever possible, the statutory regional planning must take a regional view about growth management unlike local government planning schemes. To respond to preferences of local government and also the state's policy intent for more compact growth to protect our natural features, this review has had a major focus on building up and limiting how much we go out aligning with the focus on infill development. The Urban Footprint is sized having regard to development capacity within statutory plans (including constraints and infrastructure servicing), efficiency of infrastructure servicing, and the ability to deliver growth at the rate to meet population growth. Any new land included in the Urban Footprint has been assessed against the longstanding Urban Footprint principles.
<p>Data and modelling:</p> <ul style="list-style-type: none"> Local governments are concerned about the implications to local government infrastructure plans (LGIPs) as a result of departing from QGSO population projections. Additional concerns have been raised regarding the regional allocation of actual population projections. The move away from QGSO datasets and the utilisation of the MULTI has made many local governments uncomfortable with the review process. Local governments have requested early access to datasets and the model to better understand implications to them. Local governments also request the outputs and full transparency of data associated with population projections and the MULTI. 	<ul style="list-style-type: none"> The development and application of an integrated land supply and transport modelling function has been identified in both a Queensland Audit Office (QAO) of ShapingSEQ 2017 and the 2022 peer review of the Land Supply and Development Monitoring (LSDM) report. Development and application of MULTI is in direct result of both reports. The data pertaining to land supply information included in the MULTI is sourced from local government land supply databases, the Department of Transport and Main Roads (TMR) strategic transport models and specific pieces of work undertaken by the Growth Monitoring Program (GMP) in the period between 2017 and 2023. The projected total population for the South East Queensland region presented in ShapingSEQ 2023 is a stronger growth scenario relative to the Queensland Government 2023 edition population projections, with the ShapingSEQ population projections sitting within the medium and high series range. This aligns with actual ABS Census data which continues to show strong growth for Queensland. ShapingSEQ projections and resultant dwelling supply targets have been extensively tested and consulted on. ShapingSEQ 2023 provides a comprehensive statutory policy response to urban growth and in particular housing supply across the region.

Key Matters Identified	Response
	<ul style="list-style-type: none"> Utilisation of the ShapingSEQ projections and MULTI will assist both state and local governments in putting forward evidence to leverage additional infrastructure funding from the federal government under the new homes build. The department has worked with local governments via one-on-one meetings and workshops to engage on methods and inputs utilised during the data and modelling process, throughout the project. Outputs of the MULTI will be provided to local governments once the regional plan has been finalised and data sharing agreements are in place. Further information on the MULTI will be provided as part of background material to be published on the department's website following release of ShapingSEQ 2023.
<p>Dwelling and diversity targets:</p> <ul style="list-style-type: none"> Multiple councils have stated these targets are excessive and misaligned to council data. Many councils questioned the proposed approach to achieving housing outcomes and density. 	<ul style="list-style-type: none"> The final regional plan provides dwelling supply targets at both 2031 and 2046 to monitor the progress of local governments achieving the required dwellings across the region over a longer-term timeframe. These dwelling supply targets are informed by the MULTI which models housing demand, location choice and interactions with available housing supply as contained in local governments planning schemes, considering infrastructure servicing across SEQ. This means that in some local government areas there is still demand for detached product, which in turn has resulted in urban footprint expansions. While the intent of dwelling diversity targets is to encourage increased diversity of housing product, it is acknowledged that the targets are a minimum requirement. The diversity targets are based on dwelling demand and known opportunities to deliver supply. Local governments should consider these targets in the context of their own local planning and may seek to refine their local application to achieve higher diversity (attached – low, medium and high rise) for short, medium and long-term need.
<p>Gentle density:</p> <ul style="list-style-type: none"> Local governments did not support the standardised approach to gentle density through changes to the Planning Regulation. Local government outlined a preference towards place-based responses through integrating some aspects of the policy into local government planning schemes. 	<ul style="list-style-type: none"> ShapingSEQ 2023 includes evidence-based policy narrative to drive the need for more gentle density, which is currently not being delivered across the region where needed. The department also heard support for greater housing diversity and housing choice during the public notification period from the community. The definition of gentle density, and supporting graphics, has been reviewed and has been updated in response to community feedback in the final regional plan. The department will work with local governments to assist them in recalibrating their planning schemes to achieve dwelling diversity targets and support uplift in gentle density product in suitable areas (i.e. considering local context).

Key Matters Identified	Response
	<ul style="list-style-type: none"> • Dwelling diversity sub-targets have been introduced in ShapingSEQ 2023 to provide further guidance as to the preferred mix of dwellings to accommodate increasing population along with changing demographics and household composition as we grow by 2.2 million to 2046.
<p>Further information on the Underutilised Urban Footprint (UUF):</p> <p>Local governments requested further clarity of the UUF, including tools and funding to resolve associated challenges of land development.</p>	<ul style="list-style-type: none"> • As an outcome of ShapingSEQ 2017, the department reviewed a total of approximately 27,000 hectares of Underutilised Urban Footprint (UUF) land across SEQ intended for development but not realising its development potential. • The department reviewed a total of 27,000 hectares of UUF land over 75 individual sites in SEQ. It was identified that 7,000 hectares of land is utilised (already realised or being actively developed) or unrealisable, and 20,000 hectares could be developed with appropriate intervention. • The <i>Housing Availability and Affordability (Planning and Other Legislation Amendment) Bill 2023</i> will help to optimise the planning framework's response to current housing challenges including unlocking UUF.
<p>High Amenity Areas:</p> <ul style="list-style-type: none"> • Local governments had divergent views on high amenity areas and its application. • Many local governments supported the concept, with a desire to work closely with the department on identifying high amenity areas. • Some local governments noted a lack of support for requiring higher densities in high amenity areas, due to concerns it would impact local character. 	<ul style="list-style-type: none"> • ShapingSEQ 2023 includes a high amenity areas framework as one tool for identifying where dwelling supply is to be planned and delivered across the region. • Through the high amenity areas framework, ShapingSEQ 2023 provides a regional approach to planning for increased dwelling density and diversity. High amenity areas are intended to deliver a place-based approach and will complement local planning undertaken by each local government. • The criteria and approach for high amenity areas has been further refined between the draft and final plan, using regional consistent data and approach to provide a consistent identification of areas to align with the 2046 targets. • High amenity areas support housing supply and diversity and are a tool for identifying areas that need support in converting planned dwelling supply to actual growth on the ground. • The identification of high amenity areas will be undertaken in collaboration with local governments including refining the criteria and weightings for each data set to inform spatial identification of these areas. • The high amenity areas will inform localised policy interventions, plan-making and development assessment processes.
<p>Social and affordable housing:</p> <ul style="list-style-type: none"> • Multiple local governments are supportive of social and affordable housing targets. 	<ul style="list-style-type: none"> • The planning framework is where the bulk of development is facilitated within the broader housing system. While the state has the primary role in delivering social housing, the private sector, community housing providers and local governments all have a critical role to play in creating more affordable homes and in the right locations.

Key Matters Identified	Response
<ul style="list-style-type: none"> Local governments were seeking to understand their role in delivering this. Some local governments have requested individual local government targets. 	<ul style="list-style-type: none"> As per the outcomes of the Housing Summit, the department is working with relevant state agencies, to investigate potential inclusionary planning requirements in the planning framework to increase the supply of social housing and affordable housing and will consult with stakeholders prior to any implementation.
<p>Non-planning barriers:</p> <ul style="list-style-type: none"> Multiple local governments requested the regional plan better recognise the non-planning barriers to deliver housing. Many local governments requested greater clarity of how monitoring against targets would acknowledge the role of local governments as regulators and facilitators. 	<ul style="list-style-type: none"> The regional plan is a statutory document which has a limited scope in terms of what it can do to unlock housing. The plan recognises there are other factors which influence the speed to market, diversity and volume of product delivered. The narrative regarding other barriers to housing delivery has been strengthened in the final version of the plan to better define the role of planning in housing delivery. The implementation items more clearly outline roles and responsibilities of different parties in delivering housing to make clear how key stakeholders contribute to housing supply. As part of the implementation assurance framework, clear parameters and pathways for escalation of decision making have been provided where triggered by the ongoing monitoring and tracking of progress towards achieving the dwelling supply and diversity targets. The department will be working with local governments to understand how they can support realisation of dwelling supply targets.
<p>Prosper</p>	
<p>Employment land:</p> <ul style="list-style-type: none"> Most local governments noted it is crucial to continue to protect centres and reinforce RECs. Local governments agreed with finding additional short and long-term industrial land supply and protecting it as part of the review. Local governments also noted the importance of providing employment land near housing. 	<ul style="list-style-type: none"> A high-level review of Regional Economic Clusters (RECs) and centres as part of the ShapingSEQ review outlined these policy mechanisms are still relevant and required in the regional plan. The regional plan includes new and expanded REC to strengthen future economic uses in these areas, the expanded REC is contained within Moreton Bay, while a new REC has been added to the Gold Coast. It also included an elevation of North Lakes in Moreton Bay where the modelling revealed it was supported. As part of implementation for centres monitoring framework being established to allow for monitoring of centre success. In addition to the above the regional plan has strengthened the protection of the Major Enterprise and Industrial Areas (MEIAs), ensured a pipeline of industrial land supply through SEQ development areas SEQ development areas and industrial Potential Future Growth Areas (PFGAs).

Key Matters Identified	Response
<p>Industrial land:</p> <ul style="list-style-type: none"> Multiple local governments were in support of the Regional Industrial Land Framework. Local governments were supportive over further Urban Footprint expansion for industrial purposes only. Local governments requested clarity regarding their involvement in the Regional Industrial Land Framework. 	<ul style="list-style-type: none"> The implementation item for the Regional Industrial Land Strategy will consider SEQ as a region noting that some local governments will have a more immediate interests in how they play a role in meeting future industrial land demand diverted from Brisbane. The plan has also sought to protect an industrial land supply pipeline with Urban Footprint expansions occurring for industrial purposes. These expansion areas have been protected for industrial purposes through the provision of SEQ development areas (previously Major Development Areas (MDAs)) to ensure applicant lead applications for non-industrial purposes are not submitted to local governments. PFGAs for industrial purposes are also now included within the plan.
<p>Connect</p>	
<p>Public transport:</p> <p>Most local in the Western sub region requested high frequency public transport, including bus and rail services.</p>	<ul style="list-style-type: none"> The high frequency public transport network at 2046 presented in ShapingSEQ has been informed by network planning undertaken by TMR and based on the Translink service planning requirements with respect to population catchment and density. The high frequency public transport network is focused in areas where growth is planned, particularly areas of increased density, and connecting key centres.
<p>Allocation of growth without investment in infrastructure:</p> <ul style="list-style-type: none"> Most local governments have noted that they will not be supportive of a regional plan that allocates additional growth in their jurisdiction without a commitment to additional or upgraded infrastructure. Infrastructure upgrades being sort include road infrastructure, heavy rail infrastructure for freight and passenger rail, sewer, water and stormwater. Other public transport infrastructure including light rail and bus transit were also raised. 	<ul style="list-style-type: none"> ShapingSEQ 2023 includes an updated region shaping infrastructure list, which is supported by the SEQIS which seeks to identify priority place-based infrastructure responses aligned to ShapingSEQ 2023, mapping aligned of planned and committed projects. It further seeks to investigate options for re-prioritisation of projects in the forward pipeline and identify longer term regional infrastructure planning needs and strategic opportunities. Business case development and funding pathways for infrastructure projects will still occur separate from the regional plan review. The department notes that while LGIP reform sits outside the remit of the regional plan review that the feedback received through this process will inform any scoping for future infrastructure financing work and design of the system.
<p>Movement and Place:</p> <p>Local governments requested further information regarding the Movement and Place framework and what the implications would be at a local level.</p>	<ul style="list-style-type: none"> ShapingSEQ 2023 includes more information on the Movement and Place framework being developed by the Department of Transport and Main Roads (TMR). The SEQIS has been updated to include a range of active transport projects in the 'What we're getting' infrastructure pipeline tables.

Key Matters Identified	Response
<p>‘Connect’ theme should be broader: Local governments suggested all infrastructure to be acknowledged within the ‘Connect’ theme, not just transport.</p>	<ul style="list-style-type: none"> • The SEQIS has also been updated to include an action for the department to work with TMR to develop a Movement and Place framework to guide a ‘place-based’ approach to the planning, design and operation of Queensland’s transport network. • TMR will be undertaking engagement with local government ahead of this body of work. <hr/> <ul style="list-style-type: none"> • The Queensland Audit Office (QAO) Report 4: 201-18 Integrated transport planning provided a series of recommendations as to the effective application of integrated land use and transport planning. The Connect theme, along with the SEQIS and forthcoming review of the SEQ Regional Transport Plans, and the work underpinning it seeks to address these recommendations. • Due to this, the Connect theme is focused on identification of State transport infrastructure that is required to support growth across the region through to 2046. • This focus on State transport infrastructure reflects the role of transport infrastructure in strategically shaping the future trajectory of land use in SEQ. • Other infrastructure classes beyond just transport, have been addressed in the SEQIS.
<p>Sustain</p>	
<p>Inter-urban breaks:</p> <ul style="list-style-type: none"> • The Northern local governments are in strong support of the extent of the NIUB. • These local governments are looking for stronger protections and encourage refinement of measures to ensure successful implementation of the policy intent. • One council has requested formalisation of the Southern Inter-Urban Break, suggesting the same protections as the NIUB be applied. 	<ul style="list-style-type: none"> • The Moreton Bay–Sunshine Coast Northern Inter-Urban Break (NIUB) is protected as a regionally significant green break providing open space, amenity and other non-urban landscape values between the major urban areas of the Metro and Northern sub-regions. • The protection of the NIUB is supported by a cadastral boundary and provisions in the Planning Regulation 2017 to control the types of development occurring in the NIUB extent. • In response to submissions received, the indicative Southern Inter-Urban Break (SIUB) has been updated in ShapingSEQ 2023 to reflect Gold Coast City Council’s Hinterland to coast critical corridors work. • A future review of the plan can consider other ways of spatially representing the SIUB after further engagement with key stakeholders and technical work.
<p>First Nations engagement:</p> <ul style="list-style-type: none"> • All local governments are in support of the First Nations engagement framework. 	<ul style="list-style-type: none"> • The regional plan has been updated with suggestions received through consultation with First Nations peoples. This includes references to the ongoing effect of displacement on First Nations peoples, the legislative framework to protect First Nations cultural heritage and wording to better reflect the limitations of the mapping included in ShapingSEQ 2023.

Key Matters Identified	Response
<ul style="list-style-type: none"> Most local governments request clear guidance from state government for how to build capacity at a local level and be involved in this process. 	<ul style="list-style-type: none"> Strategies in ShapingSEQ 2023 now encourage local governments to identify where planning processes can facilitate economic opportunities for First Nations peoples and supports early engagement in the planning process. Priority actions for Sustain include the creation of a First Nations Engagement Framework to input into planning processes. The department already provides guidance material on land use planning, cultural heritage and Native Title, and Advancing Aboriginal and Torres Strait Islander interests in land use planning. Free online training for local government planning officers is also available via the department's website.
<p>Koala Conservation Strategy:</p> <ul style="list-style-type: none"> Local governments are in support of the Koala Conservation Strategy and the strengthening of these provisions. Some local governments have criticised the draft regional plan for largely focusing on koalas and not including specific strategies on a variety of species and habitats. 	<ul style="list-style-type: none"> The focus on koalas in ShapingSEQ 2023 is a result of the SEQ Koala Conservation Strategy 2020-2025 which includes an action for ShapingSEQ to align with its goals, mapping and regulation. ShapingSEQ 2023 includes strategies about broader biodiversity. In response to feedback received, wording has been amended to include reference to other species, including threatened species.
<p>Support for urban heat mitigation:</p> <ul style="list-style-type: none"> Local governments were in support of the consideration of urban heat and the tree canopy cover targets. Local governments sought further information regarding how this will be implemented, how they will be monitored and who they apply to. 	<ul style="list-style-type: none"> The 2017 plan recognised the effects of heatwave and heat islands, there were no specific strategies to deal with these. Aligned to the draft regional plan, the final regional plan provides a specific strategy for local governments to incorporate urban heatwave and urban heat into settlement planning and urban design, which is not limited to tree canopy, noting that tree canopy targets have been provided to support this strategy. The state will work with local governments to deliver this strategy.
<p>Water security in growth areas:</p> <ul style="list-style-type: none"> Local governments raised concern over regional water supply and servicing required to support additional growth. Local governments suggest state government commitment to investment and infrastructure for water is needed. 	<ul style="list-style-type: none"> Seqwater released the 2023 Water Security Program, outlining a 30-year strategic plan for ensuring a sustainable, secure and resilient water supply for a growing population of SEQ residents and adapting to climate change. This program takes into account a range of factors to determine what bulk water infrastructure may be required into the future.

Key Matters Identified	Response
	<ul style="list-style-type: none"> • Seqwater anticipates its retail customers will commence incorporating ShapingSEQ 2023 population growth assumptions into demand forecasts to inform Seqwater's long-term planning cycle. • Seqwater will work with the Queensland Government and relevant water service providers to ensure a high level of water security for the region is maintained. • Seqwater continues to plan ahead and invest in the SEQ Water Grid, including through its Dam Improvement Program and investigations into new water sources as part of its Water Security Program.
<p>Climate Change and Hazards:</p> <ul style="list-style-type: none"> • Local governments supported the climate change principles and the resilience maturity framework. • Local governments requested further information on the 'no-go future development areas'. 	<ul style="list-style-type: none"> • The identification of 'no-go future development areas' is part of Stage 1 Resilience policy maturity framework, which is a priority action under the plan. • Local governments and other key stakeholders such as industry, will be involved in the progress of Stage 1 and the development of a definition for 'no-go future development areas'.
<p>'Sustain' implementation actions and measures:</p> <ul style="list-style-type: none"> • Majority of local governments supported the elements and strategies under the Sustain theme, but sought clarification regarding how they will be implemented, measured, and monitored. • Local government sought to understand their level of involvement in ongoing implementation of new policies. 	<ul style="list-style-type: none"> • The majority of strategies within the Sustain theme are for local governments to implement through their planning schemes and in development assessment processes. • In addition to this, there are 4 priority actions as part of Sustain, including partnering with First Nations peoples to establish an engagement framework, developing bioregional plans for PFGAs, implementing stage one of the resilience policy maturity framework and for heat hazard assessments to be undertaken. • As part of ShapingSEQ 2023, the governance framework has been revised which will include clearer roles for key stakeholders. • A new indicator dictionary has also been developed to provide further guidance on how progress will be measured and monitored.
<p>Live</p>	
<p>Design guidelines:</p> <ul style="list-style-type: none"> • Suggestions that any regulatory changes regarding quality design outcomes for dwellings support the delivery of the state government's policy position on climate resilience and adaption. 	<ul style="list-style-type: none"> • The final regional plan includes an implementation action for the Queensland Government to undertake the 'Distinctly Queensland Design Series' to develop design guidance and form-based codes for housing product. • The Live theme has been drafted as a set of strategies to help local governments think about locally responsive design depending on the needs of its community, climate change and weather, character, the natural landscape and community views.

Key Matters Identified	Response
<ul style="list-style-type: none"> Support noted for design guidelines and that they must seek to deliver affordable and diverse housing, particularly for gentle density housing products. 	<ul style="list-style-type: none"> Local government planning schemes are the key mechanism to implement high level design strategies identified in the Live theme that consider local context. The department will work with local governments to recalibrate their planning schemes in support of this.
<p>'Live' implementation actions and measures:</p> <p>Local governments noted support for the strategies of the 'Live' chapter but request further input into the implementation of these strategies.</p>	<ul style="list-style-type: none"> Strategies in the Live theme are intended for local government implementation through planning schemes, either through plan making or development assessment. The strategies in this theme are intentionally higher level recognising the differences between local communities and that design responses will vary depending on climate and weather, local character and the needs of the community.
<p>Lack of consultation on implementation actions:</p> <p>Local governments made comment on the draft regional plan being released without key implementation actions being properly discussed.</p>	<ul style="list-style-type: none"> Recognising the crucial role of collaboration in policy execution, the Queensland Government is dedicated to ongoing engagement with local government on governance and implementation through the SEQ Regional Planning Committee (RPC) and Local Government Working Group (LGWG). The RPC is encouraged to provide further insights on how local governments can effectively leverage state-level strategic planning and resource allocation for regional plan implementation. The department has extensively engaged with local governments through the LGWG, sub-groups, and one-on-one meetings at the officer level, incorporating feedback into the development of the assurance framework and participating in targeted engagement to evolve key elements of the final regional plan. Prior to finalisation of ShapingSEQ 2023, all implementation actions requiring local government involvement were discussed with local governments.
<p>Funding of implementation:</p> <p>Some local governments and local government bodies raised concern over how implementation actions will be funded, noting this is crucial to the success of the plan.</p>	<ul style="list-style-type: none"> Funding is a fundamental element to the implementation assurance framework. Priority actions are only included in ShapingSEQ 2023 where there is committed funding, funding requests being progressed, appropriate resources, and a lead agency for its delivery.
<p>Planning Regulation</p>	
<p>Gentle density definitions:</p> <p>Multiple local governments would like to change to the residential definitions in the Planning Regulation 2017 to better clarify what typologies constitute gentle density.</p>	<ul style="list-style-type: none"> The department will work closely with local governments on the delivery of gentle density in communities through appropriate policy integration through local government planning schemes, potential amendments to the Planning Regulation 2017, model codes and incentives. Planning Group undertakes ongoing reviews and refinement of regulatory provisions and definitions within the Planning Regulation 2017, including residential definitions.

Key Matters Identified	Response
	<ul style="list-style-type: none"> The Distinctly Queensland Design Series including form-based codes and design guidelines will also provide further clarity on gentle density typologies and their design and siting requirements, to standardise and simplify assessment processes and deliver cost and time savings for gentle density product.
<p>Clarify definitions:</p> <ul style="list-style-type: none"> Recommendations for the definition for affordable housing in the Planning Regulation 2017 to be modified. Seeking a definition for social housing to be provided. 	<ul style="list-style-type: none"> Planning Group undertakes ongoing reviews and refinement of regulatory provisions and definitions within the Planning Regulation 2017. Social housing has an existing definition in the State Planning Policy. Affordable Housing has an existing definition in the Planning Regulation, with comments on modifications passed onto policy team within Planning Group.
<p>Growth in rural towns:</p> <ul style="list-style-type: none"> Some local governments noted support of the regulation amendment to support growth in rural towns. However, local governments wanted to ensure this does not undermine existing Township Zone provisions. 	<ul style="list-style-type: none"> In response to feedback, the amendment regarding rural subdivisions for townships was not progressed and is not reflected in the amendments to the Planning Regulation 2017. The final regional plan includes text relating to growing rural towns and villages in the Regional Landscape and Rural Production Area (RLRPA) with the intent to support limited expansion where the proposed expansion is a logical extension of the township area, and it is demonstrated that the social and economic viability of the town or village can be improved.
<p>Consultation on regulatory changes:</p> <ul style="list-style-type: none"> Most local governments noted they would like consultation prior to any amendments to the Planning Regulation. This included provisions relating to Build to Rent and inclusionary planning in particular. 	<ul style="list-style-type: none"> This feedback is being considered by Planning Group as part of its ongoing commitment to collaboration and best practice planning.
<p>SEQIS/Infrastructure</p>	
<p>Requests for infrastructure projects:</p> <p>These requests were put forward to support increased population, housing supply and employment growth. Requests included:</p> <ul style="list-style-type: none"> state-owned road and rail infrastructure 	<ul style="list-style-type: none"> The extensive list of requested infrastructure projects identified by local governments is important as it ensures regionally significant infrastructure needs are formally considered and prioritised. Feedback from the community and industry mirrored much of the feedback from councils regarding the need for infrastructure to support growth.

Key Matters Identified	Response
<ul style="list-style-type: none"> • public transport infrastructure • active transport infrastructure • social infrastructure (e.g. hospitals, police stations, ambulance stations, fire stations, etc.) • health facilities in regional areas • education infrastructure • waste and resource recovery infrastructure • recreational facilities. 	<ul style="list-style-type: none"> • Many of the infrastructure projects that were requested are already being considered by government in the planning stages. Where possible, the SEQIS has been updated to include requested infrastructure projects in the 'What we need to support growth' tables. • Infrastructure delivery agencies were provided with a wide range of new data and assumptions that impact both their service delivery, and also future demand and infrastructure planning activities. Whilst the 'What we need to support growth' tables have been updated where possible to reflect the growth identified within ShapingSEQ, not all asset classes could plan for the growth within the timeframe available. • Consequently, the pipeline tables in SEQIS may not represent all infrastructure needed to support growth. Where available, SEQIS has been updated to include anticipated planning timeframes for each infrastructure asset class to provide transparency and confidence that the growth identified within ShapingSEQ is being actively planned for. • For example, TMR has commenced a refresh of the South East Queensland Regional Transport Plans in response to the review and update of ShapingSEQ. • A full update of infrastructure required to support the growth identified within ShapingSEQ will be presented within the SEQ Infrastructure Plan (SEQIP) programmed for 2025. • The list of infrastructure projects identified by councils, along with modelling and a robust evidence base, outlines the roadmap for investment considerations and subsequent infrastructure planning. The list of projects will also assist the department to continue to work with the Federal government in obtaining SEQ's fair share of Federal government infrastructure funding to support growth.
<p>General/Other</p> <p>Scope of review:</p> <ul style="list-style-type: none"> • Most local governments are concerned that the update is not considered a 'light touch review'. • Comment that the public notification period timeframes have not allowed for sufficient time to review changes and provide written submissions to the State. 	<ul style="list-style-type: none"> • The review has still been undertaken in a targeted way to ensure it is responsive to housing challenges and fulfils original scope. • The scope of the review was defined and articulated from the outset to ensure a shared understanding of the reviews purpose, goals, and deliverables. • The urgency posed by current housing challenges necessitates a swift and targeted approach across all levels of government to ensure efficient, responsive, and impactful delivery of housing solutions. • The department acknowledges the tight timeframes and thanks local government partners for their commitment and collaboration throughout the review process.

Key Matters Identified

Response

Community Engagement and Awareness Campaign:

All local governments are supportive of the campaign as it ensures the management of community expectation of growth and development.

- The department partnered with local government and industry, across Queensland, to develop a Community Engagement and Awareness Campaign on growth and housing diversity.
 - This campaign has commenced and will articulate the benefits of growth and housing diversity and how well-managed growth supports community well-being, connection and amenity.
 - The department knows that this isn't a simple fix and that there needs to be ongoing and meaningful conversations with Queensland community members about the anticipated growth and what that means for their community.
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Industry submissions

Key Matters Identified	Response
<p>Grow</p>	
<p>Consolidation/expansion split:</p> <ul style="list-style-type: none"> Some industry groups support and urge the proposed increase to the consolidation ratio to 70% consolidation and 30% expansion. Other groups noted the infill targets are too ambitious and request further Urban Footprint expansions to accommodate additional dwellings. 	<ul style="list-style-type: none"> The focus on infill development in consolidation areas is a key policy outcome for ShapingSEQ, consistent with the established policy in the 2017 plan. ShapingSEQ 2023 continues to support efficient use of land by encouraging growth within the existing urban area, where land is more able to be serviced and accessed, and is supported by the right infrastructure. There are a number of strategies in ShapingSEQ 2023 that support infill development in consolidation areas, including dwelling diversity sub-targets, facilitating gentle density, supporting new models and diverse form of housing products as well the establishment of the high amenity areas framework which seeks to direct growth in well located area. Infrastructure to support population growth is identified in the South East Queensland Infrastructure Supplement (SEQIS). Where additional Urban Footprint expansion has occurred, it is underpinned by modelling which has identified a need for housing and/or employment and meets the Urban Footprint principles. Limited supply will, over time, impact on the rate of growth due to limited development opportunities and further restrict the housing market. Expansion of Urban Footprint responds to both current and future housing needs of the region, ensuring that there is the right type of housing to meet the needs of everyone, i.e. ensuring that people can still live in a detached dwelling if they want to live in that sort of home, while also encouraging diversity in attached houses. ShapingSEQ 2023 maintains a minimum 60% consolidation and 40% expansion dwelling growth ratio across the region but seeks to move towards a 70% consolidation target in the future, with 30% expansion target to ensure infill remains the focus for the region now and into the future.
<p>Data and modelling inputs:</p> <p>Requested further explanation of the impact single person households are having on dwelling targets.</p>	<ul style="list-style-type: none"> Different household sizes (including single person households) are accounted for through the population projections. Population projections inform future demand for different housing types, which in turn results in projections for detached and attached dwellings. The projections identify occupancy rates per dwelling which, on average, accounts for single person households.

Key Matters Identified	Response
	<ul style="list-style-type: none"> The regional plan recognises the increase in single person households and the implication this has on housing policy. Further information relating to modelling inputs and consideration of certain demographic trends will be included in background reports, which will be released in 2024.
<p>Increase rural worker accommodation:</p> <ul style="list-style-type: none"> Noted support for increased rural workers accommodation. However, sought further refinement on how it would be achieved. 	<ul style="list-style-type: none"> The Grow theme includes a strategy under Element 5 - Growing rural towns and villages, that supports rural workers accommodation in accordance with government policy in relation to rural workers, including the Rural Workers' Accommodation Initiative. The Initiative, and a subsequent Planning Regulation amendment, provides an interim policy response to the shortages of appropriate accommodation for rural workers across Queensland. The department is working through longer-term accommodation planning solutions with local government for accommodation both on-farm and within local towns.
<p>High Amenity Areas:</p> <ul style="list-style-type: none"> Supportive of increased densification near places of high amenity, transport infrastructure and employment centres. Supported further development of high amenity areas to ensure they are successful and do not result in a loss of affordable housing supply. Suggested providing cadastral mapping of high amenity areas. It was noted that the term 'high amenity areas' is too subjective and would benefit from a different name. 	<ul style="list-style-type: none"> ShapingSEQ 2023 includes a high amenity areas framework as one tool for identifying where dwelling supply is to be planned and delivered across the region. Through the high amenity areas framework, ShapingSEQ 2023 provides a regional approach to planning for increased dwelling density and diversity. High amenity areas are intended to deliver a place-based approach and will complement local planning undertaken by each local government. The criteria and approach for high amenity areas has been further refined between the draft and final, using regional consistent data and approach to provide a consistent identification of areas to align with the 2046 targets. High amenity areas support housing supply and diversity and are a tool for identifying areas that need support in converting planned dwelling supply to actual growth on the ground. The identification of high amenity areas will be undertaken in collaboration with local governments including refining the criteria and weightings for each dataset to inform spatial identification of these areas. The high amenity areas framework will inform localised policy interventions, plan-making and development assessment processes.
<p>Further information on the Underutilised Urban Footprint (UUF):</p> <ul style="list-style-type: none"> Requested further clarity of the UUF. 	<ul style="list-style-type: none"> As an outcome of ShapingSEQ 2017, the department reviewed a total of approximately 27,000 hectares of Underutilised Urban Footprint (UUF) land across SEQ intended for development but not realising its development potential.

Key Matters Identified	Response
<ul style="list-style-type: none"> Wanting further details on tools and funding to resolve associated challenges of land development. 	<ul style="list-style-type: none"> The department reviewed a total of 27,000 hectares of UUF land over 75 individual sites in SEQ. It was identified that 7,000 hectares of land is utilised (already realised or being actively developed) or unrealisable, and 20,000 hectares could be developed with appropriate intervention. The <i>Housing Availability and Affordability (Planning and Other Legislation Amendment) Bill 2023</i> will help to optimise the planning framework's response to current housing challenges including unlocking UUF.
<p>Social and affordable housing:</p> <ul style="list-style-type: none"> Generally, there was support for social and affordable housing. However, some groups had varying views on the social and affordable housing targets. Some groups were supportive of an even split. Other groups requested confirmation that these targets will not be mandatory or retrospectively applied to existing approvals. Multiple groups questioned how this would be implemented. 	<ul style="list-style-type: none"> The final regional plan maintains the 20% combined target for social and affordable housing, which can be met by any combination of non-market housing such as social housing and market 'affordable' housing including affordable by design housing. The state government has the primary role in delivering social housing as part of this target. The private sector, community housing providers and local governments all have a role to play in delivery of market 'affordable' housing including affordable by design housing.
<p>Support of gentle density:</p> <ul style="list-style-type: none"> Most industry groups were in support of gentle density. Industry groups queried how uplift in gentle density would be achieved. Requested housing model codes and Density Done Well Model Codes for these products be implemented to assist in delivery. 	<ul style="list-style-type: none"> The regional plan includes a number of policies to support the delivery of gentle density housing. The department will work with local governments to provide fast tracked planning scheme amendments to align with ShapingSEQ 2023 policies. This will support implementation of gentle density through plan making and development assessment. ShapingSEQ 2023 also includes a priority action to develop design guidance for diverse housing products (gentle density) including form-based codes and guidelines (Distinctly Queensland Design Series). This is aimed at protecting liveability as the region grows and showing that good design can be cost effective and a feature of any new development.
<p>Non-planning barriers:</p> <p>Multiple groups requested the regional plan to do more to recognise the non-planning barriers to deliver housing.</p>	<ul style="list-style-type: none"> The regional plan is a statutory document which has a limited scope in terms of what it can do to unlock housing. The plan recognises there are other factors which influence the speed to market, diversity and volume of product delivered.

Key Matters Identified	Response
	<ul style="list-style-type: none"> The narrative regarding other barriers to housing delivery has been strengthened in the final version of the plan to better define the role of planning in housing delivery. The implementation items more clearly outline roles and responsibilities of different parties in delivering housing to make clear how key stakeholders contribute to housing supply.
<p>Access to data: All industry groups have requested to receive further information about the MULTI, including access to modelling data.</p>	<ul style="list-style-type: none"> Further information on the Model for Urban Land and Transport Interaction (MULTI) will be provided as part of background material to be published on the department's website, following the release of ShapingSEQ 2023. The department will also release population and dwelling data at a region and LGA level following the release of ShapingSEQ 2023. This data will be published in five year increments and will be contained within background material.
<p>Prosper</p>	
<p>Support for industrial land protection:</p> <ul style="list-style-type: none"> Industry groups outlined support for the industrial land strategy. These groups also supported the protection and unlocking of new industrial land. 	<ul style="list-style-type: none"> The final regional plan has included Urban Footprint expansion to accommodate employment lands. These expansion areas are protected by Major Enterprise and Industrial Area (MEIAs) and SEQ development area (formerly Major Development Areas (MDAs)). The final regional plan includes strategies that strengthen the protection of MEIAs. MEIAs continue to represent major anchors for SEQ's industrial activities, accommodating medium or high impact industries, as well as other employment. MEIAs can expand in the future should a need be identified. A SEQ development area is a growth area, requiring coordinated state or local government led land use and infrastructure planning and significant infrastructure investment to unlock for urban development prior to applications for industrial uses being lodged to local governments. The Regional Industrial Land Framework implementation action will consider all regionally significant industrial land in SEQ and future needs. Potential Future Growth Area (PFGAs) for industrial purposes are now included in the final regional plan.
<p>Misalignment between population growth and employment growth:</p> <ul style="list-style-type: none"> Some groups noted a mismatch between the two projected growths, stating employment growth seems to be an afterthought. 	<ul style="list-style-type: none"> The final plan includes updated 2023 employment planning baselines from Queensland Treasury. ShapingSEQ acknowledges that a range of different types of jobs and opportunities are needed. This includes jobs that can boost the economic growth of the region (high-value, specialised or 'outward facing' jobs), and also a range of population serving jobs.

Key Matters Identified	Response
<ul style="list-style-type: none"> There is support for increased employment in local areas. 	<ul style="list-style-type: none"> The regional plan carries forward a number of strategies that support distribution and growth of employment lands across the region via centres hierarchy, Regional Economic Clusters (RECs), MEIAs, technology precincts and other industrial land categorisations. The regional plan has strengthened protection provisions for industrial land. The regional plan acknowledges that these different types of employment areas benefit from the synergies and exist between them, with many of the regional activity centres and MEIAs being located within RECs.
<p>Strengthen RECs:</p> <ul style="list-style-type: none"> Industry groups suggested stronger provisions for RECs. Comments that RECs could benefit by being defined at a cadastral scale. 	<ul style="list-style-type: none"> The plan includes an implementation action to ensure that RECs are to be the focus of further detailed investigation and planning. This implementation action seeks to determine how best to support the growth of high value jobs in these areas through infrastructure or other responses. RECs are identified on an indicative basis only, and do not operate like zoning with strict boundaries. The purpose of mapping RECs is to identify the focus area for further investigation.
Connect	
<p>‘Connect’ chapter should be broader: Suggested all infrastructure be acknowledged, not just transport infrastructure.</p>	<ul style="list-style-type: none"> The Queensland Audit Office (QAO) Report 4: 201-18 Integrated transport planning provided a series of recommendations as to the effective application of integrated land use and transport planning. The Connect theme, along with the SEQIS and forthcoming review of the SEQ Regional Transport Plans, and the work underpinning it seeks to address these recommendations. Due to this, the Connect theme is focused on identification of State transport infrastructure that is required to support growth across the region through to 2046. This focus on State transport infrastructure reflects the role of transport infrastructure in strategically shaping the future trajectory of land use in SEQ. Other infrastructure classes beyond just transport, have been addressed in the SEQIS.
Sustain	
<p>Water security in growth areas: Some noted the lack of consideration of servicing, water in particular, when making expansions to the Urban Footprint or plans for future growth areas.</p>	<ul style="list-style-type: none"> Seqwater released the 2023 Water Security Program, outlining a 30-year strategic plan for ensuring a sustainable, secure and resilient water supply for a growing population of SEQ residents and adapting to climate change. This program takes into account a range of factors to determine what bulk water infrastructure may be required into the future.

Key Matters Identified	Response
	<ul style="list-style-type: none"> • Seqwater anticipates its retail customers will commence incorporating ShapingSEQ 2023 population growth assumptions into demand forecasts to inform Seqwater's long-term planning cycle. • Seqwater will work with the Queensland Government and relevant water service providers to ensure a high level of water security for the region is maintained. • Seqwater continues to plan ahead and invest in the SEQ Water Grid, including through its Dam Improvement Program and investigations into new water sources as part of its Water Security Program.
<p>Bioregional Planning:</p> <ul style="list-style-type: none"> • Seeking further information on the bioregional planning process and timeframes. • Some groups wanting stronger use. 	<ul style="list-style-type: none"> • The State Government is investigating ways to integrate bioregional plans into Queensland's planning framework, subject to the reformed national environment legislation. • The first phase of the project, which has commenced, is on refining locations and mapping of biodiversity values using existing data. The application to PFGAs is still being resolved as part of this initial phase of work. • The second phase of the project will involve consideration of social, cultural and economic values, including engagement with community, First Nations peoples, and industry. • This stage will produce draft bioregional plans for consultation, including maps that identify areas that are important to conserve and those areas where particular types of development could be encouraged. This stage will commence during 2024.
<p>No-go future development areas:</p> <p>Most industry groups stated this concept needs to be further investigated before land is excluded from development.</p>	<ul style="list-style-type: none"> • The identification of 'no-go future development areas' is part of Stage 1 Resilience policy maturity framework which is a priority action under the plan. • Local governments and other key stakeholders such as industry, will be involved in the progress of Stage 1 and the development of a definition for 'no-go future development areas' • This first stage of work will inform the first piece of determining long term site viability.
<p>Improve First Nations engagement and participation:</p> <ul style="list-style-type: none"> • Most industry groups have addressed the need for improved First Nations engagement. • Wanting to understand how First Nations housing will be delivered, not just how land and practices will be protected. 	<ul style="list-style-type: none"> • The regional plan has been updated with suggestions received through consultation with First Nations peoples. • This includes references to the ongoing effect of displacement on First Nations peoples, the legislative framework to protect First Nations cultural heritage and wording to better reflect the limitations of the mapping included in ShapingSEQ 2023. • Strategies in ShapingSEQ 2023 now encourage local governments to identify where planning processes can facilitate economic opportunities for First Nations peoples and supports early engagement in the planning process.

Key Matters Identified	Response
	<ul style="list-style-type: none"> Priority actions for Sustain include the creation of a First Nations Engagement Framework to input into planning processes.
<p>Inter-urban break and corridor areas:</p> <ul style="list-style-type: none"> Wanting environmental areas to be reviewed to ensure they don't hinder the ability for additional expansion to occur. Support was outlined for formalising the SIUB 	<ul style="list-style-type: none"> ShapingSEQ 2023, together with Planning Regulation amendments, provide strengthened protection for the Northern Inter-Urban Break (NIUB). In response to submissions received, the indicative Southern Inter-Urban Break (SIUB) has been updated in ShapingSEQ 2023 to reflect Gold Coast City Council's Hinterland to coast critical corridors work. A future review of the plan can consider other ways of spatially representing the SIUB after further engagement with key stakeholders and technical work.
<p>'Sustain' implementation actions and measures:</p> <p>Some groups noted a lack of 'Sustain' specific implementation actions and measures.</p>	<ul style="list-style-type: none"> The majority of strategies within the Sustain theme are for local governments to implement through their planning schemes and in development assessment processes. In addition to this, there are 4 priority actions as part of Sustain, including partnering with First Nations peoples to establish an engagement framework, developing bioregional plans for PFGAs, implementing stage one of the resilience policy maturity framework and for heat hazard assessments to be undertaken. As part of ShapingSEQ 2023, the governance framework has been revised which will include clearer roles for key stakeholders.
<p>Live</p>	
<p>Support for design guidelines:</p> <p>A number of industry groups strongly supported design guidelines and codes.</p>	<ul style="list-style-type: none"> The final regional plan includes an implementation action for the Queensland Government to undertake the 'Distinctly Queensland Design Series' to develop design guidance and form-based codes for housing product. The Live theme has been drafted as a set of strategies to help local governments think about locally responsive design depending on the needs of its community, climate change and weather, character, the natural landscape and community views. Local government planning schemes are the key mechanism to implement high level design strategies identified in the Live theme that consider local context.
<p>Tree canopy targets:</p> <ul style="list-style-type: none"> There was some push back to tree canopy targets and that these conflicted with the National Construction Code. 	<ul style="list-style-type: none"> The tree canopy targets are not considered to be in conflict with the National Construction Code and its provision for energy efficiency. The department will establish a baseline for tree canopy targets and monitor this with each review of the plan.

Key Matters Identified	Response
<ul style="list-style-type: none"> Groups questioned how this would be implemented and achieved. 	<ul style="list-style-type: none"> Local governments will be supported to undertake heat hazard assessments which can inform the locations where additional tree canopy can contribute to urban cooling along with other measures such as the use of other landscape features such as water.
Implementation/Governance	
<p>Stronger collaboration with industry groups: Most industry groups requested further input and collaboration in the implementation of the regional plan.</p>	<ul style="list-style-type: none"> Implementation assurance is a key outcome sought by ShapingSEQ 2023 and is supported by a revised approach to governance. The governance arrangements to support ShapingSEQ 2023 have been revised, including new groups and refreshed membership to build collaboration and improve transparency. This includes the proposed addition of an independent advisory panel, which is made up of a variety of subject matter experts, which can be drawn on to provide best practice advice. The final regional plan clearly outlines the roles and responsibilities of different stakeholders involved in implementing actions in the final regional plan.
<p>Funding of implementation: Multiple industry groups have noted concern over how implementation actions will be funded, stating this is crucial to the success of the plan.</p>	<ul style="list-style-type: none"> Funding is a fundamental element to the implementation assurance framework. Priority actions are included in ShapingSEQ 2023 where there is committed funding, funding requests being progressed, appropriate resources, and a lead agency for its delivery.
Planning Regulation	
<p>Clarify policy definitions: Recommendations for the Planning Regulation to provide definitions of social and affordable housing</p>	<ul style="list-style-type: none"> Planning Group undertakes ongoing reviews and refinement of regulatory provisions and definitions within the Planning Regulation 2017. Social housing has an existing definition in the State Planning Policy. Affordable Housing has an existing definition in the Planning Regulation.
<p>Government intervention: Groups suggested the Planning Regulation include Queensland Government intervention where local governments do not achieve targets or timeframes.</p>	<ul style="list-style-type: none"> Dwelling supply targets are provided for each local government area. Local government areas are inclusive of the local planning scheme and priority development areas (PDAs) where relevant. In these instances, all levels of government play a role in regulating and facilitating housing supply, with the private market responsible for delivering housing.

Key Matters Identified	Response
	<ul style="list-style-type: none"> As part of the implementation assurance framework, clear parameters and pathways for escalation of decision making have been provided where triggered by the ongoing monitoring and tracking of progress towards achieving the dwelling supply and diversity targets. The department will be working with local governments to understand how they can support realisation of dwelling supply targets.
SEQIS/Infrastructure	
<p>Market capacity constraints: Consider how to address market capacity with the record level of infrastructure investment.</p>	<ul style="list-style-type: none"> SEQIS acknowledges that market capacity constraints are affecting infrastructure delivery, with demand for plant, labour, equipment and materials having increased significantly. SEQIS has been updated to acknowledge that the Queensland Government is developing an Infrastructure Productivity and Workforce Roadmap and Action Plan. The Roadmap and Action Plan will guide government and industry efforts to enhance productivity and improve workforce outcomes in the infrastructure industry, including enhancing efficiency, promoting innovation, attracting and retaining talent and promoting a positive workplace culture.
<p>Medium and long-term pipeline of infrastructure project: Government should commit to the identification and delivery of medium and long-term pipeline of regional and state significant infrastructure projects.</p>	<ul style="list-style-type: none"> Like SEQ councils and industry, state government agencies will need time to adequately assess and plan the infrastructure response to the impacts on demand for their services resulting from the population growth identified in ShapingSEQ. Where available, SEQIS has been updated to include anticipated planning timeframes for each infrastructure asset class to provide transparency and confidence that the growth identified within ShapingSEQ is being actively planned for. For example, the Department of Transport and Main Roads (TMR) has commenced a refresh of the South East Queensland Regional Transport Plans in response to the review and update of ShapingSEQ. A full update of infrastructure required to support the growth identified within ShapingSEQ will be presented within the SEQ Infrastructure Plan (SEQIP) programmed for 2025.
<p>Planning for water resources and critical water infrastructure: Draft SEQIS only briefly references planning for water resources and infrastructure.</p>	<ul style="list-style-type: none"> SEQIS has been updated to acknowledge that, in October 2023, Seqwater released the 2023 Water Security Program, outlining a 30-year strategic plan for ensuring a sustainable, secure and resilient water supply for a growing population of South East Queenslanders and adapting to climate change. It takes into account a range of factors to determine what bulk water infrastructure may be required into the future.

Key Matters Identified	Response
	<ul style="list-style-type: none"> • Seqwater will update the Water Security Program to reflect any substantial changes in demand forecasts, and in line with key business cases currently underway exploring new proposed water security infrastructure.
<p>Innovative partnership models required: New partnership models and a joined-up planning and infrastructure delivery system are needed to accelerate and deliver Region Shaping Infrastructure projects.</p>	<ul style="list-style-type: none"> • A coordinated effort involving all levels of government and industry is necessary to provide the required infrastructure to support SEQ's growth. • This effort begins with increased transparency and accountability throughout the infrastructure planning process to ensure infrastructure can be planned for and provided where it is needed the most. • SEQIS has been updated to identify digital-driven infrastructure planning tools and the delivery of Regional Growth Corridor Plans as examples of implementation actions to actively improve collaboration and deliver new and innovative partnership models.
<p>Accelerate public transport and regional connectivity: Greater emphasis on incorporating public transport and regional connectivity commitments made in Elevate 2042 Consultation Paper is needed.</p>	<ul style="list-style-type: none"> • SEQIS has been updated to acknowledge the Queensland Government's <i>Elevate 2042: Brisbane 2032 Olympic and Paralympic Games Legacy Strategy</i> released in November 2023. • SEQIS acknowledges that both mass transport and active transport infrastructure is required to support the movement in between precincts that will be critical to support Brisbane 2032 in the short-term, and SEQ's growing population in the longer term. • The prioritisation and implementation of infrastructure to support both growth and Brisbane 2032 is articulated in SEQIS.
General/Other	
<p>Scope of review and public notification:</p> <ul style="list-style-type: none"> • Industry groups are concerned that the update is not considered a 'light touch review'. • Comment that the public notification period timeframes have not allowed for sufficient time to review changes and provide written submissions to the state. 	<ul style="list-style-type: none"> • The review has still been undertaken in a targeted way to ensure it is responsive to housing challenges. The original scope of the review has been met. • Scope updates have been provided to key stakeholders throughout the duration of the review to ensure review method is consistent with expectations. • Industry groups have been consulted with prior to the release of the draft ShapingSEQ 2023 Update via a series of meetings. Meetings continued during the public notification period to better understand industry feedback relating to the draft as well as content of submissions. • Throughout the consultation period, there were a range of opportunities for the industry to contribute additional feedback including through online talk-to-a-planner sessions, in person sessions across the region and online feedback tools.

Key Matters Identified

Response

- Despite the compressed timeframes of ShapingSEQ 2023, the public consultation undertaken exceeded the statutory requirements of the *Planning Act 2016*.
-



Utility provider submissions

Key Matters Identified	Response
Grow	
<p>Access to data:</p> <ul style="list-style-type: none"> All utility providers have requested to receive further information about the MULTI, as well as data inputs and outputs of the MULTI. Utility providers suggested data sharing agreements to ensure they are planning for the future based on the latest available information and align with planning assumptions. 	<ul style="list-style-type: none"> Further information on the Model for Urban Land and Transport Interaction (MULTI) will be provided as part of background material to be published on the department's website, following the release of ShapingSEQ 2023. Outputs of the MULTI will be provided to utility providers once the regional plan has been finalised and data sharing agreements are in place. Further information on the MULTI will be provided as part of background material to be published on the department's website following release of ShapingSEQ 2023.
<p>Support for using existing urban areas and infrastructure for future growth:</p> <ul style="list-style-type: none"> All utility providers noted support for using existing assets within consolidation areas. 	<ul style="list-style-type: none"> ShapingSEQ 2023 continues to support efficient use of land by encouraging growth within the existing urban area (Urban Footprint), where land is more able to be serviced and accessed, and is supported by the right infrastructure. There are a number of strategies in ShapingSEQ 2023 that support infill development in consolidation areas, including dwelling diversity sub-targets, facilitating gentle density, supporting new models and diverse form of housing products as well the establishment of the high amenity areas framework which seeks to direct growth in well located area. While the scope of South East Queensland Infrastructure Supplement (SEQIS) and the 2025 South East Queensland Infrastructure Plan (SEQIP) is limited to state government-owned infrastructure, the approaches to addressing the underutilisation of assets could be of use to utility providers in identifying spare capacity within its existing and planned infrastructure. The approaches to addressing the underutilisation of assets could be of use to utility providers in identifying spare capacity within its existing and planned infrastructure.
Connect	
<p>Include existing and future water supply and sewerage infrastructure under the 'Connect' theme:</p> <ul style="list-style-type: none"> Utility providers outlined that there is lack of mention of water supply and sewerage infrastructure. Utility providers outlined that Connect should be broadened to consider other types of beyond just transport. 	<ul style="list-style-type: none"> The Connect theme is focused on identification of State transport infrastructure that is required to support growth across the region through to 2046. This focus on State transport infrastructure reflects the role of transport infrastructure in strategically shaping the future trajectory of land use in SEQ. ShapingSEQ 2023 includes strategies to deliver Water sensitive communities (Sustain theme) which are aligned with the state interest in the State Planning Policy. Other infrastructure classes have been addressed in the SEQIS.

Key Matters Identified	Response
Sustain	
<p>Growth areas do not consider natural hazard risks:</p> <ul style="list-style-type: none"> PFGAs and other areas identified for growth and dwelling supply should consider natural hazard risk assessments. 	<ul style="list-style-type: none"> All Potential Future Growth Areas (PFGAs) remain in the Regional Landscape and Rural Production Area (RLRPA) to limit development and protect them from further fragmentation. Identification of an area as a PFGA is not a development commitment and these areas are not required to meet dwelling supply targets under the plan. The final plan wording has been updated to reflect that where a PFGA is under consideration for urban development, a natural hazard risk assessment will be undertaken. The development of a Resilience Policy Maturity Framework under the Sustain theme is a key implementation priority which seeks to integrate risk-based planning investigations and benchmarks into strategic planning, zoning and development decisions.
Live	
<p>Support for strategies addressing heat island effects:</p> <ul style="list-style-type: none"> The majority of utility providers supported strategies addressing heat island effects and urban cooling. Wanting the regional plan to note importance of recognising and referencing the role of water in achieving these outcomes. 	<ul style="list-style-type: none"> Strategies under the Live theme emphasize the role of water in achieving urban cooling and addressing the heat island effect. These strategies recognize the contribution of areas with natural features, greenspace and water to mitigate the extremes of weather.
Implementation/Governance	
<p>Include utility providers in the governance framework:</p> <ul style="list-style-type: none"> Utility providers have requested continued engagement when planning for future growth. Utility providers requested to be included in the regional planning framework. 	<ul style="list-style-type: none"> Implementation assurance is a key outcome sought by ShapingSEQ 2023 and is supported by a revised approach to governance. The governance arrangements to support ShapingSEQ 2023 have been revised, including new groups and refreshed membership to build collaboration and improve transparency. Utility providers will continue to be engaged throughout the implementation of ShapingSEQ, with opportunities for further involvement to be provided through the new governance framework. The final regional plan clearly outlines the roles and responsibilities of different stakeholders involved in implementing actions in the final regional plan.

Key Matters Identified	Response
SEQIS/Infrastructure	
<p>Water and wastewater network funding:</p> <p>Funding of catalytic infrastructure should extend to the water and wastewater networks of utility providers.</p>	<ul style="list-style-type: none"> • The state government supports the provision of catalytic infrastructure through programs such as the Catalytic Infrastructure Fund administered through Economic Development Queensland (EDQ). • Despite current challenges such as construction costs, EDQ is currently working with developers across multiple Priority Development Areas (PDAs) to improve systems and approaches to funding opportunities and commercial agreements and will continue to seek ongoing catalyst funding streams.
<p>Efficient delivery of water infrastructure to support higher density and affordable housing:</p> <p>Utilise identified spare capacity within existing and planned water and wastewater infrastructure as a tool to support higher customer densities and affordable housing.</p>	<ul style="list-style-type: none"> • While the scope of SEQIS and the 2025 SEQIP is limited to state government-owned infrastructure, the approaches to addressing the underutilisation of assets could be of use to utility providers in identifying spare capacity within its existing and planned infrastructure. • SEQIS identifies various implementation actions to actively improve the collaboration and longer-term planning of infrastructure to support population growth including digital-driven infrastructure planning tools and Regional Growth Corridor Plans in pilot locations.
<p>Establish collaborative forum of utility provider:</p> <p>Establish a collaborative forum that brings together relevant essential infrastructure providers.</p>	<ul style="list-style-type: none"> • The department intends to collaborate with utility providers as part of the SEQIP development commencing in late 2024. • While the scope of SEQIP is limited to state government-owned infrastructure and does not directly include local water / wastewater infrastructure, the priorities and challenges faced by utilities will inform its development.
<p>Collaborative infrastructure planning:</p> <p>The establishment of the coordination framework is a supported initiative. It can be by all relevant stakeholders including the state, councils and utility providers.</p>	<ul style="list-style-type: none"> • The department intends to collaborate with utility providers as part of the SEQIP development commencing in late 2024. • Although the scope of the SEQIP does not directly include local water / wastewater infrastructure, the priorities and challenges faced by utilities will inform its development.



Community group submissions

Key Matters Identified	Response
Grow	
<p>Land banking:</p> <ul style="list-style-type: none"> Noted that an issue to achieving dwelling targets was land banking. Seeking for sunset clauses to be reviewed to ensure development approvals are activated as this could be a solution to bring forward supply. 	<ul style="list-style-type: none"> ShapingSEQ is a long-term strategic policy document to guide the future growth of South East Queensland. It is acknowledged that there are several factors that sit outside of policy including market factors and land banking that will influence the achievement of dwelling supply targets in the plan. ShapingSEQ 2023 is underpinned by the Model for Urban Land and Transport Interaction (MULTI) which informed land use planning and infrastructure planning outcomes. The MULTI provides an understanding of the rate of observed growth, and its position when compared to planned capacity, and provides insights into the potential to convert remaining planned supply more readily to constructed dwellings. The regional plan provides dwelling supply targets at both 2031 and 2046. Progress towards achieving these targets will be monitored against a series of indicators to better understand whether a target is being met. This will inform whether there needs to be additional interventions to bring forward housing. The review of the sunset clauses sits outside the review of the regional plan however this advice has been passed onto the department's policy team for consideration.
<p>Gentle density:</p> <ul style="list-style-type: none"> Multiple community groups expressed concern or lack of support for attached dwelling product over three storeys in certain localities. This concern was for density disrupting local character. Community groups also expressed confusion regarding imagery and definition of gentle density in the draft. 	<ul style="list-style-type: none"> Although some community groups raised concern about gentle density, the department also heard support for greater housing diversity and housing choice during the public notification period. The definition of gentle density, and supporting graphics, has been reviewed and has been updated in response to community feedback in the final regional plan. The department will work with local governments to assist them in recalibrating their planning schemes to achieve dwelling diversity sub-targets and support uplift in gentle density product in suitable areas (i.e. considering local context).
<p>Social housing and affordable housing:</p> <ul style="list-style-type: none"> Most community groups provided support for social and affordable housing targets. Community groups were concerned with the ability for these targets to be delivered across the region. 	<ul style="list-style-type: none"> ShapingSEQ 2023 maintains the 20% combined target for social and affordable housing included in the draft plan. This target can be met by any combination of non-market housing such as social housing and market 'affordable' housing including affordable by design housing. The state government has the primary role in delivering social housing to help achieve the target.

Key Matters Identified	Response
<ul style="list-style-type: none"> Other comments from community groups on this topic related to fast tracking development of this product, repurposing underutilised buildings to create supply and the need to increase social and affordable housing for First Nations people was also raised. 	<ul style="list-style-type: none"> The private sector, community housing providers and local governments all have a role to play in delivery of market 'affordable' housing including affordable by design housing.
Prosper	
<p>Decentralised employment:</p> <ul style="list-style-type: none"> Some community groups queried the continuing prominence of the CBD as the main employment area. Support for and suggestion to moving towards a 20-minute-city concept to provide more localised employment opportunities. 	<ul style="list-style-type: none"> Background analysis for the regional plan review has revealed that despite recent trends towards working from home, the Brisbane CBD has experienced a resurgence following the COVID-19 pandemic. The regional plan does consider distribution of employment lands across the region via centres hierarchy, Regional Economic Cluster (RECs), Major Enterprise and Industrial Areas (MEIAs), knowledge and technology precincts and other industrial land categorisations. The regional plan has strengthened protection provisions for industrial land. The population growth that is projected for SEQ brings with it a significant opportunity for jobs growth in the life of the plan. The plan seeks to provide well located homes, meaning homes close to where people work.
<p>Support for industrial land protection:</p> <p>Support was expressed for an increase in protection and security of industrial land.</p>	<ul style="list-style-type: none"> The final regional plan has included Urban Footprint expansion to accommodate employment lands. These expansion areas are protected by MEIAs and SEQ development area (formerly Major Development Areas (MDAs)). The final regional plan includes strategies that strengthen the protection of MEIAs. MEIAs continue to represent major anchors for SEQ's industrial activities, accommodating medium or high impact industries, as well as other employment. MEIAs can expand in the future should a need be identified. A SEQ development area is a growth area, requiring coordinated state or local government led land use and infrastructure planning or significant infrastructure investment to unlock land for urban development prior to development applications being lodged. The Regional Industrial Land Framework implementation action will consider all regionally significant industrial land in SEQ and future needs. Potential Future Growth Area (PFGAs) for industrial purposes are included in the final regional plan at Wellcamp, South Logan and Stapylton.

Key Matters Identified	Response
Sustain	
<p>Improve First Nations engagement and participation: Most community groups have addressed the need for improved First Nations engagement to inform the regional plan, as well as for their perspective and interests to be reflected throughout the plan.</p>	<ul style="list-style-type: none"> • The regional plan has been updated with suggestions received through consultation with First Nations peoples. • This includes references to the ongoing effect of displacement on First Nations peoples, the legislative framework to protect First Nations cultural heritage and wording to better reflect the limitations of the mapping included in ShapingSEQ 2023. • Strategies in ShapingSEQ 2023 now encourage local governments to identify where planning processes can facilitate economic opportunities for First Nations peoples and supports early engagement in the planning process. • Priority actions for Sustain include the creation of a First Nations Engagement Framework to input into planning processes.
<p>Improved koala monitoring: Community groups suggested stronger monitoring of koala populations in support of koala conservation.</p>	<ul style="list-style-type: none"> • The Department of Environment and Science (DES) is responsible for the monitoring of koala populations. • The planning framework manages land uses and how development protects and responds to koalas (such as limiting habitat loss and koala friendly design).
<p>Consider other critical habitat and species: Community groups have requested the plan to focus on more habitats and species, other than just koalas.</p>	<ul style="list-style-type: none"> • The focus on koalas in ShapingSEQ 2023 is a result of the SEQ Koala Conservation Strategy 2020-2025 which includes and action for ShapingSEQ to align with its goals, mapping and regulation. • ShapingSEQ 2023 includes strategies about broader biodiversity including consideration of other habitats and species. • In response to feedback received, wording has been amended to include reference to other species, including threatened species.
<p>'Sustain' implementation actions and measures:</p> <ul style="list-style-type: none"> • Community groups noted a lack of 'Sustain' specific implementation actions and measures. • Requested funding to implement particular actions. 	<ul style="list-style-type: none"> • Strategies within the Sustain theme are for local governments to implement through their planning schemes and in development assessment processes. • Priority actions as part of Sustain implementation will be partnering with First Nations peoples to establish an engagement framework, develop bioregional plans for PFGAs, implement stage one of the resilience policy maturity framework and for heat hazard assessments to be undertaken for local government areas. • As part of ShapingSEQ 2023, the governance framework has been revised which will include clearer roles for local governments and all key stakeholders.

Key Matters Identified	Response
Live	<ul style="list-style-type: none"> An update on measures to monitor implementation is currently underway in the department.
<p>Support for design guidelines:</p> <ul style="list-style-type: none"> Community groups welcomed design guidelines and codes. There was concern raised that the plan does not provide enough direction or information on design. 	<ul style="list-style-type: none"> The final regional plan includes an implementation action for the Queensland Government to undertake the 'Distinctly Queensland Design Series' to develop design guidance and form-based codes for housing product. The Live theme has been drafted as a set of strategies to help local governments think about locally responsive design depending on the needs of its community, climate change and weather, character, the natural landscape and community views. Local government planning schemes are the key mechanism to implement high level design strategies identified in the Live theme that consider local context.
Planning Regulation	
<p>Clarify definitions:</p> <p>Recommendations for the Planning Regulation to provide definitions of social and affordable housing.</p>	<ul style="list-style-type: none"> Planning Group undertakes ongoing reviews and refinement of regulatory provisions and definitions within the Planning Regulation 2017. Social housing has an existing definition in the State Planning Policy. Affordable Housing has an existing definition in the Planning Regulation.
SEQIS / infrastructure	
<p>Commitment to delivering all types of infrastructure to support growth:</p> <p>Concern that there should be appropriate infrastructure supplied at the same time as increasing densification.</p>	<ul style="list-style-type: none"> Where available, the South East Queensland Infrastructure Supplement (SEQIS) has been updated to include anticipated planning timeframes for each infrastructure asset class to provide transparency and confidence that the growth identified within ShapingSEQ is being actively planned for. For example, Department of Transport and Main Roads (TMR) has commenced a refresh of the South East Queensland Regional Transport Plan in response to the review and update of ShapingSEQ. A full update of infrastructure required to support the growth identified within ShapingSEQ will be presented within the South East Queensland Infrastructure Plan (SEQIP) programmed for 2025.
Timing of SEQIP and Brisbane 2032:	<ul style="list-style-type: none"> Maximising the Brisbane 2032 opportunity is a key driver of change identified in SEQIS. The infrastructure investment program is being delivered to ensure it catalyses long-term, sustainable

Key Matters Identified	Response
<p>Concern on the risk of eroding the delivery window for major infrastructure projects due to an additional two year wait on infrastructure prioritisation contained in SEQIP 2025.</p>	<p>growth for Queensland cities and regions by bringing forward infrastructure and urban development plans.</p> <ul style="list-style-type: none"> • New and upgraded venue projects have been pre-planned and brought forward to be built in time for the Games with enhanced transport connectivity. • The development of SEQIP 2025 will not result in any delays to this infrastructure project prioritisation and implementation or affect the delivery window.
<p>Protection of cultural assets: Positive and negative impacts of the 2032 Games</p>	<ul style="list-style-type: none"> • Brisbane 2032 is an opportunity to honour, embrace and showcase the unique and ancient history of the world’s oldest living cultures. • First Nations peoples will play an important role in the design strategy of the venues and spaces for Brisbane 2032. SEQIS has been updated to better reflect this intent.
<p>Market capacity challenges: A period of resource shortages, continuing inflation and very low current accommodation vacancy rates impacting infrastructure project delivery.</p>	<ul style="list-style-type: none"> • SEQIS acknowledges that market capacity constraints are affecting infrastructure delivery, with demand for plant, labour, equipment and materials having increased significantly. • SEQIS has been updated to acknowledge that the Queensland Government is developing an Infrastructure Productivity and Workforce Roadmap and Action Plan. • The Roadmap and Action Plan will guide government and industry efforts to enhance productivity and improve workforce outcomes in the infrastructure industry, including enhancing efficiency, promoting innovation, attracting and retaining talent and promoting a positive workplace culture.
<p>Transport connectivity: Focus on the broader priorities for improved connectivity - personal, active, public and freight transport / mobility</p>	<ul style="list-style-type: none"> • SEQIS has been updated to provide greater emphasis on public and active transport, including high frequency transport. • The updates include an implementation actions section with an implementation action for ‘Improving centre accessibility’ to better addresses connectivity between high amenity areas by public and active transport. • SEQIS has also been updated to include more active transport projects in the sub-regional infrastructure pipeline, as a result of feedback provided. • SEQIS also acknowledges that delivering and maintaining enabling freight infrastructure is required to ensure that SEQ can realise sector opportunities which are essential for driving the region’s economy.
<p>Digital connectivity: Suggest focusing on SEQ’s digital capacity as a ‘data community’</p>	<ul style="list-style-type: none"> • SEQIS has been updated to identify a number of implementation actions including digital-driven infrastructure planning tools to actively improve the collaboration and longer-term planning of infrastructure.



Key Matters Identified	Response
	<ul style="list-style-type: none">• A key implementation action is the development and delivery of Regional Growth Corridor Plans in pilot locations. These plans aim to sequence infrastructure needs with defined growth thresholds and metrics.
General / other	
<p>Lack of sufficient engagement:</p> <ul style="list-style-type: none">• Groups noted there needed to be much more consultation during the drafting of the plan.• Groups noted more consultation was needed as well as during statutory consultation period.	<ul style="list-style-type: none">• Prior to the release of the draft ShapingSEQ 2023 Update, a workshop was held with a range of community and environment groups to obtain their views on what they valued about the region, didn't like about the previous regional plan and what they wanted to see in the draft ShapingSEQ 2023 Update.• Throughout the consultation period, there were a range of opportunities for the community to contribute feedback including through online talk-to-a-planner sessions, in person sessions across the region and online feedback tools.• In addition, the department undertook an extensive awareness raising media campaign to support the project and to encourage broad scale community input into the program. Advertising was carried out on television, radio, billboard, website ads, social media ads and print media ads.• Despite the compressed timeframes of ShapingSEQ 2023, the public consultation undertaken exceeded the statutory requirements of the <i>Planning Act 2016</i>.



Environmental group submissions

Key Matters Identified	Response
Grow	
<p>Support for infill growth:</p> <ul style="list-style-type: none"> Supported the concept of further densification and delivering additional housing in existing urban areas. Supported increased infill development in areas well serviced by infrastructure. Support for better use of existing infrastructure assets within consolidation areas. 	<ul style="list-style-type: none"> The core purpose of the ShapingSEQ 2023 review was to respond to the current housing pressures and ensure there is sufficient land and the right type of housing supply to meet the housing needs across the region both now and into the future. The focus on infill development in consolidation areas is a key policy outcome for ShapingSEQ 2023, consistent with the established policy in the 2017 plan. ShapingSEQ 2023 continues to support efficient use of land by encouraging growth within the existing urban area, where land is more able to be serviced and accessed and is supported by the right infrastructure. There are a number of strategies in ShapingSEQ 2023 that support infill development in consolidation areas, including dwelling diversity sub-targets, facilitating gentle density, supporting new models and diverse forms of housing products as well as the establishment of the high amenity areas framework which seeks to direct growth in well located area. Infrastructure to support population growth is identified in the SEQIS.
<p>Gentle density:</p> <p>Concern was raised that an increase in gentle density housing in certain areas would impact their character and amenity.</p>	<ul style="list-style-type: none"> Although some environment groups raised concern about gentle density, the department also heard support for greater housing diversity and housing choice during the public notification period. This was expressed at consultation events and through the submission analysis. The definition of gentle density, and supporting graphics, has been reviewed and has been updated in response to community feedback in the final regional plan. The department will work with local governments to assist them in recalibrating their schemes to achieve dwelling diversity targets and support uplift in gentle density product in suitable areas (i.e. considering local context).
<p>Dwelling targets:</p> <ul style="list-style-type: none"> Support was expressed for the data approach used in MULTI. Support for identified dwelling targets. Concerned about implications of land banking and ability to achieve these targets. 	<ul style="list-style-type: none"> ShapingSEQ 2023 is underpinned by the Model for Urban Land and Transport Interaction (MULTI) which informed the land use planning and infrastructure planning outcomes. The MULTI provides an understanding of the rate of observed growth, and its position when compared to planned capacity, and provides insights into the potential to convert remaining planned supply more readily to constructed dwellings. The regional plan provides dwelling supply targets at both 2031 and 2046 to monitor the progress of local governments achieving the required dwellings across the region.

Key Matters Identified	Response
<ul style="list-style-type: none"> • Outlined MULTI should model implications of land banking on achieving targets. 	<ul style="list-style-type: none"> • Monitoring will provide additional data as to whether approved supply is being converted into homes on the ground, or whether there needs to be additional interventions to bring forward housing. • A range of factors are impacting the industry's ability to deliver dwelling supply, these are now better acknowledged within the regional plan in response to feedback received.
<p>Short term accommodation:</p> <p>Some groups expressed concerns over short-term accommodation reducing available housing stock as it could be converted for owner occupiers or provide long-term rentals.</p>	<ul style="list-style-type: none"> • As an outcome of the Housing Summit, the Queensland Government engaged the University of Queensland to investigate the impact short-term accommodation is having on the housing market. • The review found that state-wide restrictions would fail to account for the diverse nature of short-term rental dynamics across Queensland. • The Queensland Government has consulted with the Short-Term Rental Accommodation Industry Reference Group and Local Government Association of Queensland (LGAQ) on the review's findings and recommendations, particularly on implementing a registration system. • The result of this consultation indicated broad support for a statewide registration system for Short-Term Rental Accommodation. • Consideration of this and next steps sits outside the scope of the regional plan. • ShapingSEQ 2023 has sought to ensure that planned residential supply is not being relied upon to accommodate tourists / visitors, and vice versa.
<p>Support of Potential Future Growth Areas (PFGAs):</p> <ul style="list-style-type: none"> • Support for PFGAs and protecting them from development until need identified and following completion of bioregional planning investigations. • Concern that the PFGAs in the plan have just been 'carried' over from the previous 2017 regional without any analysis. 	<ul style="list-style-type: none"> • Of the 10 Potential Future Growth Areas (PFGAs) included in ShapingSEQ 2017, 6 have been retained in ShapingSEQ 2023, 3 converted into the Urban Footprint and 1 was removed. • ShapingSEQ 2023 identifies an additional 5 PFGAs from 2017 including at Wellcamp, Westbrook, Highfields, Buccan and Stapylton. • All PFGAs remain in the Regional Landscape and Rural Production Area (RLRPA) to limit development and protect them from further fragmentation. Identification of an area as a PFGA is not a development commitment and they have been identified indicatively. • Where a PFGA is under consideration for urban development as part of a future regional plan review, the PFGA will be subject to a natural hazard risk assessment. PFGAs are also subject to bioregional planning to enable better biodiversity outcomes and provide greater development certainty for these areas.
<p>Consolidation and expansion:</p>	<ul style="list-style-type: none"> • The focus on infill development in consolidation areas is a key policy outcome for ShapingSEQ, consistent with the established policy in the 2017 plan.

Key Matters Identified	Response
<ul style="list-style-type: none"> • Strong support for development in existing areas. • Push back on development in expansion areas. • Seeking a higher consolidation target, with a reduced expansion target. 	<ul style="list-style-type: none"> • Where additional Urban Footprint expansion has occurred, it is underpinned by modelling which has identified a need for housing and/or employment and meets the Urban Footprint principles. Limited supply will, over time, impact on the rate of growth due to limited development opportunities and further restrict the housing market. • Expansion of Urban Footprint responds to both current and future housing needs of the region, ensuring that there is the right type of housing to meet the needs of everyone, i.e. ensuring that people can still live in a detached dwelling if they want to live in that sort of home, while also encouraging diversity in attached houses. • ShapingSEQ 2023 maintains a minimum 60% consolidation and 40% expansion dwelling growth ratio across the region but seeks to move towards a 70% consolidation target in the future, with 30% expansion target to ensure infill remains the focus for the region now and into the future.
<p>Prosper</p>	
<p>Support for the Regional Activity Centre Network (RACN):</p> <ul style="list-style-type: none"> • A number of environmental groups supported the RACN as it assists in supporting a sustainable settlement pattern. • Suggested ongoing monitoring of centre performance. 	<ul style="list-style-type: none"> • ShapingSEQ 2023 includes a priority action for the Queensland Government to work with local governments to develop agreed principles and boundaries for what constitutes the area of a regional activity centre. • This will inform an update to regional activity centres, including geographic boundaries as necessary. • Using the agreed boundaries, key measures for centres will be identified, and will be used for the ongoing monitoring of regional activity centres.
<p>Connect</p>	
<p>Prioritise and invest in more sustainable transport options:</p> <p>Support for the prioritisation of active and more sustainable transport options.</p>	<ul style="list-style-type: none"> • ShapingSEQ 2023 identifies the need to change our transport priorities to achieve a more sustainable, healthy, equitable and integrated transport system that prioritises travel by active transport and public transport where possible. • The plan is focused on delivering a land use pattern that supports more people using active and public transport. • There is a need to focus on moving people around the region more efficiently and safely. • The South East Queensland Infrastructure Supplement (SEQIS) also supports active transport use through the 'improving centre accessibility' section, includes active transport projects in the infrastructure pipeline and includes an implementation item to develop a Movement and Place framework with Department of Transport and Main Roads (TMR).

Key Matters Identified	Response
<p>Prioritise green infrastructure:</p> <p>Request that 'green infrastructure' be prioritised in the plan and SEQIS.</p>	<ul style="list-style-type: none"> • ShapingSEQ 2023 includes several strategies that support green infrastructure including biodiversity corridors and tree canopy targets. • Currently the SEQIS includes transport, water, energy, health, education, emergency service and Brisbane 2032 infrastructure. These projects support growth identified in ShapingSEQ 2023. • The SEQIS acknowledges the \$20 million allocated to green urban infrastructure as part of the SEQ City Deal region-wide reform commitments. • The SEQIS also acknowledges that the integration and coordination of transportation networks, alongside green and blue infrastructure, and social and cultural infrastructure, within proximity to jobs and access to diverse housing.
Sustain	
<p>Inter-Urban Break and corridor areas:</p> <ul style="list-style-type: none"> • Wanting stronger protection of all Inter-Urban Breaks. • Supportive of stronger protection of Northern Inter-Urban Break. • Seeking for environmental policies that support an increase in natural biodiversity habitat in these areas. 	<ul style="list-style-type: none"> • ShapingSEQ 2023, together with Planning Regulation amendments, strengthen protection for the Northern Inter-Urban Break (NIUB). • In response to submissions received, the indicative Southern Inter-Urban Break (SIUB) has been updated in ShapingSEQ 2023 to reflect Gold Coast City Council's Hinterland to coast critical corridors work. • A future review of the plan can consider other ways of spatially representing the SIUB after further engagement with key stakeholders and technical work.
<p>Improve First Nations engagement and participation:</p> <ul style="list-style-type: none"> • Seeking for the regional plan to improve engagement with First Nations people and better reflect their interests. • Seeking confirmation about how the regional plan will consider protection of First Nations land and practices. 	<ul style="list-style-type: none"> • The regional plan has been updated with suggestions received through consultation with First Nations peoples. • This includes references to the ongoing effect of displacement on First Nations peoples, the legislative framework to protect First Nations cultural heritage and wording to better reflect the limitations of the mapping included in ShapingSEQ 2023. • Strategies in ShapingSEQ 2023 now encourage local governments to identify where planning processes can facilitate economic opportunities for First Nations peoples and supports early engagement in the planning process. • Priority actions for Sustain include the creation of a First Nations Engagement Framework to input into planning processes.

Key Matters Identified	Response
<p>Consider other critical habitat and species:</p> <ul style="list-style-type: none"> Wanting the plan to consider other species habitat, beyond just koalas. Seeking for the plan to have additional protection measures for other species habitat, beyond koala habitat. 	<ul style="list-style-type: none"> The focus on koalas in ShapingSEQ 2023 is a result of the SEQ Koala Conservation Strategy 2020-2025 which includes an action for ShapingSEQ to align with its goals, mapping and regulation. ShapingSEQ 2023 includes strategies about broader biodiversity. In response to feedback received, wording has been amended to include reference to other species, including threatened species.
<p>Bioregional Planning:</p> <p>Support for bioregional planning process.</p> <ul style="list-style-type: none"> Seeking for scope of bioregional planning to be broadened beyond just PFGAs and across the entire SEQ region. Seeking confirmation of timing for bioregional planning work. 	<ul style="list-style-type: none"> Department of Environment and Science (DES) and the department are investigating ways to integrate bioregional plans into Queensland's planning frameworks, subject to the reformed national environment legislation. The first phase of the project which has commenced and is on refining locations and mapping of biodiversity values using existing data. The application to PFGAs is still being resolved as part of this initial phase of work. The second phase of the project will involve consideration of social, cultural and economic values, including engagement with community, First Nations peoples, and industry. This stage will produce draft bioregional plans for consultation, including maps that identify areas that are important to conserve and those areas where particular types of development could be encouraged.
<p>Regional Biodiversity Values:</p> <p>Request for regional biodiversity values to be mapped in the Urban Footprint.</p>	<ul style="list-style-type: none"> DES are the state agency responsible for the policies relating to the regional biodiversity network, which includes regional biodiversity values. The methodology for mapping the regional biodiversity network was carried over from ShapingSEQ 2017. Reviewing this methodology was outside of the scope of ShapingSEQ 2023.
<p>Water supply and security:</p> <ul style="list-style-type: none"> Concerns related to both supply of water and adequacy of water infrastructure to support the growing population. Seeking for the regional plan to better consider and address this. 	<ul style="list-style-type: none"> ShapingSEQ 2023 includes strategies to deliver water sensitive communities within Sustain theme, which are aligned with the state interest in the State Planning Policy. These strategies are for local governments to deliver through local planning schemes. They have been informed by local government and State agency feedback. Seqwater anticipates its retail customers will commence incorporating ShapingSEQ 2023 population growth assumptions into demand forecasts to inform Seqwater's long-term planning cycle. Seqwater will work with the Queensland Government and relevant water service providers to ensure a high level of water security for the region is maintained.

Key Matters Identified	Response
	<ul style="list-style-type: none"> • Seqwater continues to plan ahead and invest in the SEQ Water Grid, including through its Dam Improvement Program and investigations into new water sources as part of its Water Security Program.
<p>Climate change:</p> <ul style="list-style-type: none"> • Outlined that a greater focus on and incorporation of climate change policies is needed in the plan. • Additional strategies relating to reducing climate change impacts from the built environment, as well as additional climate change mitigation strategies. 	<ul style="list-style-type: none"> • Consideration of climate change is incorporated throughout ShapingSEQ 2023. • The climate change strategies in Sustain have been amended to focus on strategies which have clear outcomes/deliverables. • As part of the Resilience Policy Maturity Framework the plan includes a strategy to work towards adopting a regionally consistent climate scenario. • Additional climate change strategies such as how the regional plan will achieve net zero were not included in the targeted scope of the review.
<p>'Sustain' implementation actions and measures:</p> <ul style="list-style-type: none"> • Environmental groups noted a lack of 'Sustain' specific implementation actions and measures. • Most groups noted the need for well-considered short, medium and long-term responses. • Suggested an advisory group to oversee and deliver environmental implementation items. 	<ul style="list-style-type: none"> • The majority of strategies within the Sustain theme are for local governments to implement through their planning schemes and in development assessment processes. • In addition to this, there are 4 priority actions as part of Sustain, including partnering with First Nations peoples to establish an engagement framework, developing bioregional plans for PFGAs, implementing stage one of the resilience policy maturity framework and for heat hazard assessments to be undertaken. • As part of ShapingSEQ 2023, the governance framework has been revised which will include clearer roles for key stakeholders.
<p>Live</p>	
<p>Support for design requirements:</p> <p>Broad support for design requirements, guidelines and codes.</p>	<ul style="list-style-type: none"> • The final regional plan includes an implementation action for the Queensland Government to undertake the 'Distinctly Queensland Design Series' to develop design guidance and form-based codes for housing product. • The Live theme has been drafted as a set of strategies to help local governments think about locally responsive design depending on the needs of its community, climate change and weather, character, the natural landscape and community views. • Local government planning schemes are the key mechanism to implement high level design strategies identified in the Live theme that consider local context.



Key Matters Identified	Response
Implementation/Governance	
<p>Inclusion of reference group:</p> <ul style="list-style-type: none"> Recommended the inclusion of a reference or advisory group as part of governance frameworks to ensure that the ‘measures that matter’ are being met. Recommendation that the reference group should comprise of stakeholders with relevant expertise and that they should meet regularly to assist with implementation. 	<ul style="list-style-type: none"> Implementation assurance is a key outcome sought by ShapingSEQ 2023 and is supported by a revised approach to governance. The governance arrangements to support ShapingSEQ 2023 have been revised, including new groups and refreshed membership to build collaboration and improve transparency. This includes the proposed addition of an independent advisory panel, which is made up of a variety of subject matter experts, which can be drawn on to provide best practice advice. The final regional plan clearly outlines the roles and responsibilities of different stakeholders involved in implementing actions in the final regional plan.
Planning Regulation	
<p>Clarify policy definitions:</p> <ul style="list-style-type: none"> Seeking that the Planning Regulation provide definitions on social housing. Seeking that the Planning Regulation provide definitions on affordable housing. Seeking that the Planning Regulation provide definitions on Build to Rent. 	<ul style="list-style-type: none"> Planning Group undertakes ongoing reviews and refinement of regulatory provisions and definitions within the Planning Regulation 2017. Social housing has an existing definition in the State Planning Policy. Affordable Housing has an existing definition in the Planning Regulation.
<p>‘Relaxing’ of regulatory provisions:</p> <ul style="list-style-type: none"> Environmental groups have raised concern over the relaxing of subdivision and regulatory provisions for rural townships. Concern was also raised about the impacts of this change on availability of clearing exemptions and whether this would trigger more clearing. 	<ul style="list-style-type: none"> In response to feedback, the amendment regarding rural subdivisions for townships was not progressed and is not reflected in the amendments to the Planning Regulation 2017. The final regional plan includes text relating to growing rural towns and villages in the Regional Landscape and Rural Production Area (RLRPA) with the intent to support limited expansion where the proposed expansion is a logical extension of the township area, and it is demonstrated that the social and economic viability of the town or village can be improved.

Key Matters Identified	Response
SEQIS/Infrastructure	
<p>Green and blue infrastructure:</p> <ul style="list-style-type: none"> Recommend applying a strategic approach to integrate green infrastructure into regional infrastructure planning 	<ul style="list-style-type: none"> SEQIS is a targeted infrastructure plan that responds directly to ShapingSEQ 2023. Green and blue infrastructure considerations were out of scope for the targeted SEQIS. However, the feedback is noted and will be included as an item for consideration for the SEQ Infrastructure Plan (SEQIP) programmed for 2025.
<p>Transport connectivity:</p> <ul style="list-style-type: none"> Recommend prioritising active and public transport over private vehicle use. 	<ul style="list-style-type: none"> SEQIS has been updated to provide greater emphasis on public and active transport, including high frequency public transport. The updates include an Implementation Actions section with an implementation action for 'Improving centre accessibility' to better address connectivity between high amenity areas by public and active transport. SEQIS has also been updated to include more active transport projects in the sub-regional infrastructure pipeline, as a result of feedback provided.
<p>Infrastructure to support increased density:</p> <ul style="list-style-type: none"> Concern that there should be appropriate infrastructure supplied for increasing densification. 	<ul style="list-style-type: none"> Where available, SEQIS has been updated to include anticipated planning timeframes for each infrastructure asset class to provide transparency and confidence that the growth identified within ShapingSEQ is being actively planned for. For example, TMR has commenced a refresh of the South East Queensland Regional Transport Plan in response to the review and update of ShapingSEQ. A full update of infrastructure required to support the growth identified within ShapingSEQ will be presented within the SEQIP programmed for 2025.
General/Other	
<p>World Heritage Site inclusion:</p> <ul style="list-style-type: none"> Support for the listing of Moreton Bay as a World Heritage Area to increase its protection similar to measures for the Great Barrier Reef. This would help to regulate water quality impacts of activities throughout the SEQ catchment area that flow into the Bay. 	<ul style="list-style-type: none"> Moreton Bay (Quandamooka) is a listed Ramsar site, which are wetlands of international importance. ShapingSEQ 2023 supports the proposed World Heritage listing of Moreton Bay (Quandamooka) through the vision, noting it will be an important component of SEQ's way of life. This listing identifies the cultural, environmental, economic and recreational value of the bay and islands.

Appendix C – Stakeholder list and engagement register

Stakeholder list

Regional Planning Committee

Membership	Local Government Working Group Representatives
Honourable Dr Steven Miles MP	Chair of SEQ RPC, Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure
Honourable Meaghan Scanlan MP	Co-chair of SEQ RPC, Minister for Housing
Honourable Leeanne Enoch MP	Minister for Treaty, Minister for Aboriginal and Torres Strait Islander Partnerships, Minister for Communities and Minister for the Arts
Honourable Leanne Linard MP	Minister for the Environment and the Great Barrier Reef, Minister for Science and Minister for Multicultural Affairs
Councillor Geoff McDonald	Mayor, Toowoomba Regional Council
Councillor Greg Christensen	Mayor, Scenic Rim Regional Council
Councillor Mark Jamieson	Mayor, Sunshine Coast Council
Councillor Graeme Lehmann	Mayor, Somerset Regional Council
Councillor Tanya Milligan	Mayor, Lockyer Valley Regional Council
Councillor Teresa Harding	Mayor, Ipswich City Council
Councillor Adrian Schrinner	The Right Honourable the Lord Mayor of Brisbane
Councillor Darren Power	Mayor, Logan City Council
Councillor Peter Flannery	Mayor, City of Moreton Bay
Councillor Tom Tate	Mayor, City of Gold Coast
Councillor Clare Stewart	Mayor, Noosa Shire Council
Councillor Karen Williams	Mayor, Redland City Council

Local Government Working Group

Local government working group representatives

Senior project team on ShapingSEQ 2023, Department of State Development, Infrastructure, Local Government and Planning

Senior project team on SEQIS, Department of State Development, Infrastructure, Local Government and Planning

Representatives from Department of Transport and Main Roads assisting with MULTI Model inputs

Brisbane City Council

City of Gold Coast

Ipswich City Council

Lockyer Valley Regional Council

Logan City Council

City of Moreton Bay

Noosa Shire Council

Redland City Council

Scenic Rim Regional Council

Somerset Regional Council

Sunshine Coast Regional Council

Toowoomba Regional Council

COMSEQ

State agency working group

State agency working group members

Department of State Development, Infrastructure, Local Government and Planning (DSDILGP)

Department of Transport and Main Roads (TMR)

Department of Environment and Science

Department of Agriculture and Fisheries

Department of Resources

Department of Regional Development, Manufacturing and Water

Department of Housing

Department of Energy and Public Works

Department of Education

Department of Health

Queensland Treasury

Department of Premier and Cabinet

Department of Employment, Small Business and Training

Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnership

Queensland Fire and Emergency Services

Queensland Reconstruction Authority

Regional Planning DDG Forum

Regional planning DDG forum members

Department of State Development, Infrastructure, Local Government and Planning (DSDILGP):

- Local Government
- Infrastructure and Regional Strategy
- State Development
- Strategy Insights and Advisory
- Corporate
- Economic Development Queensland

Department of Transport and Main Roads (TMR)

Department of Environment and Science

Department of Agriculture and Fisheries

Department of Resources

Department of Housing

Department of Energy and Public Works

Department of Education

Department of Tourism, Innovation and Sport

Department of Health

Queensland Treasury

Department of Premier and Cabinet

Department of State Development, Infrastructure, Local Government and Planning

Department of Children, Youth Justice and Multicultural Affairs

Department of Employment, Small Business and Training

Department of Justice and Attorney-General

Department of Regional Development, Manufacturing and Water

Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships

Queensland Ambulance Service

Queensland Corrective Services

Queensland Fire and Emergency Services

Queensland Police Service

Queensland Reconstruction Authority

Industry reference group

Industry reference group members

Senior project team on ShapingSEQ 2023, Department of State Development, Infrastructure, Local Government and Planning

Senior project team on SEQIS, Department of State Development, Infrastructure, Local Government and Planning

Planning Institute of Australia

Master Builders Queensland

Housing Industry Association

Urban Development Institute of Australia

Property Council of Australia

QShelter

Regional planning partner panel

Regional planning partner panel members

Senior project team on ShapingSEQ 2023, Department of State Development, Infrastructure, Local Government and Planning

Senior project team on SEQIS, Department of State Development, Infrastructure, Local Government and Planning

Urban Utilities

Seqwater

Unitywater

City of Gold Coast

Logan City Council

Redland City Council

Engagement Register

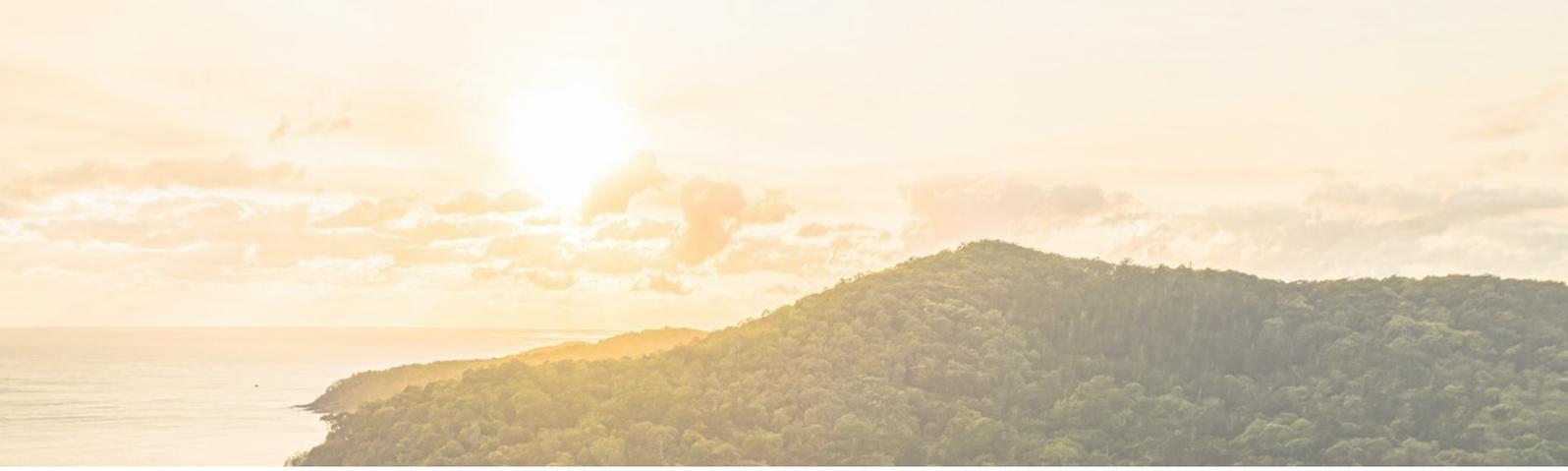
Date	Meeting Type
17 March 2023	SEQ RPC
30 March 2023	Local government working group (infill and high growth sub-group)
31 March 2023	Local government working group (rural living and resilience)
3 April 2023	Local government working group (outer economic opportunity)
3 April 2023	Industry reference group
4 April 2023	RPPP
20 April 2023	Local government working group
26 April 2023	State agency working group
4 May 2023	DDG Forum
5 May 2023	Local government working group (resilience)
11 May 2023	Local government working group (outer economic opportunity)
18 May 2023	Industry reference group
18 May 2023	Local government working group (infill and high growth sub-groups)
19 May 2023	Local government working group (rural living)
25 May 2023	Local government working group
26 May 2023	DDG Forum
5 June 2023	State agency working group
7 June 2023	Local government working group
8 June 2023	Industry reference group
9 June 2023	COMSEQ Mayoral briefing

16 June 2023	Local government working group
19 June 2023	Local government working group (resilience)
23 June 2023	Local government working group
29 June 2023	RPPP
3 July 2023	State agency working group
6 July 2023	Industry reference group
6 July 2023	Local government working group
7 July 2023	DDG Forum
11 July 2023	Local government working group
14 July 2023	SEQ RPC
1 August 2023	Mayoral briefing
15 August 2023	Local government working group
17 August 2023	State agency working group
18 August 2023	Industry reference group
21 August 2023	Local government working group
28 August 2023	Local government working group
31 August 2023	RPPP
11 September 2023	Local government working group
28 September 2023	Industry reference group
6 October 2023	DDG Forum
24 October 2023	Local government working group
30 October 2023	State agency working group
2 November 2023	Local government working group
8 November 2023	Local government working group
8 November 2023	Industry reference group
10 November 2023	DDG Forum
17 November 2023	SEQ RPC
22 November 2023	Local government working group

Appendix D – First Nations engagement report prepared by Marrawah Law

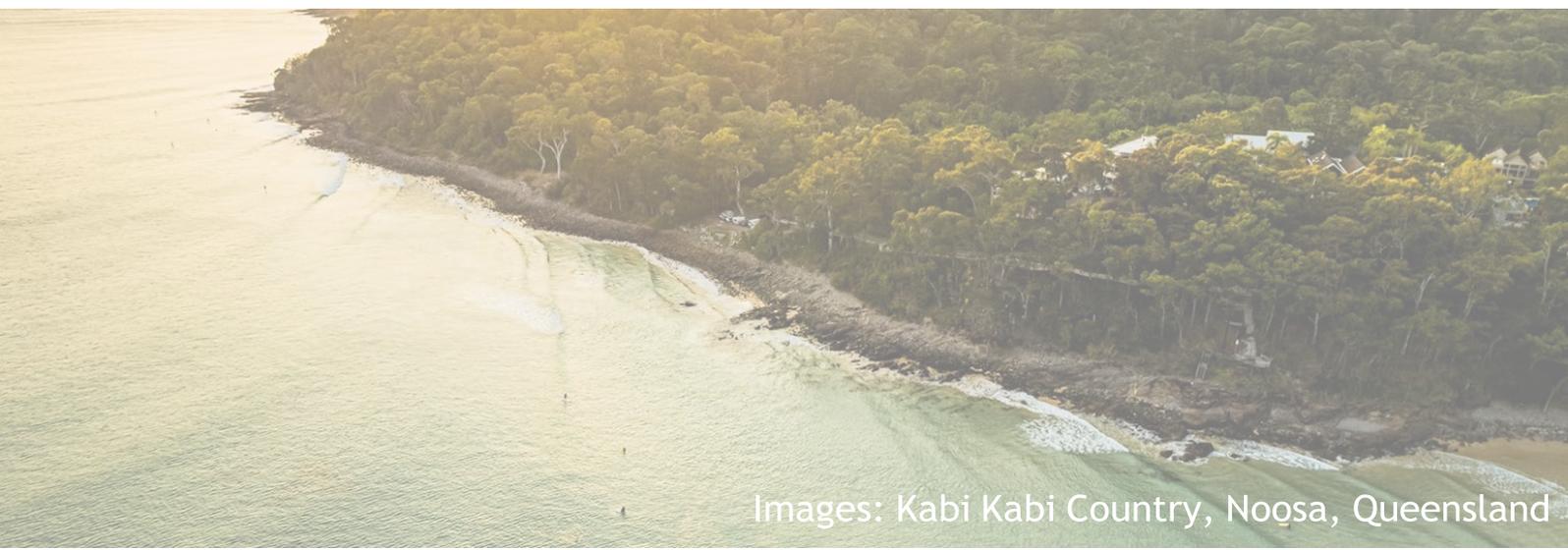
ShapingSEQ 2023 First Nations Engagement Report





ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Traditional Owners of South East Queensland and pay our respects to Elders past, present and emerging. We recognise their connection to Country and role in caring for and maintaining Country over thousands of years. May their strength and wisdom be with us always.



Images: Kabi Kabi Country, Noosa, Queensland

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D. Consultation Feedback.....	9
E. Consultation limitations.....	12

A. INTRODUCTION

1. The Department of State Development, Infrastructure, Local Government and Planning (the **Department**), as part of Shaping South East Queensland 2023 (**ShapingSEQ 2023**) undertook consultations with First Nations peoples in September and October 2023.
2. ShapingSEQ 2023 resets the long term, regional vision for South East Queensland (**SEQ**), which includes the 12 local government areas of Brisbane, Gold Coast, Ipswich, Lockyer Valley, Logan, Moreton Bay, Noosa, Redland, Scenic Rim, Somerset, Sunshine Coast, and Toowoomba (urban extent).
3. Importantly, SEQ is home to around 40% of Queensland's First Nations peoples and ShapingSEQ 2023 committed to prioritised engagement with:
 - a) Traditional Owners, being the recognised traditional owners under the Native Title Act (**NTA**) and State Cultural Heritage legislation, current claimants in a native title claim and Prescribed Body Corporates (**PBCs**);
 - b) First Nations/Aboriginal and Torres Strait Islander community, being members of the Aboriginal and Torres Strait Islander diaspora living in SEQ, distinct from the Traditional Owners of SEQ; and
 - c) Aboriginal and Torres Strait Islander organisations, being organisations in SEQ other than PBCs.
4. Collectively these communities are referred to as **First Nations peoples** throughout this report.
5. ShapingSEQ 2023 was announced and gazetted by the Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure on 2 August 2023, in accordance with the provisions of the Planning Act 2016. While the draft regional plan was released and available for comment, the statutory consultation period did not technically commence until 3 August 2023, and closed at midnight on 20 September 2023.
6. The Department engaged Marrawah Law to create a First Nations Engagement Strategy in August and to lead consultations with First Nations peoples throughout September and October 2023.
7. Inception meetings in relation to the Strategy were held during August and the start of September 2023, to discuss how ShapingSEQ 2023 will impact First Nations peoples in SEQ.
8. The majority of recommendations made in this report reflect direct feedback from First Nations peoples of SEQ who attended consultations or contacted Marrawah Law. Some recommendations are based on Marrawah Law's review of relevant documents and our attendance at the consultations and do not necessarily reflect direct feedback from First Nations peoples living in SEQ.

B. FIRST NATIONS ENGAGEMENT STRATEGY

10. The Department engaged Marrawah Law to create a First Nations Engagement Strategy (the **Strategy**) and to lead consultations with First Nations peoples between August and October 2023.
11. Engagement strategy meetings in relation to the Strategy were held between Marrawah Law and the Department during the second half of August and early September 2023.
12. These meetings outlined what was required of the Strategy: a document that will form the basis for ongoing, long-term engagement by the Department with First Nations peoples living in SEQ in relation to ShapingSEQ 2023 and subsequent updates.
13. The Strategy outlines for the Department key principles relating to First Nations engagement, including:
 - a) how the Department should **prepare** to engage with First Nations peoples, including identifying key stakeholders;
 - b) how the Department should **engage** with First Nations peoples, including focusing on building long term relationships;
 - c) **defining** the purpose of First Nations engagement; and
 - d) how to **implement** First Nations engagement.
14. The Strategy emphasised best practice engagement principles and the need for the Department to adapt these to a variety of stakeholders and situations.
15. Primary amongst these principles are recognising First Nations peoples right to self-determination and to Free, Prior and Informed Consent (**FPIC**) in decision making.

C. FIRST NATIONS PARTICIPATION

Summary of communications

16. Consultations were notified via emails sent in September to First Nations peoples, primarily through contact details provided by the Department or those that are publicly available via PBC websites. Queensland South Native Title Services (**QSNTS**), the Native Title Service Provider for the region, and DATSIP community connectors assisted in circulating the notification email to their contacts within SEQ.
17. Telephone calls were made to all PBCs, Cultural Heritage Bodies and identified First Nations businesses and Community Controlled Organisations (**CCOs**). Where necessary SMS text messages were used to facilitate a telephone call. This was an effective way of making an introduction to what would otherwise have been a 'cold call'.
18. Follow ups in relation to securing attendance were made prior to consultations via email, telephone and SMS text messages.
19. In addition, radio (Brisbane Indigenous Radio Service and Bumma Bipperra Media – through the National Indigenous Radio Service) and social media (LinkedIn and Facebook) were used to invite members of the Aboriginal and Torres Strait Islander community more broadly to attend consultation and promote engagement with ShapingSEQ 2023.
20. Telephone calls following initial contact by email proved an effective way of explaining the purpose of the consultations and to encourage attendance at consultations. This was most effective when a personal introduction was made for example:
 - A director from a PBC encouraging neighbouring PBC directors to receive a telephone call and to meet with the Department; or
 - A Department staff member/Marrawah Law team member with encouraging individuals from their personal network to meet with the Department to explain a specific issue to them.
21. This experience was reflected in comments by several First Nations peoples that the 'community grapevine' was the best way for the Department to communicate in the future. Key to utilising the 'community grapevine' is lead time, strategic relationships existing and appropriate communication being readily available (for example, social media tiles and SMS compatible text).

Summary of consultations held

22. The engagement strategy meetings envisaged hosting preannounced 'drop-in' style sessions with First Nations peoples, where information could be provided in the form of documents and through dialogue with the ShapingSEQ 2023 team. This was concluded as the only way to hear broadly from all three distinct groups that make up the First Nations peoples of SEQ.
23. Consultations were held with First Nations peoples in:
 - a) September: 15th, 18th and 19th; and
 - b) October: 3rd and 4th.

24. The consultation held on 15 September 2023 was via Microsoft Teams and broadly followed the 'meet a planner' format used as an online offering by the Department during its broader community engagement. Whilst this format has its limitations, it should not be discounted as a viable way to ensure ongoing engagement with First Nations peoples into the future.
 25. On 18 September 2023 a 'drop-in' style consultation was held in person in Brisbane, at a local sporting club that had been utilised for the purposes of the broader community engagement. Unfortunately, there was no attendance at this event.
 26. On 19 September 2023 a 'drop-in' style consultation was held in Noosa, at a local co-working space with meeting rooms. This consultation session was attended by several senior Traditional Owners from the region who engaged in lengthy consultation on ShapingSEQ 2023 and local issues relating to their Country.
 27. Following these initial consultations, it was decided that 'drop-in' style sessions were not appropriate in the circumstances and that further engagement should be aimed at meeting with those First Nations peoples who had replied with interest to the initial communications.
 28. To that end, on 3 and 4 October 2023 consultations were held with several Traditional Owners both on Country and at the Department's head office, 1 William Street, Brisbane. These consultations were very productive, providing some new insights and reinforced important feedback already received.
 29. In short summary, substantive consultations were held with the following Traditional Owners and PBCs:
 - a) Kabi Kabi Peoples Aboriginal Corporation;
 - b) Minjerribah, Moorgumpin Elders in Council Aboriginal Corporation; and
 - c) Jinibara Aboriginal Corporation;
 30. Consultations were also held with some Traditional Owners, in their capacity as an individual, including;
 - a) Western Wakka Wakka;
 - b) Jagera; and
 - c) Yugara Yugarapul.
 31. Contact was made with the following Traditional Owner groups; Quandamooka, Turrbal, Kombumerri, Ngagaghwal, Mununjali, or Wangerriburra peoples, however no response was received regarding attending a consultation meeting. We note that this should not be taken as indicating a disinterest in meeting with the Department and, as explained throughout this report, is more likely a reflection of the consultation timeframes.
 32. Contact was made by Marrawah Law with First Nations peoples from SEQ, including through professional or personal networks. Even with encouragement and assistance there was a clear inability for individuals to meaningfully engage with ShapingSEQ 2023 due to the limited timeframe and lack of expertise or resourcing.
- A note on engagement timeframes*
33. Initial communication and engagement with First Nations peoples were negatively affected by the consultation period. The short lead time in which consultations were held:

- amplified the difficulty in engaging with broad and distinct groups (Traditional Owners and CCO's); and
 - hindered efforts to explain the purpose of ShapingSEQ 2023 to First Nations peoples. For example graphics compatible with social media to support communications could not be provided to assist in making visually engaging posts to social media.
34. Ensuring adequate time is given to engage First Nations peoples in line with the Strategy going forward will significantly improve the feedback received by the Department, future regional plans and the outcomes for First Nations peoples.
 35. The collateral material created by the Department to explain future updates to ShapingSEQ 2023 (including tailored First Nations fact sheets) should use clear, plain English and cater to individuals with varied levels of knowledge and experience in relation to planning and cultural heritage. The consultations highlighted the difficulty in conveying the complexity of a large policy document, such as ShapingSEQ 2023, to First Nations peoples if they have limited resources and time. Adequate resourcing and consistent engagement going forward are important to address these issues.
 36. Noting the limited consultations, these meetings were otherwise positive interactions between the Department and First Nations peoples, with common themes emerging which are reflected in the recommendations made in this report.
 37. The consultations should not be taken as a complete reflection of the aspirations and opinions of First Nations peoples in SEQ, but they can inform the ongoing effort by the Department to engage in relation to ShapingSEQ 2023.

D. CONSULTATION FEEDBACK

38. Despite regional differences and the diverse aspirations of those First Nations peoples who engaged with the Department, across the consultations common issues became clear which can be categorised under five themes:

- a) Relationships;
- b) Engagement;
- c) Recognition;
- d) Resourcing; and
- e) Connection.

39. The feedback relating to these five themes are detailed below.

Relationships

40. Key feedback heard from First Nations peoples in relation to relationships included:

- a) The relationship between the Department and Traditional Owners must be ongoing and fostered; and
- b) The Department (viewed as an arm of the Queensland Government) comes and talks to Traditional Owners when they need something but they never follow up.

Engagement

41. Key feedback heard from First Nations peoples in relation to engagement included:

- a) the engagement period was too short;
- b) the Department consults with Traditional Owners after making a decision in relation to their Country or when it is too late for them to influence a decision; and
- c) that it was not clear how ShapingSEQ 2023 impacts or benefits Traditional Owners.

42. We recommend that going forward the Department should decide if it has capacity to host substantive meetings with the three First Nations stakeholder groups originally contemplated by ShapingSEQ 2023, being:

- a) Traditional Owners;
- b) The Aboriginal and Torres Strait Islander community; and
- c) First Nations organisations.

43. If the Department does not have the capacity to do so on an ongoing basis, Traditional Owners should be prioritised for consultations, including the provision of adequate resourcing. A renewed effort to provide clear updates to the broader community should still be made, including through the use of social media and distribution of updated First Nations fact sheets.

44. Most importantly the Department must take a long-term view of building relationships with First Nations peoples, especially Traditional Owners. This includes consistently engaging and meeting with Traditional Owners on their Country and not just meeting when a decision or feedback is urgently required.

Recognition

45. Key feedback heard from First Nations peoples in relation to recognition included:
- a) ShapingSEQ 2023 and future updates should continue to recognise Native Title, including future determinations, but also recognise that Native Title law has failed to fully recognise the rights of Traditional Owners in SEQ;
 - b) Encouraging the use of First Nations placenames; and
 - c) ShapingSEQ 2023 should recognise the broader ambitions of First Nations peoples, including their ambition to share in the economic prosperity of the region.
46. There was consistent feedback from Traditional Owners that fair economic participation was important to them. Future updates of ShapingSEQ 2023 should focus on supporting First Nations peoples economic participation, especially the participation of Traditional Owners in the growth that is impacting their Country.

Resourcing

47. Key feedback heard from First Nations peoples in relation to resourcing included:
- a) Traditional Owners were not resourced to engage with ShapingSEQ 2023 and require resourcing to meaningfully engage with updates in the future; and
 - b) Traditional Owners feel they are expected to continually educate the Department on basic First Nations issues, including as it relates to Country and culture.

Connection

48. Key feedback heard from First Nations peoples in relation to connection included:
- a) ShapingSEQ 2023 should commit to developing cultural spaces in collaboration with Traditional Owners;
 - b) Traditional Owners want to protect sacred sites including through restricting access to sacred sites;
 - c) Traditional Owners want to work on Country, including accessing land and utilising existing infrastructure; and
 - d) Traditional Owners are at risk of being further marginalised by the projected population growth for SEQ.
49. Across the consultations Traditional Owners expressed that the projected population growth in SEQ presented a challenge in relation to the recognition of their culture and rights to Country. If projections are accurate, Traditional Owners will constitute a smaller percentage of the general population of SEQ than they ever have. This issue should be directly addressed by ShapingSEQ 2023 and future updates, including by considering

measures that can be supported in areas of SEQ with the greatest population growth.

Further recommendations

Purpose

50. It is important that the Department clarify the purpose of meeting with First Nations peoples as it approaches the next update of ShapingSEQ 2023. A clearly defined purpose would focus ongoing engagement and collaboration with First Nations peoples in relation to ShapingSEQ 2023.
51. Defining the purpose of First Nations engagement should be done in collaboration with First Nations peoples and could form the basis for initial ongoing engagement in 2024.

Implementation

52. It is important that the commitments made by ShapingSEQ 2023 are implemented. Several commitments to First Nations peoples made in the previous iteration of the regional plan were not met, some due to interruptions caused by the COVID-19 Pandemic.
53. Critical to implementing the Strategy is maintaining the dialogue now begun with First Nations peoples and using these relationships to expand engagement and build the Departments capabilities in this space. It is important that the Department does not let 'perfect get in the way of good' in this regard: if an in-person meeting cannot be arranged, it is much better to arrange a meeting online, or simply a telephone call or SMS text message to check in, than to have no communication at all.

E. CONSULTATION LIMITATIONS

54. Whilst we are confident that the recommendations detailed in this report broadly reflect issues experienced by First Nations peoples in SEQ, they should not be taken as a universal position that is held by all First Nations peoples.
55. Engaging with First Nations peoples in SEQ, outside of the communication structures established by Native Title and Cultural Heritage regimes proved difficult in the timeframe. Ongoing engagement should consider alternative ways of reaching the broader community and First Nations community organisations.

Appendix E – Broader community consultation report prepared by Phillips Group

Draft ShapingSEQ 2023 Update Consultation Report

October 2023

 **phillips**group

For the Department of State Development,
Infrastructure, Local Government and Planning

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- 11 Engagement participation
- 14 Key findings overview
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Phillips Group respectfully acknowledges the Traditional Owners and Custodians of Country throughout Australia and recognises their continuing connection to land, water and community. We pay our respects to Elders past, present and emerging.

Introduction

ShapingSEQ is the Queensland Government's plan to shape the future growth of South East Queensland. Our region includes the 12 local government areas of Brisbane, Gold Coast, Ipswich, Lockyer Valley, Logan, Moreton Bay, Noosa, Redland, Scenic Rim, Somerset, Sunshine Coast, and Toowoomba (urban extent).

ShapingSEQ is a regional plan that sets a long-term vision for South East Queensland, as well as the framework for how to respond to the growing and changing region to enhance communities in a sustainable way, while maintaining the South East Queensland you love.

When done well, growth is an opportunity to expand and enhance the already great communities and support the different needs and lifestyles of all Queenslanders.

Growth is the catalyst for creating more education and health facilities, more art and lifestyle precincts, more parks and green spaces, more businesses, jobs and career opportunities.

To make the most of the opportunities that growth provides, it is critical that it is planned for in the right way—to meet the current and future needs of a changing population.

The Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) is undertaking an update to ShapingSEQ and developing the South East Queensland Infrastructure Supplement (SEQIS). The final SEQIS is a precursor to development of a South East Queensland Infrastructure Plan (SEQIP) in 2025.

Phillips Group was engaged by DSDILGP to develop and deliver a stakeholder and community engagement program that created opportunities for interested stakeholders and community members to provide feedback on the draft ShapingSEQ 2023 Update and the draft SEQIS ahead of their finalisation in late 2023.



Consultation approach

The Communication and Stakeholder Engagement Strategy was developed to inform early stakeholder engagement and the public consultation period. Early stakeholder engagement activities were completed with broader government, industry and community groups, contributing to the development of the draft Update and draft SEQIS prior to the release of the documents for public consultation.

To support the review and update of ShapingSEQ, a period of public consultation on the draft Update was undertaken between 3 August – 20 September 2023⁽¹⁾. Although the statutory requirement is to provide an opportunity for submissions for 30 business days, ShapingSEQ public consultation was open for 34 business days. A timeline of consultation is included in **Appendix I**. The primary objectives of the consultation were to:

1. Raise awareness and understanding of the role of regional and infrastructure planning and the opportunities available during the public consultation period to provide feedback on the draft Update.
2. Create understanding of the proposed changes to the plan and what these changes will mean for South East Queensland.
3. Provide equitable opportunities for stakeholders and community members to contribute to the draft Update through in-person and online consultation events.
4. Capture stakeholder and community member input across the five key themes so they are considered in finalising ShapingSEQ 2023.

This Community Engagement Report summarises the methodology for public consultation and presents the key findings from consultation activities. All data collected during the consultation period was considered in preparing this report.

During consultation, many comments were received on local planning issues or general issues that were not within the scope of the regional plan and it should be noted that only feedback relevant to the regional plan can be considered in finalising ShapingSEQ 2023. Participation in community consultation was self-nominating and was not statistically representative of the population of South East Queensland.

(1) The draft Update was announced and gazetted by the Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure on 2 August 2023, in accordance with the provisions of the Planning Act 2016. While the draft Update was released and available for comment, the statutory consultation period was 3 August - 20 September 2023.



Community consultation



Community consultation methodology

The consultation objectives were centered around raising awareness of the draft Update and its purpose, as well as informing people about the opportunities to provide feedback. To achieve the consultation objectives, a range of engagement activities and tools were utilised.

A consultation website was created to increase awareness of the regional plan and promote an understanding of its role and connection to infrastructure planning. On the website, the draft Update and draft SEQIS documents were available for public viewing. Acknowledging that the draft Update is a substantial document, a series of factsheets summarising the main themes and strategies was published online, along with FAQs. A Summary of Amendments document provided a concise summary of the changes within the draft Update, enabling people to review the key changes without needing to read the plan.

An awareness raising campaign was deployed to draw attention to the fact that ShapingSEQ was being updated and outline

engagement opportunities.

To achieve understanding of the proposed changes and what they mean for South East Queensland, community members were provided the opportunity to talk one-on-one with a planner.

These talk to a planner sessions enabled people to gain an understanding of the plan's purpose and scope both at a regional and local scale.

To provide equitable opportunities for stakeholders to contribute to the draft Update and draft SEQIS, in-person and online consultation options were provided.

In total, 24 in-person sessions were held across the 12 local government areas with a mix of events both in business and outside business hours.

At in-person sessions, people could view a suite of posters and factsheets, outlining the main changes proposed in the draft Update. They could also leave comments on an in-person ideas board.

Online, community members could view the draft land use planning and category changes through an interactive mapping tool.

Online talk to a planner sessions were held to enable detailed conversations for those who could not attend in-person sessions.

To capture stakeholder and community member input to inform the finalisation of ShapingSEQ 2023, there were several formal and informal feedback tools available. The consultation website allowed community members to 'have their say' on the plan at a time that was convenient for them, by:

- Answering a set of quick polls.
- Writing a short comment on the ideas board. People could also view and 'Like' or 'Dislike' other people's comments.
- Completing a submission through an online form.

During in-person and online consultation, feedback was gathered by planners completing feedback forms following individual conversations.

Community consultation methodology

A snapshot of the engagement opportunities and feedback methods is provided below. Details of all engagement activities and the awareness raising campaign are provided in [Appendix 2](#).

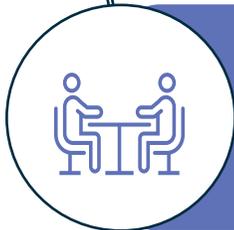


Online

- Online platform provided project updates and key information to community and stakeholders.
- Enabled submissions to be completed via either online form or proformas, and uploaded.
- Provided a feedback loop to continue to update community and to allow people to register for further project updates.

Feedback received through:

- Online ideas board
- Quick polls
- Submissions via online form



Talk-to-a-planner in person

- In-person talk-to-a-planner and community information sessions held within each local government area.
- Community could drop into these sessions and ask for general information about the project, seek information about how it impacts their property and leave feedback on the draft Update.

Feedback received through:

- In-person ideas board
- Planner feedback forms



Talk-to-a-planner online

- Online sessions were held where community and stakeholders could book an online talk to a planner time slot to ask for general information about the project, seek information about how it impacts their property and leave feedback on the draft Update.
- Allowed engagement with community members who were unable to make face-to-face sessions.

Feedback received through:

- Planner feedback forms

Awareness raising and information campaign

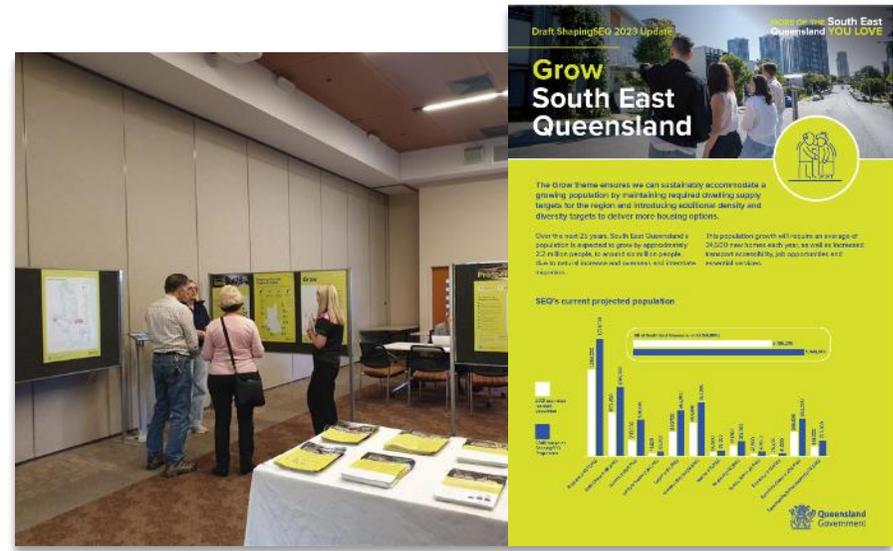
Supporting the pre-consultation and consultation phase was an awareness raising (see Appendix 2.4) and information campaign (see Appendix 3) that encouraged participation in the consultation process and provided general information on the draft Update.

Awareness raising

- Advertising campaign: radio, newspapers, digital, video on demand, out of home and social media.
- Posters and fliers in community.
- Electronic direct mail.
- Media opportunities.

Informational content

- ShapingSEQ consultation website and DSDILGP website.
- Informational posters at consultation events.
- Informational fact sheets at consultation events.



An aerial photograph of a coastal town, likely in Queensland, Australia. The town is built on a peninsula or along a riverbank, with numerous houses and buildings. A large green field is visible in the foreground. The background shows a range of mountains under a blue sky with scattered white clouds. The text "Stakeholder engagement" is overlaid on the right side of the image.

Stakeholder engagement

Stakeholder engagement

To inform the review of ShapingSEQ and development of the draft Update, DSDILGP undertook a program of engagement with stakeholders representing state and local government, industry representatives and community groups.

Between April and September 2023, the following was undertaken:



State government working groups to inform the drafting of the Update.



Industry stakeholder working groups to inform the drafting of the Update.



Meetings with all 12 local governments across the region to inform the drafting of the Update.



Community and environment group workshops and meetings.

The purpose of this engagement was to provide equitable opportunities for groups to contribute to the review of ShapingSEQ and understand how the state government was aligning its land use planning with infrastructure planning through the SEQIS.

DSDILGP also undertook a series of meetings with Aboriginal and Torres Strait Islander peoples during the public consultation period. This engagement was conducted as a separate scope of work and is reported on separately.

DSDILGP's stakeholder engagement report summarises industry and government stakeholder engagement and feedback.

Details of the community and environmental group workshop and meetings are included in **Appendix 4**.



ShapingSEQ planners with Redland City Councillors at community consultation event



**Engagement
participation**

Engagement participation



Aware

- Over 17 million impressions through social media (Facebook, Instagram, TikTok & YouTube).
- Average reach of 883,000 across traditional print publications in South East Queensland.
- 1,172 radio spots across stations in South East Queensland.
- More than 1.2 million impressions through out of home advertising (for example, roadside billboards).
- Four electronic direct e-letters sent to early submitters, department website subscribers and those registered to the consultation website.
- Ministerial statement and press conference to launch draft Update and a call for the community to have their say during public consultation.
- 5 copies of the draft Update, 2 copies of the draft SEQIS with area-specific A1 posters and fliers distributed to 12 Councils for display.
- Social media posts distributed to Councils and state MPs to share on social media channels.



Informed

- 125,674 views on the ShapingSEQ consultation website.
- 1,088 subscribers for project updates.
- 10,995 downloads of the draft Update.
- 3,969 downloads of the draft SEQIS.
- 6 factsheets available online and distributed at consultation.
- Information posters displayed at 24 consultation events.
- Fliers distributed during EKKA in Brisbane.



Engaged

- 520 community members across South East Queensland attended the 24 in-person consultation sessions.
- 73 online consultation sessions attended via Microsoft Teams.
- 1,242 comments received across in-person and online ideas boards.
- 13,648 contributions to online quick polls.
- 49 email enquiries.
- 29 phone enquiries.
- 1 industry and community group briefing.
- 3 community and environment group workshops and meetings.
- 2 community attitudinal surveys undertaken by DSDILGP (reported on separately).

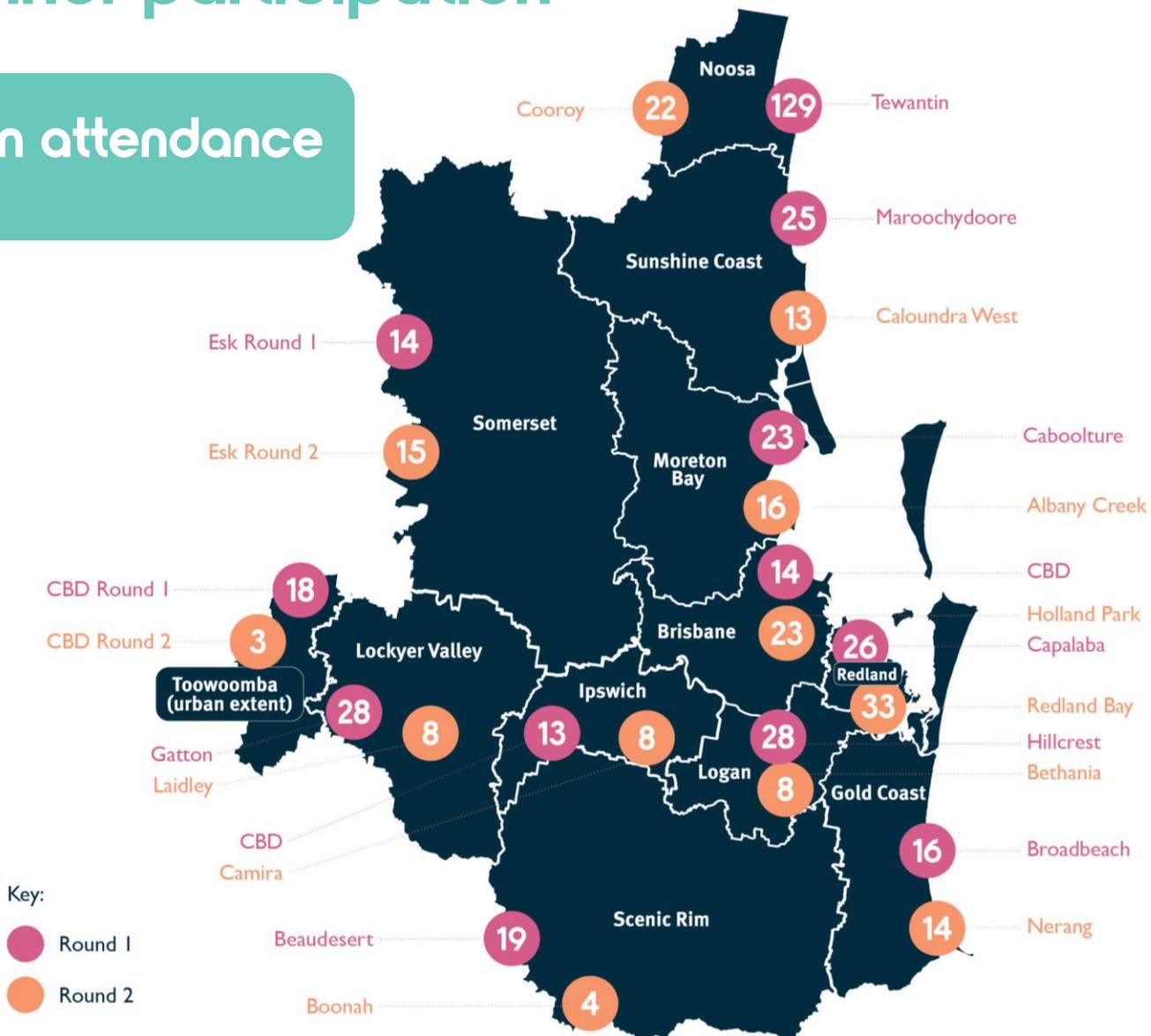
Talk-to-a-planner participation

In-person attendance
Total 520

Online sessions

Total 73

- Noosa Shire 6
- Sunshine Coast 18
- Somerset 0
- Moreton Bay 11
- Brisbane 11
- Redland 2
- Logan 12
- Ipswich 4
- Lockyer Valley 3
- Toowoomba (urban extent) 2
- Scenic Rim 0
- Gold Coast 4





Key findings overview

Introduction to key findings

ShapingSEQ 2023 is focused on housing supply and diversity in housing choice, supported by a refreshed approach to economic centres and jobs, biodiversity protection and infrastructure planning.

Despite being a targeted review, ShapingSEQ 2023 provides new policy direction aimed to assist with addressing the housing pressures in the community. Further, ShapingSEQ 2023 presents an opportunity to provide an enhanced implementation framework for the accelerated delivery of housing to meet immediate needs.

While ShapingSEQ 2023 is primarily in response to the housing challenges, all themes established in ShapingSEQ 2017 were updated to reflect the planning outcomes and latest policy work progressed since 2017. These themes are:



All themes work together to achieve the 50-year vision for South East Queensland. Analysis of the feedback gathered during the public consultation period has been analysed by these five themes.

Rural Land Use Categories (RLUC)

In addition, a summary is provided of feedback from in-person and online talk to a planner sessions about community members' properties in the context of the three Regional Land Use Categories (RLUC) that cover all land within South East

Queensland.

SEQIS

Recognising the need for integrated land use and infrastructure planning, the draft SEQIS was released at the same time as the draft Update. Feedback on the draft SEQIS is also included in this report.

During public consultation, feedback data was collected through both online and in-person consultation channels. While every discussion and comment is not detailed in this document, every comment gathered through formal feedback channels (**see Appendix 5 – Feedback**) was considered in writing this report.

It should be noted that by its nature, participation in community consultation is self-nominating and is not statistically representative of the population of South East Queensland.

Analysis of feedback data is presented in two parts:

Part 1: What South East Queenslanders said

examines the feedback data across the region under each of the five ShapingSEQ themes as well as RLUCs and SEQIS.

Part 2: What you said in your local government area

examines the feedback provided in-person and online by community members in each of the local government areas.

Key findings snapshot

Grow



- Both support for and opposition to increased housing density and diversity.
- Concern for population growth.
- Conditional support for population growth with adequate consideration for infrastructure and impacts on environment and lifestyle.
- Conditional support for consolidation before expansion if supported by infrastructure and protection of the environment.
- Support for more social and affordable housing close to public transport.
- Support for growth in high amenity areas particularly around public transport hubs.
- Concern for inadequate housing supply, infrastructure and services to support growth in rural towns and villages.

Prosper



- Support for activation of the Bromelton State Development Area
- Mainly localised interest in industrial land use planning.
- Negative impacts of living with tourism.
- Some interest in Regional Economic Clusters (RECs).
- Support for more jobs close to where people live.

Connect



- Call for uplift to public transport.
- Concern about the impact of growth on local movement.
- Strong interest in region-shaping infrastructure projects.
- High social value of improved active transport networks.

Sustain



- Prioritise environment and biodiversity protection to mitigate negative impact of growth and increased density.
- Interest in the tree canopy targets and implementation as well as other methods for reducing the heat island effect.
- Ensure strong climate resilience considerations in planning.
- Consider Aboriginal and Torres Strait Islander peoples' perspectives.

Live



- Improve housing design outcomes to retain liveability.
- Concern about impact of growth on lifestyle values.
- Improve accessibility in housing and public transport, particularly for older people and people with disabilities.
- Improve affordability of living.
- Protect health and wellbeing through more considered land use planning.
- Protect Queensland character housing and towns.

Key findings snapshot...

Rural Land Use Categories (RLUCs)



- Seek clarification on the planning process.
- Gain better understanding of the relationship between local planning schemes and ShapingSEQ.
- Discuss matters pertaining to individual properties and businesses including requests for changes to RLUCs.
- Understand why there are limitations on acreage properties regarding sub-division.
- Seek advice on how to make a submission about changes to RLUCs.

SEQIS



- Call for infrastructure investment aligned to population growth.
- Interest in transport infrastructure investment and priorities (roads and rail).
- More health and education infrastructure.
- More water, sewerage, energy and telecommunications infrastructure to support growth.



Part 1:

**What South East Queenslanders
said about ShapingSEQ and SEQIS**

Grow

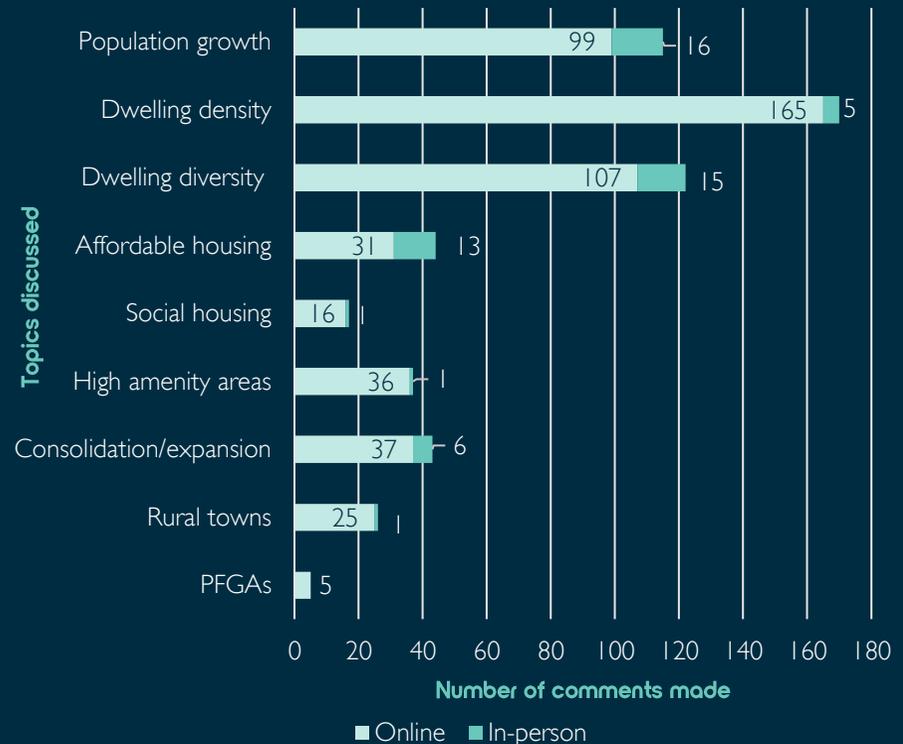
There is both support for, and opposition to, **Grow** strategies and elements proposed within the draft Update.

The following highlights the elements and strategies that generated the most interest during public consultation across the region under the following sub-themes:

- Both support for and opposition to increased housing density and diversity.
- Concern for population growth.
- Conditional support for population growth with adequate consideration for infrastructure and impacts on environment and lifestyle.
- Conditional support for consolidation before expansion.
- Support for more social and affordable housing.
- Support for growth in high amenity areas.
- Concern for inadequate housing supply, infrastructure and services to support growth in rural towns and villages.
- Some interest in Potential Future Growth Areas (PFGAs).

Each **Grow** sub-theme is summarised on the following pages.

Ideas and comments related to Grow theme



Summary of the volume of comments both in support for and opposition of the topics captured in the online and in-person ideas boards associated with the Grow theme and the sub-themes covered in those comments. By volume, the greatest interest online related to dwelling density, dwelling diversity and population growth. (N=579 comments).

Grow

Both support for and opposition to increased housing density and diversity

There was considerable interest across the region in the proposed dwelling supply targets and dwelling diversity targets highlighted in Figures 4 and 5 of the draft Update respectively (see Appendix 6 – Figure 4 and 5).

Reasons provided for supporting greater housing density, infill development or 'gentle density' included:

- Support for housing density in existing residential and high amenity areas that already have the infrastructure and services in place, rather than expansion into greenspace.
- Support for gentle density to provide greater access to affordable housing, particularly lower income earners and vulnerable community members.

There was support for housing diversity particularly in the Lockyer Valley and Somerset on the basis that this would facilitate building housing types associated with greater affordability to enable people to age in place.

There was a stated need for policy change at both state and local government level to ensure approved development applications result in increased housing supply. There is concern that targets may not be achieved within each government area and this was seen as the responsibility of both tiers of government.

There was a shared view of insufficient incentives for developers to build the housing typology required for appropriately designed and affordable housing. Mistrust of developers was common, including a belief that densification may do more to benefit developers and less for solving region-wide housing shortages.

There were pockets of vocal opposition to increased density, particularly within Noosa, and this is examined further in Part 2 analysis (see Noosa).

Common reasons for opposition to housing density include:

- Negative impacts to transport infrastructure with increased congestion.
- Negative impact to non-transport infrastructure including increased demand on water supply, schools and hospitals.
- Loss of green space and impact on amenity.
- Impact on character and lifestyle.

Even in areas such as the Gold Coast and Brisbane where higher densities are common, there was only conditional support for greater housing density. Conditions included more green space, greater infrastructure commitment and investment, and more parking. These residents generally expected to see the delivery of the same housing product – either high rise developments or detached houses and nothing in between.

Grow...

Concern for population growth

Across the region, there was concern for population growth and the impacts on individuals and the communities in which they live.

Throughout public consultation both in person and online, population growth was largely associated with immigration rather than other reasons for growth such as inter-state migration and natural increase. During consultations, negative sentiment extended to calling for state government to halt immigration.

During consultation, there was not a widespread understanding of the reasons for South East Queensland's population growth and a lack of awareness of benefits to be derived from population growth.

Conditional support for population growth with adequate consideration for infrastructure and impacts on environment and lifestyle

Community members are concerned about the growth already occurring, and their support for population growth projected to occur in South East Queensland by 2046 is often conditional.

Common reasons across local government areas for not supporting the population growth included:

- Belief that current transport and other infrastructure cannot support current population, and therefore will not support additional population.

- Perception of negative impact on lifestyle and amenity.
- Anticipate negative impact on the environment and biodiversity due to perceived expansion into greenfield sites.

Where there was support of the population growth, it tended to be conditional acceptance, primarily around the need for:

- Better transport infrastructure to facilitate growth including better roads, public and active transport.
- More non-transport infrastructure including schools, hospitals and security of water infrastructure.

In locations including Lockyer Valley and Somerset, there was conditional support for growth to bring new people to area to stimulate and diversify the economy, but this was conditional on additional infrastructure and housing that could accommodate it.

In Noosa there was significant opposition to growth in the population due to concern about the impact on amenity and lifestyle. This was echoed in online commentary.

Another concern across the region was local governments' capacity to respond to the pressures of population growth.

Grow...

Conditional support of consolidation before expansion

There is support for consolidation rather than expansion strategies to provide more housing in existing urban areas, close to amenities, whilst minimising the impact of expansion on the environment. However, locally there was opposition to density achieved by high rise development, particularly where it was believed there was inadequate infrastructure and services.

Community members across several areas sought expansion of the Urban Footprint to accommodate growth, particularly when there are direct personal property impacts.

Support for more social and affordable housing

While the community understood the requirement to deliver social and affordable housing, better explanation of the difference between affordability of accommodation and affordable housing in a planning context would be helpful. Social housing planning should consider people with disabilities. There was support for increasing appropriate social and affordable housing in rural towns and villages to support ageing in place. This was identified as a housing need that isn't currently being met.

Support for growth in high amenity areas

There was overall support of density in high amenity areas particularly in proximity to public transport hubs. This included 30 supportive online comments.

Concern for inadequate housing supply, infrastructure and services to support growth in rural towns and villages.

During consultation, specific concerns about impacts of growth on rural towns and villages included:

- Lack of suitable land to increase housing supply in Lockyer Valley due to flood risk.
- Lack of infrastructure in Somerset, specifically a lack of healthcare infrastructure for an ageing population.
- Increased housing stress in rural towns in the Scenic Rim from short-term rental accommodation. This concern extended to a perceived inequity that property owners make profit from short-term rental accommodation but only pay residential local rates.
- There was also support for growth in towns and villages to attract young people as a way of assisting with economic stimulation.

Some interest in Potential Future Growth Areas (PFGAs)

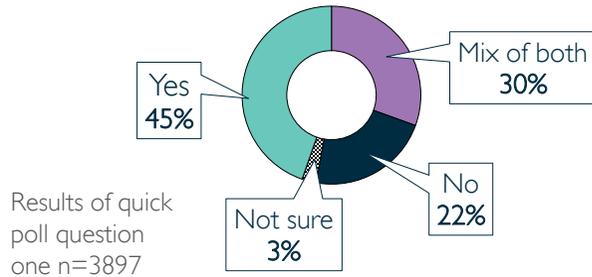
Within the Sunshine Coast, some feedback was unsupportive of the retention of Halls Creek as a PFGA. This was largely associated with its proximity to, and potential negative impact on the Northern Inter-Urban Break between the Sunshine Coast and Brisbane.

The change of Southern Thornlands from a PFGA to Urban Footprint was both supported and opposed, and this is further described in Part 2 analysis (see Redlands).

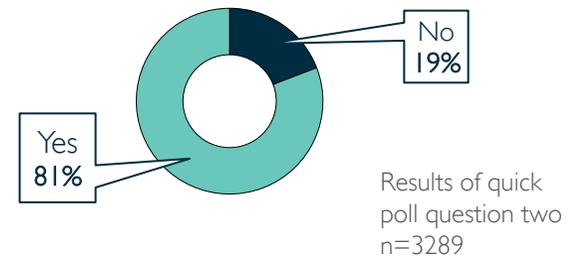
Grow 'quick poll'

Quick polls were available on the consultation website throughout the public consultation period for the community to have their say on questions related to specific housing topics key to the draft Update. There were 13,648 contributions to the polls (noting this figure includes where individuals may make more than one contribution). Total contributions (represented by the n=figures beside each graph) change between graphs as certain questions received greater or less responses.

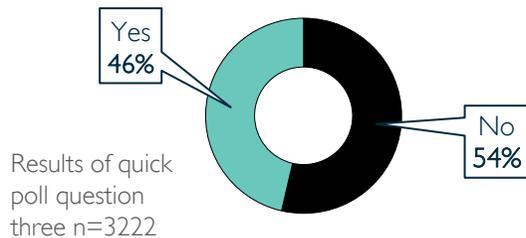
Would you prefer to see new homes built in existing urban areas rather than on the outskirts even if it means that your suburb might change?



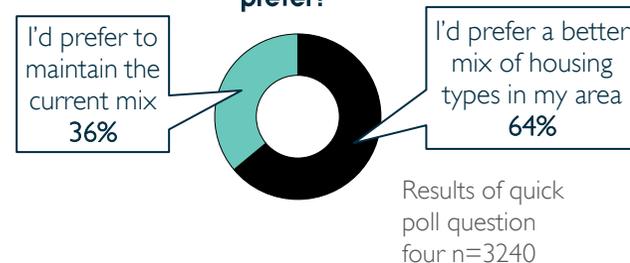
Do you think your housing needs will change as your life changes?



Are there a range of housing options to choose from (e.g. houses, townhouses, retirement housing or units) in the areas you want to live in?



As the population in South East Queensland grows and we need to accommodate more people, we will continue to make choices that affect our lifestyle and housing choices. What would you prefer?



Prosper

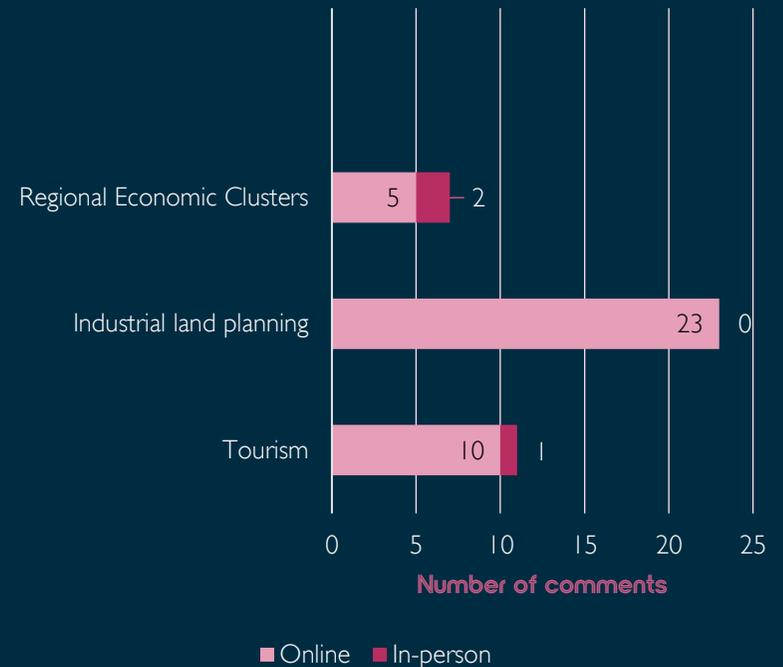
Ideas and comments related to Prosper theme

Community consultation focused on engagement with community members rather than with industry and business. As a result, only a modest level of feedback was gathered on the **Prosper** theme and is summarised under the following:

- Support for activation of the Bromelton State Development Area.
- Mainly localised interest in industrial land use planning.
- Negative impacts of living with tourism.
- Some interest in Regional Economic Clusters (RECs).
- Support for more jobs close to where people live.

Each **Prosper** sub-theme is summarised on the following page.

Topics discussed



Summary of the volume of comments both in support for and opposition of the topics captured in the online and in-person ideas boards associated with the Prosper theme and the sub-themes covered in those comments. (n=41 comments).

Prosper

Support for activation of Bromelton SDA

Broad support for activation of the Bromelton State Development Area (SDA), including local government representatives who attended the Scenic Rim consultation. They called for the expedited infrastructure to ensure an attractive location for major industry and commercial operations. This would provide economic, employment and social benefits through job creation close to home and incentivising young people to stay in the area.

Community in Ipswich and Gold Coast were also interested in the Bromelton SDA activation.

Local interest in industrial land planning

Persistent odours from Swanbank Industrial Area were mentioned on the online ideas board. While this feedback falls under Live, it is noted as a priority for future industrial land use planning close to residential areas.

Other negative impacts cited from industrial activity included industrial and vehicular noise.

In Gold Coast, there was a call for better use of existing land for appropriate industrial uses rather than expansion.

In the Redlands, interest in Southern Thornlands' inclusion in the Urban Footprint involved how much industrial development land would be included. There was both support for, and opposition to Southern Thornlands development.

Negative impacts of living with tourism

Community members in Noosa, Gold Coast and the Scenic Rim cited some negative impacts from living with tourism including additional pressure on local infrastructure such as congestion and pressure on amenity services.

There was some concern about the impact of growth on housing the tourism sector workforce and this is captured as an

affordability concern under the Live theme.

Some interest in Regional Economic Clusters (RECs)

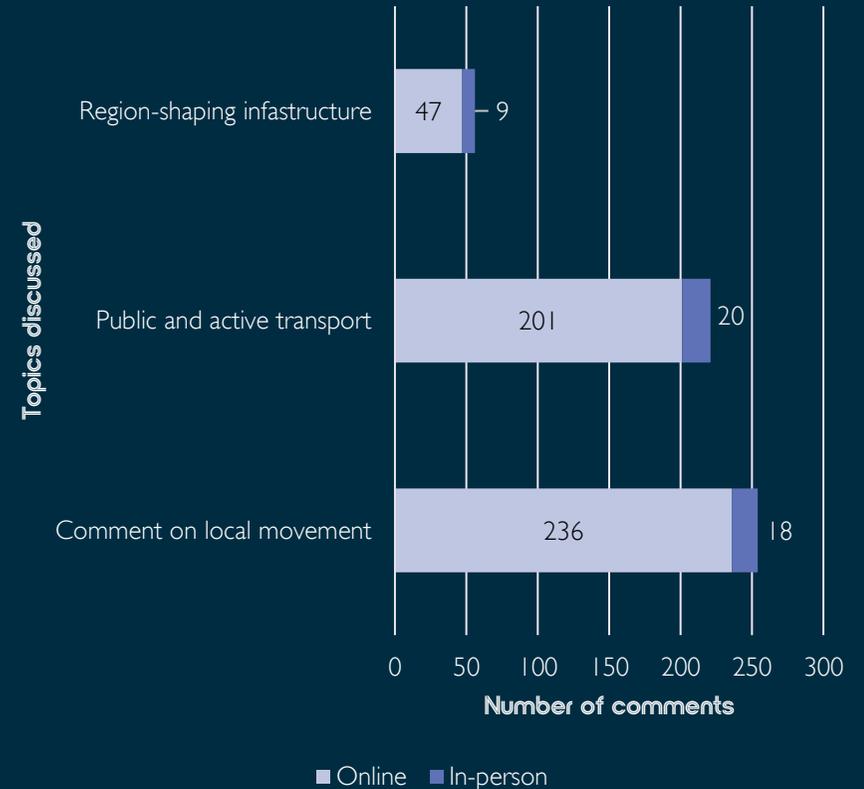
With minimal change across the region to the existing RECs within the draft Update, there was only minor interest recorded in discussing RECs, which was primarily associated with better understanding of their purpose and impact on zoning and planning overlays.

Support for more jobs close to where people live

There was support for more jobs close to where people live, particularly in Gold Coast, Ipswich, Lockyer Valley and Scenic Rim. In Ipswich, the focus was on jobs in proximity to affordable housing. In Gold Coast, there was a need for more service jobs to reduce commuting, whilst the need for local jobs and services to keep youth in the area was mentioned in Scenic Rim. In Lockyer Valley, jobs were mentioned as incentive to attract youth to the area, for broad economic benefit.

Connect

Ideas and comments related to Connect theme



Across South East Queensland there is a high level of interest in **Connect** strategies, particularly for improved public and active transport, a more efficient movement system locally and greater investment in region-shaping transport infrastructure projects. This section highlights key sub-themes:

- Call for uplift to public transport.
- Concern about the impact of growth on local movement.
- Strong interest in region-shaping infrastructure projects.
- High social value of improved active transport networks.

Each **Connect** sub-theme is summarised on the following pages.

Summary of the volume of comments both in support for and opposition of the topics captured in the online and in-person ideas boards associated with the Connect theme and the sub-themes covered in those comments (n=531 comments).

Connect

Call for uplift in public transport

In the context of ShapingSEQ, a key priority for the South East Queensland community is an uplift in public transport to enable increased density and support population growth.

A common perception was that public transport currently operates inefficiently, specifically in relation to insufficient route coverage, frequency and consistency of services, with operation hours of services not always matching commuter expectations.

Specifically, there is a perceived need for greater public transport which caters to the ageing population in rural and remote areas to enable ageing in place.

There was widespread support for heavy rail extensions to provide high capacity and high frequency public transport, with some support for buses. However, there was little support locally for the Gold Coast Light Rail Stage 4 linking Burleigh Heads to Coolangatta via the Gold Coast Airport (see under Region-shaping infrastructure in this section).

Concern about the impact of growth on local movement

Within their local government areas, the community is concerned about the negative impact of population growth and greater density on local movement. Many community members reported dissatisfaction with high levels of congestion on local road infrastructure, and inadequate public transport services. Many community members also do not believe the current networks have capacity for more people.

Among some community members, there is a perception that large-scale projects are costly and do not provide the community with a direct benefit. They would prefer a greater focus on improving local infrastructure first.

Connect...

Strong interest in region-shaping infrastructure projects

The community sought information on a number of the region-shaping infrastructure projects outlined in the draft Update. This included queries about the status, timeframes and consultation opportunities for:

- Inland Rail from Melbourne to Brisbane.
- Gold Coast Stage 4 Light Rail extension from Broadbeach to Coolangatta.
- Eastern busway extension to Carindale and Capalaba.
- Toowoomba North-South bypass transport corridor.
- Coomera Connector Stage 1.
- Bromelton North-South Arterial Road.
- Park Ridge Connector.
- Improved road and public transport connectivity between Brisbane and Strathpine (and North West Transport Corridor).
- North Brisbane Bruce Highway Western Alternative.
- Ipswich to Springfield Public Transport Corridor.

- Beaudesert to Salisbury passenger/freight rail as part of the Salisbury to Flagstone Passenger Rail.

There was also a sentiment that the state government is not transparent about infrastructure projects which results in distrust of the planning and implementation of these projects.

Strong opposition to Gold Coast Stage 4 Light Rail

At the first Gold Coast consultation event, there was strong opposition to the implementation of the Gold Coast Stage 4 Light Rail extension from Broadbeach to Coolangatta for the following reasons:

- Project does not support the draft Update's housing outcomes as it does not service the fastest growing northern suburbs of the Gold Coast or provide adequate capacity for the projected population growth.
- Reduces the opportunity to complete south-bound heavy rail and that high frequency buses on the Burleigh-Airport connection would be a better interim solution.
- Alignment does not respond to public transport needs within the area where there is greater demand for east-west connection and service.
- Negative impact of the alignment on character of southern Gold Coast suburbs.
- Lack of community consultation with a perception that plans have been finalised without adequate consideration of alternatives.

Connect...

High social value of improved active transport networks

The South East Queensland community generally recognises the importance and value of active transport to sustainability, wellbeing and liveability, particularly in the context of increased density.

There was strong support in online commentary for improved active transport networks and infrastructure to connect the community with high frequency public transport and high amenity areas.

Feedback on the draft Update included that there should be a greater focus on planning active transport. Specifically, there was a view that active transport is often a by-product locally of larger infrastructure projects, rather than planned at a broader network level. Greater consideration of active transport infrastructure planning would

improve outcomes such as efficient routes and provide better recreation and liveability outcomes.

There was some concern about the quality and consistency of footpaths in the region from an active transport and accessibility perspective. This was believed to be negatively impacted by the fact that construction of footpaths is sometimes outsourced as part of development projects, resulting in inconsistent quality and lack of connectivity between sections of footpath.

There was support for the inclusion of tree canopy targets to provide shade and improve walkability in the region.

Sustain

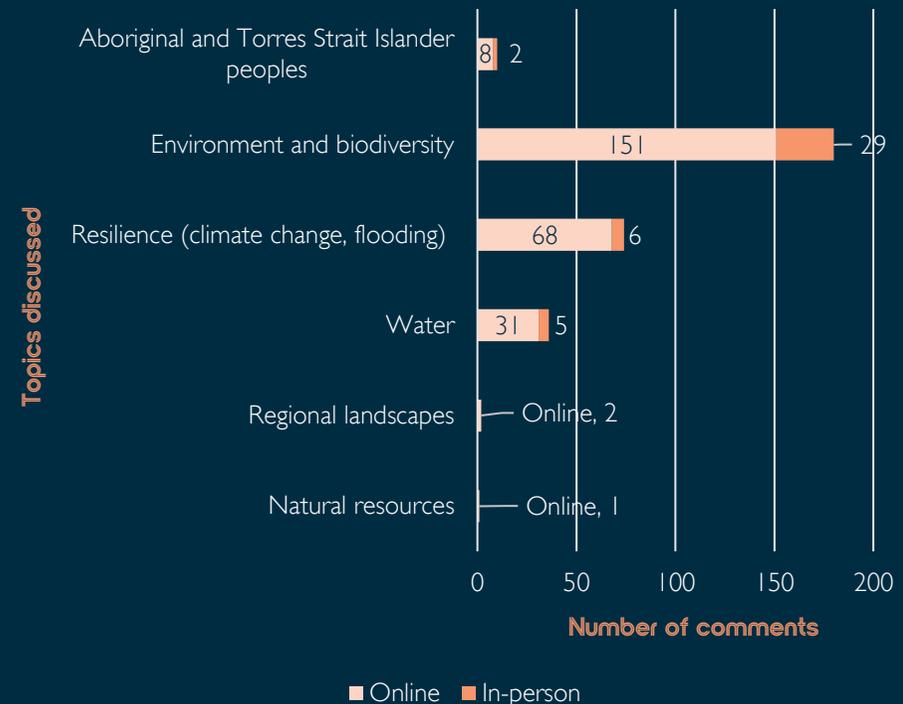
The South East Queensland community is highly concerned about the impact of growth generally on the elements and strategies under the **Sustain** theme.

The following highlights the **Sustain** elements that attracted the most interest through the public consultation period across the region under the following sub-themes:

- Prioritise environment and biodiversity protection to mitigate negative impact of growth and increased density.
- Interest in the tree canopy targets and their implementation as well as other methods for reducing the heat island effect.
- Ensure strong climate resilience considerations in planning.
- Consider Aboriginal and Torres Strait Islander peoples' perspectives.

Each **Sustain** sub-theme is summarised on the following pages.

Ideas and comments related to Sustain theme



Summary of the volume of comments both in support for and opposition of the topics captured in the online and in-person ideas boards associated with the Sustain theme and the sub-themes covered in those comments. By volume, the greatest interest online related to environment and biodiversity and climate resilience. (n=303 comments).

Sustain...

Prioritise environment and biodiversity protection

In a broad range of conversations with the community about the draft Update, there was a strong desire for a more sustainable approach to growth that minimises risk to biodiversity and the environment, including:

- High interest in protecting the environment and improving biodiversity as the region grows.
- Recognition that our environment and biodiversity is one of the key draw cards for the region and requires greater protection.
- Desire to include no-go areas for development and/or stricter limitations based on biodiversity and environmental values.
- Need for greater protection of koalas and koala habitat including:
 - Call for further protection through increased wildlife corridors.
 - Concern about loss of habitat from over development.
 - Concern about conservation exemptions for developments.
 - Interest in state and local government responsibilities for koala mapping.
- Minor concern expressed for koala habitat and environmental protection as a constraint to development.

- Concern about vegetation clearing being undertaken for large developments.
- Support for urban greening.

There was request for consideration of the following:

- Protection of migratory bird species to be elevated to the same protections afforded koalas.
- Protection of farmland dams that offer habitat to birdlife and other species.
- Address negative impacts of growth on water quality, the river system and the biosphere and negative impacts on food production.
- Greater importance in the *Update* on restoration and rewilding.

Interest in the tree canopy targets and their implementation as well as other methods for reducing the heat island effect

Interest in and support for the inclusion of tree canopy targets, with clarification sought on how targets were established, how they might be achieved at local level, and how they will be measured.

Support for inclusion of identification and mitigation of urban heat island effects. It was also recommended that this should be mapped and should have hazard areas spatially shown.

Sustain...

Additional areas of interest included:

- Interest in Matters of State Environmental Significance (MSES) values on specific sites within Logan's Urban Footprint.
- Managing new interpretations of the Environmental Protection Biodiversity Conservation (EPBC) Act.
- Returning the ecological sustainability strategy within ShapingSEQ.
- Concern that ShapingSEQ is advancing ahead of the Bioregional plan.
- Need greater focus on greenspace planning at the state level, through the regional plan.

Specific concerns by area are examined further in the next section under local government areas, and can be summarised as follows:

- Impact on the natural environment in the Redlands by Southern Thornlands being added to the Urban Footprint.
- Request to strengthen and extend the Northern Inter-Urban Break (NIUB) and for the removal of Halls Creek as a PFGA.
- Concern about the Coomera Connector alignment impact on environmental values, particularly for koalas and Eagleby migratory bird species.

- Concern about the impact of the proposed public transport infrastructure corridor between Brisbane and Strathpine that would impact nature reserve and areas of highly ecological significance.
- Concern in Somerset about the use of solar and wind farm infrastructure and the associated impact on koala habitat, land clearing and increased bushfire risk.

Ensure strong climate resilience in planning

The community wants integrated land use planning to include resilience to the Queensland climate, natural disasters and climate change. The following is a summary of key feedback and ideas provided on resilience within the draft Update:

- Consider climate change in planning and design of housing, particularly in relation to higher density housing.
- Strong demand that shade trees are retained and not removed for development, and that new shade providing trees are planted, particularly where there is housing density.
- Concern about proximity of housing in the context of bush fire management and access.
- Retain back yard features such as water tanks and gardens (*cont...*).

Sustain...

- Consider minimum standards for cooling within housing rental market as many properties have no insulation, no fans and no air-conditioning.
- Include heat hazard as a natural hazard in the State Planning Policy.
- ShapingSEQ 2023 needs definitions of 'resilience' and 'tolerable risk'.

Consider Aboriginal and Torres Strait Islander peoples' perspectives

Only a small number of comments related to Aboriginal and Torres Strait Islander peoples' perspectives were captured during online and in-person community consultation. This included the following ideas and requests:

- Celebrate Aboriginal and Torres Strait Islander peoples' landmarks and place names along the region's river systems.
- Include more Aboriginal and Torres Strait Islander peoples' art and cultural connections in ShapingSEQ 2023 to ensure broader understanding of cultural heritage.
- Recognise and reinstate sacred and cultural heritage sites such as the Brisbane Cricket Ground "The Gabba" and Kurilpa.

- Call to provide greater explanation about Native Title.
- Interest in how the state government would consider Native Title claims across the Redlands.

DSDILGP consulted with Aboriginal and Torres Strait peoples during the public consultation period and a separate report on that consultation has been prepared.

Live

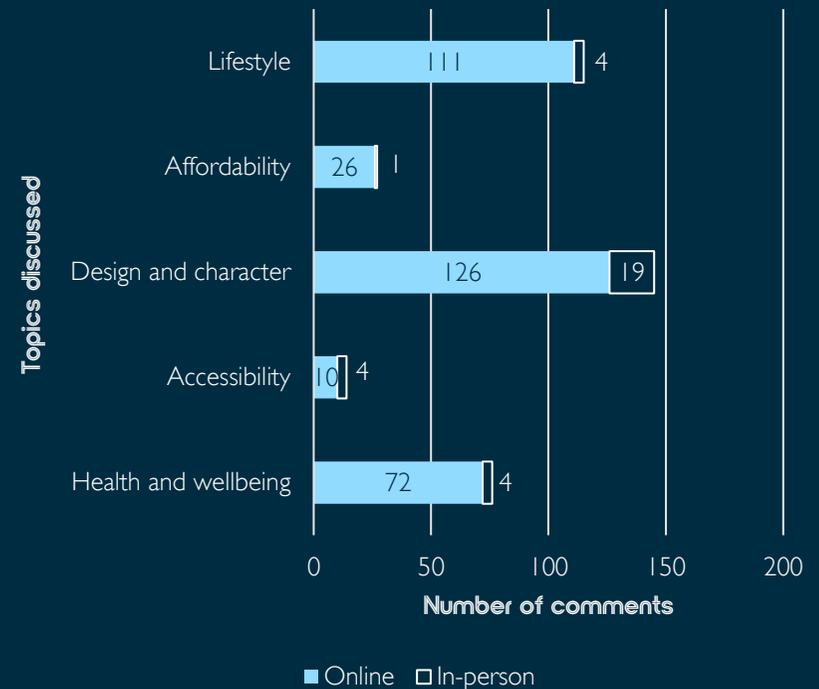
The **Live** theme generated a high volume of online commentary and was a strong theme during community conversations.

Live elements and strategies that generated the most interest through the public consultation period across the region are summarised under the following sub-themes:

- Improve design outcomes to retain liveability.
- Concerns about impact of growth on lifestyle values.
- Improve accessibility in housing and public transport particularly for older people and people with disabilities.
- Improve affordability of living.
- Protect health and wellbeing through more considered land use planning.
- Protect Queensland's character housing and towns.

Each **Live** sub-theme is summarised on the following pages.

Online idea comments related to Live theme



Summary of the volume of comments captured both in support for and opposition of the topics in the online and in-person ideas boards associated with the Live theme and the sub-themes covered in those comments. By volume, the greatest interest online related to design considerations, impacts on lifestyle and health. (n=377 comments).

Live

Improve design outcomes to retain liveability

Across multiple local government areas, a need for better housing design to support livability was highlighted with the following ideas provided:

- Need for good design outcomes in density dwellings and the request for a state code for good design in gentle, medium and higher density areas.
- Desire for state to ensure local government implements good design and amenity codes.
- Suggestion to have community reference groups in each Local Government Area to provide feedback on design.
- Call for better streetscape design.
- Call for deep planting provisions for vegetation and sensible climate-based design development which will also impact the achievement of tree canopy targets.

- Perceived need for distinctive built form difference along the coastal strip.
- Ensure new developments have 'set backs' included to ensure adequate distance from boundaries to neighbouring lots.
- Development design to consider on-street parking and impacts on liveability within communities.
- Consider safe access and egress for new developments particularly in emergency situations.
- Design safer cities, particularly for vulnerable community members.
- Create a 'Queenslander' style of higher density dwelling form to mitigate against generic or bland design form.

Concern about impact of growth on lifestyle

A common sentiment during community consultation was that growth would negatively impact lifestyle. Many community members feared that increased density and

a different mix of housing types would alter established communities. Common concerns included unwelcome changes to amenity (visual and noise), increased road congestion and greater pressure on available housing supply.

Opposition to the draft Update was strongest in Noosa due to a belief that population growth will damage the highly valued lifestyle, referring to hinterland character towns including Cooroy and Pomona.

Improve accessibility in housing and public transport

There was interest from the community in the following considerations within the draft Update relating to housing and transport accessibility:

- Increase supply of accessible and affordable homes particularly for people with disabilities and elderly.
- Consider access via public transport to accessible housing.

Live...

- Consider better public transport services generally for people with disabilities.
- Improve access within communities by ensuring continuity of footpaths.
- Increase accessible housing in rural towns and villages, specifically in Somerset and Scenic Rim.

Improve affordability of living

Community members across the region raised the need for improvements in affordable living that:

- Provide greater access to affordable housing in locations with access to public transport and essential services.
- Reduce the economic and social burden of extended commuting.

Protect health and wellbeing

Many of the health and wellbeing comments received related to specific regional concerns and are summarised as follows:

- Concerns raised mostly online about the local impact of persistent and unpleasant odour from the Swanbank facility in Ipswich that are having lifestyle implications for local residents.
- Concern raised mostly online about the impact of aircraft noise from Brisbane Airport (noting that Brisbane Airport Corporation was running simultaneous consultation).
- Concerns raised online and at in-person consultation in Redlands about safety concerns of Russell Island residents relating to emergency services response time and personal safety at commuter car parking facilities.

Protect Queensland 'character'

While there was support for retention of heritage characteristics, there was also some feedback that heritage overlays are barriers to growth and density.

The following is a summary of the main commentary received relating to character:

- Some concern about the negative impact of growth and increased density on character features within regional towns and communities.
- Support for heritage protection within areas designated 'high density' under local planning schemes.
- Opposition to character protection in some High Amenity Areas within cities.
- Retain character to preserve unique features of the region that are among our drawcards for visitors and immigrants.

Regional Land Use Categories

Not all land in South East Queensland is suitable for development. A key objective of ShapingSEQ is to provide guidance and direction that allows us to develop more housing, infrastructure and industry in areas that can support it, while protecting our region's biodiversity.

All land within South East Queensland is allocated into one of three Regional Land Use Categories (RLUCs):

- **Urban Footprint** identifies land which can accommodate the region's growth needs to 2046 and includes established urban areas and land with potential for new development.
- **Rural Living Area (RLA)** identifies areas for rural residential development in locations that provide housing and lifestyle choice while limiting the impact of inefficient land use.
- **Regional Landscape and Rural Production Area (RLRPA)** is an important part of South East Queensland, surrounding the Urban Footprint and Rural Living Area and is to be protected from inappropriate urban and industrial development.

These three land use categories provide a framework for delivering efficient urban and rural residential growth, ensuring effective urban form, economic hubs, and the protection and sustainable use of SEQ's natural assets, landscape and productive rural areas.

During the public consultation period, community members were

invited to talk to a planner in-person or online to discuss their own property in the context of the Regional Land Use Categories.

What you wanted to know about Regional Land Use Categories:

- Seek clarification on the planning process.
- Gain a better understanding of the relationship between the local planning scheme and ShapingSEQ.
- Discuss matters pertaining to your own properties and businesses including changes to RLUCs.
- Understand why there are limitations on acreage properties regarding subdivision.
- Seek advice on how to make a submission for changes to RLUCs.
- Enquire whether property owners could subdivide properties.
- Seek clarification on RLUC boundaries and principles both generally and in relation to specific properties.
- Seek clarification about the scope of development permissible within the Urban Footprint.
- Seek information and advice on Urban Footprint inclusions in submissions.
- Call for expansion of the Urban Footprint to release more land to accommodate growth and to support nearby industrial development.
- Express concern about the expansion of the Urban Footprint with calls to introduce a definitive inter-urban break between Logan and Brisbane.
- Suggest Urban Footprint be determined by appropriate use of the land rather than being driven by population growth.
- Ask why the draft Update does not include new rural living areas and express concern about urban zones extending right up to rural areas.

SEQIS

Since ShapingSEQ 2017, there has been a strong focus on integrating our transport systems, infrastructure and land use planning approach, ensuring the region's growth enhances all aspect of how we live, work and play. Due to the urgency of addressing Queensland's housing pressures, the scope of the new South East Queensland Infrastructure Plan was revised to fast-track delivery of a targeted South East Queensland Infrastructure Supplement (SEQIS).

Development of the final SEQIS will be undertaken in collaboration with state government agencies, South East Queensland councils and industry. The SEQIS provides infrastructure planning strategies clearly aligned with ShapingSEQ 2023 to address housing pressures and maximise the opportunity of Brisbane 2032 infrastructure.

While a non-statutory document, the draft SEQIS was available for review during the draft Update public consultation period and the following summarises the community's response to elements of the

draft Update that intersect with the SEQIS under the following sub-themes:

- Call for infrastructure investment aligned to population growth.
- Interest in transport infrastructure investment and priorities (roads and rail).
- Need for more health and education infrastructure.
- More water, sewerage, energy and telecommunications infrastructure to support growth.

Call for infrastructure investment aligned to population growth

Throughout South East Queensland there was a call to improve infrastructure before increasing the population and housing density across the region. In particular, addressing current road congestion issues is a top priority before planning additional housing where growth is projected to occur.

During consultation, there was interest in understanding the population thresholds that would trigger infrastructure investment. There was also concern that infrastructure provisions are not considered before development in new areas are approved.

There was interest in both transport and non-transport infrastructure with concerns raised frequently for the capacity of existing water, sewerage, health and education infrastructure.

It was identified that the draft Update and the draft SEQIS did not effectively consider the additional burden placed on infrastructure by tourism.

There was broad support for consolidation before expansion as a way to reduce the need to build costly, new infrastructure.

There was support for the integration of land use planning and infrastructure planning to mitigate poorly managed growth.

SEQIS...

Some community members wanted the state government to increase transparency of longer-term infrastructure planning, so they can better understand the implications of more growth.

Interest in transport infrastructure investment and priorities

Across all local government areas, the community wants to see greater investment in transport infrastructure to reduce congestion, facilitate movement and to improve liveability in the region. This is in response to dissatisfaction with current road infrastructure and the lack of public and active transport as outlined within the Connect section of this report.

There was also a call for greater consideration of flooding impacts during design and construction of new roads.

More health and education infrastructure

Non-transport infrastructure including health, education and other community infrastructure was an interest during consultation. In particular, there was an interest in the threshold of growth to trigger essential infrastructure such as new schools and hospitals. There was a perceived lack of health infrastructure in townships and rural areas.

In particular, there was a request to expand Esk Hospital's capacity to support the projected population growth. There was support for the recent hospital expansion in Beaudesert in providing new maternity services to support growth of a younger demographic in the area.

More water, sewerage and telecommunication infrastructure

The burden on water supply and water infrastructure was a common concern

across the region in response to the projected population growth and increased density.

Water infrastructure and supply issues were high priorities particularly in Noosa, Canungra within the Scenic Rim, and Russell Island in Redland. There was also concern from Russell Island residents for the lack of wastewater and sewerage treatment facilities.

There were concerns for the capacity of the state's water and sewerage infrastructure, including the additional burden placed on infrastructure by peak tourism demand. There was some concern this has not been adequately considered in the development of the draft SEQIS.

There was also concern about the impact of projected population growth on the capacity of existing utility and broadband networks, and that this could result in residents experiencing reduced service reliability.



Part 2:

**What you said in
your area about
ShapingSEQ
and SEQIS**

Brisbane consultation snapshot

48 

Participants online
and in person

Your top priorities



Conditional support for and opposition to housing density



Interest in region-shaping infrastructure and public transport



Improve design to enhance liveability



Desire for more infrastructure to support growth



Concern for impacts of growth on biodiversity and the environment



Information on planning and change requests to Regional Land Use Categories



What Brisbane told us

Conditional support for and opposition to housing density



- Support gentle density, infill and increased higher density:
 - Because it is better for the environment and protects green space.
 - As a solution to housing affordability.
- Opposition to increased density due to:
 - Concern it will not be accompanied by more green spaces.
 - Concern about increasing on-street parking and local congestion.
 - Concern about negatively impacting lifestyle in areas such as Kurilpa as well as the perceived lack of consultation on the Temporary Local Planning Instrument (TLPI) as a means of achieving density.
- Would like planning to extend no-go areas of development for hazards and also include no-go areas for biodiversity.
- Frustration that existing development approvals are not being actioned with a suggestion that unactioned approvals should lapse to force housing supply.
- Belief that Brisbane City Council's 'townhouse ban' may negatively impact increasing density.

"Build more midsized/townhouses in outer/mid suburbs of Brisbane city." – Online ideas board comment

Other discussions under the Grow theme

What you said about housing diversity

Recognition of need for greater diversity in housing with suggestions including less apartments and more mixed-use housing incorporating office facilities to enable work from home arrangements.

What you said about affordable housing

Affordable housing must be included in planning and a suggestion to develop inclusionary planning to mandate affordable housing for new development.

What you said about social housing

- Interest to understand social housing targets within the regional plan.
- Concern for social housing isolation and development that is poorly connected to both support and emergency services.

What you wanted to know about Priority Development Areas (PDAs)

Triggers for the provision of infrastructure in PDAs.

What Brisbane told us...

Desire for more infrastructure to support growth



- General sentiment that additional growth will require additional infrastructure.

What you said about the draft SEQIS:

- Draft SEQIS lacks clarity around thresholds to trigger infrastructure that supports growth. This includes water, hospitals and other non-transport infrastructure needs.

Interest in region-shaping infrastructure and public transport



What you asked about region-shaping infrastructure:

- Interested in the plans to redevelop The Gabba for the 2032 Olympic and Paralympic Games.

What you said about public transport:

- Request for greater consideration for public transport infrastructure to Brisbane Airport.

What you said or asked about local infrastructure:

- There is need to address issues with sewerage treatment discharge into Pumicestone Passage.
- What density is planned beneath existing flight paths?

"Investment in frequency of public transport, in particular heavy rail, is key to increasing livability across SEQ. It may be a 'loss' in \$ terms, but a gain in reduction of cars, road maintenance, better health outcomes + climate outcomes." – In-person ideas board comment

"LOVE the direction of connect theme Active + public transport first, private vehicles as a last resort. I'd like to see more around active transport safety." – Online ideas board comment

"Transport infrastructure needs to be accelerated ahead of Brisbane Olympics." – Online ideas board comment

What you said about Brisbane Airport

Our online ideas board attracted 30 comments, all negative, about the impact of aircraft noise from Brisbane Airport.



"Aircraft noise is terrible, getting woken at night is worse. Night curfew and caps on flight numbers NOW." – Online ideas board comment

"Stop planes flying over Brisbane homes and make Brisbane peaceful again." – Online ideas board comment

Brisbane Airport Corporation was running community consultation during the ShapingSEQ consultation period which may account for the high number of comments on the topic. This feedback is out of scope and therefore cannot be responded to in the release of the final ShapingSEQ 2023.

What Brisbane told us...

Concerns for impact of growth on biodiversity and environment



- Need greater focus on greenspace planning at the state level, through the regional plan.
- Include no-go areas for development based on biodiversity and environmental values.
- Belief that tree canopy target does not address urban heat island effect well.
- More work to be done around building materials.
- Concern about the impact of the proposed public transport infrastructure corridor between Brisbane and Strathpine that would impact nature reserve and areas of highly ecological significance.

"Biodiversity and trees is what makes Brisbane liveable and MUST be prioritised." – Online ideas board comment

Improve design to enhance liveability



Interest in design and character measures to enhance liveability:

- Ensure new development have 'set backs' included to preserve adequate distance from boundaries neighbouring lots.

- Development design to consider on-street parking and impacts on liveability.

Information on planning and change requests to Regional Land Use Categories (RLUCs)



Community members attended the sessions to:

- Seek clarification on the planning process.
- Gain a better understanding of the relationship between the local planning scheme and ShapingSEQ.
- Discuss matters pertaining to their own properties including changes to RLUCs.

A division on Urban Footprint...

There was support for the use of Urban Footprint for its ability to prevent urban uses in rural areas and manage subdivision. Conversely there was a lack of support for Urban Footprint due to the barrier for retirees to sub-divide in Regional Landscape and Rural Production Areas (RLRPA).



"Zones should be flexible enough to allow more subdivision and housing density particularly in rural zones where adequate road access exists." – Online ideas board comment

Redlands consultation snapshot

61 

Participants online
and in person

Your top priorities



Support for and opposition to build a bridge connecting Russell Island to the mainland



Desire for more infrastructure to support growth



Both support for and opposition to the development of Southern Thornlands



Concern about impact of growth on biodiversity



Information on planning and change requests to Regional Land Use Categories (RLUCs)



What Redlands told us...

Support for and opposition to a bridge to Russell Island



- High interest in transport to and from the Southern Moreton Bay Islands, particularly Russell Island. Reasons cited for the community's suggestion of building a bridge included:
 - Island residents cannot access same services as mainland rate payers.
 - Inadequate commuter parking.
 - Bridge needed for water and sewerage connections.
 - Safety concerns regarding emergency services access to the island.
 - Bridge would be more ecologically sound than boats using fuel.
 - Difficulty accessing ferry services and the adjoining cost and safety concerns of commuting.
- Community members also opposed the community's suggestion of a bridge to Russell Island due to:
 - The cost of building the bridge.
 - More development on the island would impact the island's character and may negatively impact the character of the area where the bridge connects to the mainland.

Have your say...



Commentary on Russell Island was the largest region-specific issue featured on the consultation website ideas board with **181 comments** about Russell Island and the community's suggestion for a bridge connecting to the mainland. At the second in-person consultation event, **51 comments** were posted and the majority of these were in relation to the bridge suggestion. It should be noted that a bridge was not proposed in the draft Update.

Desire for more infrastructure to support growth



- Would like infrastructure to support growth in Southern Thornlands.
- Dissatisfaction with congestion already experienced in the area.
- Belief that infrastructure in Redlands is not adequate to support additional growth.
- Noted the unique situation Redland experiences in delivering infrastructure as an island community.
- Concern about adequate water for the additional population in the area and do not want constant water restrictions.
- Concern from Russell Island that infrastructure is not adequate to support the current population including lack of wastewater or sewerage treatment.

"Redlands is clogged with traffic. Need Eastern Busway now. Has been promised since 2016." – In-person ideas board comment

What Redlands told us...

Both support for and opposition to the development of Southern Thornlands



Many property owners within Southern Thornlands support change to the Urban Footprint, but there was concern about overdevelopment and the capacity of infrastructure.

- Some discussion of submissions made in support of the Urban Footprint expansion in this area.
- Residents in Southern Thornlands wanted to ensure there would be public transport to support development.
- Request for information about anticipated dwelling numbers in the area.
- Suggestion that the area should be better used to protect natural environment.
- Suggestion for inclusion of social and affordable housing.
- Received nine online comments on the ideas board about development of Southern Thornlands.

Other discussions under the Grow theme included:

What you said about housing affordability:

- Concern about lack of affordable housing options, particularly for youth.
- Concern that young people will not be able to find an affordable home in Redlands, and need to move from the area.

Discussions under the Connect theme included:



What you said about local movement

- Area experiences congestion from commuters accessing ferries to and from the islands.
- Request to resume the ferry service from Raby Bay Cleveland through to Northshore as a means of reducing road congestion.
- Anticipate that once completed, the Weinman Creek development will contribute to local traffic congestion.

What you said about public and active transport

- Concern about the disconnection between high frequency public transport and high-density housing typology.
- Call for the duplication of the Cleveland rail line between Manly and Cleveland.
- A greater focus on active transport and walkability.
- Better commuter car parking at ferry terminals.
- Idea for a City Cat type ferry from the Bay Area to the city.

What you said about region-shaping infrastructure

- Support for the Eastern busway extension to Carindale and Capalaba and interest in timeframes.

What Redlands told us...

Concern about the impact of growth on biodiversity

- Community group concerned about impact of growth on the environment and do not support the suggested development of Southern Thornlands. Group called for greater protections of migratory bird species generally in line with koala protections.
- Request for greater protection of farmland dams which offer habitat to birdlife and other species.
- Interested in the Shoreline Development in the context of the regional plan.
- Interest in how the state government would manage new interpretations of the Environmental Protection Biodiversity Conservation (EPBC) Act.
- Call for stricter requirements around where housing is delivered in environmental and hazard areas, with the Toondah Harbour development provided as an example.
- Consider a more future-focused hazard mapping that would predict future flood, bushfire, coast and heat island hazards to ensure greater responsiveness.
- Return the ecological sustainability strategy within ShapingSEQ.

Other feedback under the Sustain theme included:

What you said about Native title claims:

- Interest in how the state government would consider Native Title claims across the Redland area.

What you said about resilience:

- Support for urban heat island identification and mitigation.

Information on planning and Regional Land Use Categories (RLUCs)

People attended the sessions to:

- Seek clarification on the planning process.
- Gain a better understanding of the relationship between the local planning scheme and ShapingSEQ.
- Understand why there are limitations on acreage properties regarding sub-division.
- Discuss matters pertaining to their own properties and businesses.
- Suggest Urban Footprint be determined by appropriate use of the land rather than being driven by population growth.

Moreton Bay consultation snapshot

50 

Participants online
and in person

Your top priorities



Information on planning and change requests for Regional Land Use Categories (RLUCs)



Interest in region-shaping infrastructure and local movement



Interest in protecting the environment and biodiversity



What Moreton Bay told us...

Information on and change requests to Regional Land Use Categories (RLUCs)



People attended the sessions to:

- Seek clarification on RLUC boundaries and principles generally and in relation to specific properties.
- Seek clarification about the planning process generally.
- Gain a better understanding of the relationship with the local planning scheme which was out on consultation in Moreton Bay at the same time as ShapingSEQ.
- Better understand the Major Development Area designation over Elimbah North.
- Seek advice on how to make a submission about RLUC changes.
- Express interest in why the draft Update

does not include new rural living areas and express concern about urban zones extending right up to rural areas.

Interest in protecting the environment and biodiversity



- Sought information on protection of the environment and biodiversity.
- Call for further protection for koalas through increased wildlife corridors.

Interest in region-shaping infrastructure and local movement



- Discussion around impact of growth on infrastructure and congestion.
- Conversations related to specific local movement and region-shaping infrastructure plans, such as:
 - Seeking information on infrastructure planning, particularly around Caboolture West.

- Interest in the alignment of the Caloundra Maroochydore Corridor Study (CAMCOS).
- Concern about proposed infrastructure investigation through the Everton Park to Carseldine corridor.

Discussions under the Grow theme included

What you said about population growth and density:

- Concern about population growth in Moreton Bay.
- Some support for increased and gentle density and some opposition to growth projections including a call to stop immigration.

What you said about social and accessible housing:

Support for social housing, universal access housing for people with disabilities and housing for domestic violence survivors.

What you said about development near Australia Zoo:

Suggest that property developments in proximity to Australia Zoo should include a buffer to mitigate noise from the facility.

Logan consultation snapshot

48 

Participants online
and in person

Your top priorities



Support for and opposition to expansion of Urban Footprint



Concern about the impact of growth on biodiversity and the environment



Information on planning and changes to Regional Land Use Categories (RLUCs)



Support for integration of transport planning with land use planning



What Logan told us

Support for and opposition to expansion of Urban Footprint



- Call for expansion of the Urban Footprint to release more land to accommodate growth.
- Request to expand the footprint east of the Mount Lindsay Highway to allow for development to support nearby industrial developments.
- Concern about the expansion of the Urban Footprint with calls to introduce a definitive inter-urban break.
- Seek clarification about the scope of development permissible within the Urban Footprint.
- Seek information and advice on Urban Footprint inclusions in submissions.

Information on planning and changes to Regional Land Use Categories (RLUCs)



People attended the sessions to:

- Seek clarification on the planning process.
- Gain a better understanding of the relationship between the local planning scheme and ShapingSEQ.

- Discuss matters pertaining to their own properties and businesses including changes to RLUCs.
- Seek clarity on the submission process.

Discussions under the Grow theme included:

What you said about density:

- Support for higher density to mitigate urban sprawl.
- Support for development around Major Activity Centres.

What you said about PFGAs:

- Discuss the potential impact of road traffic noise on property prices in South Logan PFGA.

What you asked about affordable housing:

- Request for affordable housing options and better consideration for the disabled community.

Other discussions at Logan

Clarification on Council planning schemes



- Note that new Logan flood modelling may restrict Urban Footprint expansion and wanting clarification on the state government's modelling requirements.
- Concern about flood overlay mapping updates proposed as part of the Draft Logan Plan 2025.
- Noted that Logan City Council zoning is inconsistent with ShapingSEQ mapping.

What Logan told us...

Concern about impact of growth on biodiversity and the environment



- Concern about loss of koala habitat from over development.
- Concern about conservation exemptions developers receive.
- Statement that koala conservation and protection is not being done well.
- Concern about excessive and unlawful vegetation clearing being undertaken for large developments.
- Concern about the Coomera Connector alignment impact on environmental values, particularly for Eagleby migratory bird species.
- Discussion around the Matters of State Environmental Significance (MSES) values on specific sites within Logan's Urban Footprint.

"Logan city region needs to keep more trees + natural parks - LOSS HABITAT due to fast urban sprawl!" – In-person ideas board comment

Support for integrated transport planning with land use planning



- Support for the draft Update's approach to integration of land use planning with infrastructure planning through the SEQIS.

What you said about infrastructure to support growth



Concern about the impact of growth on water supply and security.

What you said about impacts of growth on local character

Concern about impact of density on character on the outskirts of Logan.

Discussions under the Connect theme included:



What you said about local movement

Enquiry about the Glynton Road Upgrade, noting this would be a major corridor for the Bromelton State Development Area.

What you said and asked about region-shaping infrastructure

- Interest in an update on the Park Road Connector.
- Concern about environmental impacts associated with the Coomera Connector.

Noosa consultation snapshot

157 

Participants online
and in person

Your top priorities



Limited support for population growth



Concern about impact on Noosa lifestyle



Concerns about impacts on biodiversity



Limited support for housing diversity and density targets



Desire for more infrastructure to support growth



Information on planning and change requests to Regional Land Use Categories (RLUCs)



What Noosa told us

Limited support for population growth



- Limited support at in-person or online consultation events for the level of population growth projected in the draft Update. Reasons for lack of support include:
 - Conflicting information in community about state's alignment to growth figures and dwelling density targets in Noosa Council's Local Government Infrastructure Plan (LGIP). Noosa Shire Council's planning scheme (the Noosa Plan) already allows for this level of population growth outlined in draft Update.
 - Concern that the state's plan will override planning schemes to allow 4-8 storeys everywhere. Concern that developers will use the 4-8 storeys in the plan as leverage to push through development applications above 4 storeys.
 - Calls for the state government to limit or halt immigration, and to reinstate a population cap within Noosa.

"Don't ruin Noosa! Our respected haven of peace and tranquility. No to increased building heights/density. Let our council make decisions!" – Online ideas board comment

- Some conditional support for growth in the correct areas if well serviced by infrastructure and to provide workforce accommodation.

Limited support for housing density and diversity



- Objection to perceived state government imposition of high-rise developments to accommodate projected growth.
- Concern about impact of projected growth, particularly housing density, but a lot of attendees were not familiar with the details contained within the draft Update.
- Concern that developers and investors are buying low-rise unit blocks and developing single residences, reducing housing supply.
- Some support for diversity to provide accommodation for older women and single parents. Support for tiny houses and secondary dwellings.
- Some concern that Airbnb dwellings sit unoccupied and short-stay accommodation is pushing people out. Concern that dwelling density targets will be achieved, but properties will be absorbed as short-stay accommodation.
- Clarification sought regarding housing types outlined in the draft Update.

"Please do NOT increase population and building height restrictions in Noosa. It is a unique holiday destination and should not be changed." – Online ideas board comment

Density debate

Following the publication of the draft Update, local Noosa media articles and commentary focused on housing density and diversity, and in particular an assertion that the state government was planning on imposing high-rise developments on Noosa residents.

The main points of contention were the level of projected growth, and that the number of new dwellings required to 2046 exceeded those planned for the region by Council. In fact, Noosa Shire Council's planning scheme (the Noosa Plan) already allows for the level of population growth outlined in the draft Update.

Understandably, the commentary resulted in higher than usual interest in the first consultation event at Tewantin on Tuesday 29 August.

Due to the very high number of registrants for this event, the format was amended to allow for small group discussions to take place across three of the main themes in the plan: Grow, Connect and Sustain.

These small group discussions provided an opportunity for DSDILGP to talk directly to residents and clarify the intent of the plan and the specifics of content around population growth projections, dwelling density and diversity targets.

NOOSA MATTERS

Noosa's famous 'population cap' about to be blown off in SEQ growth explosion

The Courier Mail
We're for you

Building heights need planning and Noosa is not the place for them

There is a time and a place for building "up" and on the Sunshine Coast that is south of the Maroochy River, writes Letea Cavanaugh.

The state government needs to help local councils keep the medium- to high-rise growth in the places it is planned for and must start making decisions on critical transport infrastructure.

IN QUEENSLAND

Killing the golden goose? Noosa Council cries foul over 'unbridled' population hike

NEWS

Noosa is fearing a wave of about 10,000 new residents in the next two to three years and has warned its highly prized quiet beach town amenity was under threat.

NOOSA TODAY

Act now to keep down population

12/08/2023

The draft ShapingSEQ 2023 Update has opened for consultation with a projected permanent population into the future for the Noosa Shire of 76,000 residents which is not feasible nor sustainable, says Noosa MP Sandy Bolton who has urged residents to attend an information session and voice their opinion.

What Noosa told us...

Concern about impact on Noosa lifestyle



- Opposition to growth in Noosa due to a belief it will damage the highly valued lifestyle.
- Some concern about impact of population growth and density to hinterland character towns including Cooroy and Pomona.

Desire for more infrastructure to support growth



- Belief that current transport infrastructure does not support the current population and the area will not cope with extra growth, leading to increased congestion and reduced parking.
- Belief that infrastructure is not in line with the additional population generated by tourism.
- Concern the plan does not provide any infrastructure for Noosa, and concern about capacity of water supply, sewerage, transport, bike paths, heavy rail and recycling.

What you said about infrastructure to support growth:

- Perceived lack of health infrastructure in townships, with people having to travel to Nambour Hospital for treatment and services.
- Concern about flooding impacts from the design and construction of new roads, and a call for better emergency information during flood and fire events.

Discussions under the Connect theme included:



What you said about region-shaping infrastructure

Support for the duplication of the Beerburrum to Nambour rail upgrade project in the Sunshine Coast as a way of accommodating growth in Noosa.

What you said about public and active transport

- Want more active transport infrastructure.
- Concern that high frequency public transport along the Noosa foreshore ends at 7pm which is believed to be inadequate.
- Would like public transport to be redirected from the river and foreshore area to connect directly to major employment centres at Noosa Civic Centre and Noosa Junction.
- Dissatisfied with poor public transport connections to towns in the hinterland including Pomona and Cooroy and interest in more pedestrian crossings in Pomona.
- Want priority investment in public transport.

What Noosa told us...

Concerns about impacts on biodiversity

There was a variety of feedback on the impact growth is expected to have including:

- Need more importance placed on restoration and rewilding in the draft Update.
- Belief that growth will negatively impact water quality, the river system and the biosphere and have implications on food production.
- Concern about growth in the context of climate change and drought and flooding impacts.
- Concern that ShapingSEQ is advancing ahead of the Bioregional plan and that heat hazard should be a natural hazard in the State Planning Policy.

"Noosa's natural environment won't survive with too many people living here." – Online ideas board comment

Information on planning and Regional Land Use Categories (RLUCs)

Community members attended the sessions to:

- Seek clarification on the planning process.

- Gain a better understanding of the relationship between the local planning instrument and ShapingSEQ.
- Discuss matters pertaining to their own properties and businesses.
- Highlight concern that Urban Footprint is a barrier for retirees to sub-divide in RLRPA.

Other discussions at Noosa

Concern about overriding Noosa Council's Planning Scheme

- Criticism that the state government has not done an assessment of Noosa Council's planning scheme amendments.

Have your say on Noosa...

75% of the **56 comments** shared online that specifically mentioned Noosa were not supportive of population growth and higher density for the reasons identified in this analysis. Comments supportive or tolerant of growth included those who felt that Noosa local government area needed to play its part and not rely on services and accommodation in the Sunshine Coast, and wanted growth where it could be accommodated in Noosa Junction.

Of the **51 comments** posted at the in-person event in Tewantin, the majority opposed the draft Update's population growth projections and ideas for increased density. Many attendees expressed dissatisfaction at the format of the event and were skeptical about their feedback being listened to and actioned.

Sunshine Coast consultation snapshot

56 

Participants online
and in person

Your top priorities



Support for and opposition to housing density



Support for housing diversity and affordable housing



Interest in the Major Development Areas



Information on planning and change requests to Regional Land Use Categories (RLUCs)



Concern about the impact of growth on biodiversity and the environment



Interest in Northern Inter-Urban Break



Need for improved public and active transport infrastructure



Desire for more infrastructure to support growth



What Sunshine Coast told us

Support for and opposition to housing density



- Concern for impact of density on local amenity, aesthetics and infrastructure.
- Clarification on the inclusion of current approved development applications in the draft Update's dwelling projections.
- Request to consider opportunities for volume builders to have set plans for different housing types.
- Support for density in high amenity areas and amendments to zoning around rail infrastructure to accommodate higher density.
- Support for consolidation rather than expansion.

Support for more affordable housing



- Need more affordable housing to ensure essential workforce can access accommodation close to where they work. Highlighted impact on schools and other essential services due to difficulties of staff accessing affordable housing. This has knock-on social impacts within communities beyond resourcing.
- Want affordable housing considered for vulnerable members of the community that is close to services, amenities and transport infrastructure.

Interest in Major Development Areas



- Require more information about the Major Development Area of Beerwah East including maps of the industrial area.
- Opposition to Beerwah East as a Major Development Area.
- Request to have land included in the Major Development Area.

Other discussions under the Grow theme included:

What you said about housing diversity:

- Support housing diversity that includes group housing, build-to-rent and share housing models, particularly for vulnerable communities.

Information on planning and change requests to Regional Land Use Categories (RLUCs):



People attended the sessions to:

- Seek clarification on the planning process.
- Gain a better understanding of the relationship between the local planning scheme and ShapingSEQ.
- Discuss matters pertaining to their own properties and businesses including changes to RLUCs.
- Seek clarity on the submission process.

What Sunshine Coast told US...

Concern about impact of growth on biodiversity and the environment



- Community group wanted greater protection for biodiversity and koalas.
- Impact of Caloundra transport corridor upgrade on the local environment.
- Greater community consultation needed on development codes.

"Sunshine Coast/Noosa is already suffering from overdeveloped, traffic woes, loss of trees/habitats." – Online ideas board comment

Other discussions relating to the Sustain theme included

What you said about resilience in planning:

- Plan needs a definition of 'resilience'.
- Want greater alignment of the plan with 2032 Brisbane Olympics and Paralympic Games sustainability and resilience targets, including reuse of rainwater.

You also told us...

Discussions under the Live theme included

- Want better accessibility for disabled people through better public transport.
- Need for good design in high density dwellings and request for a state code for good design in gentle, medium and higher density areas.
- Want safer cities, particularly for vulnerable community members.

What Sunshine Coast told us...

Interest in the Northern Inter-Urban Break (NIUB)



- Welcomed the protection of the NIUB in the draft Update.
- Request to strengthen NIUB regulation with concern expressed about proximity to the Aura site.
- Unsupportive of the inclusion of Halls Creek as a Potential Future Growth Area (PFGA).
- Comments on the online ideas board requesting strengthening of the NIUB and for the removal of Halls Creek as a PFGA.

Need for improved public and active transport infrastructure



- Dissatisfied with public transport in the region, particularly for disabled people and those unable to drive, including access for hinterland communities.
- Dissatisfied with public transport and infrastructure in Caloundra along with east-west public transport connections in the region.
- Want infrastructure planning to consider recreational infrastructure including trails, bike paths and footpaths.
- Comment that existing rail infrastructure is underutilised and suggestion for a Maroochydoore to Nambour loop rail line.

Other discussions under the Connect theme included

What you said about region-shaping infrastructure:

- Discussed property impacts from the Bruce Highway Western Alternative
- Concern about funding commitments for region-shaping infrastructure projects in the Sunshine Coast

Desire for more infrastructure to support growth



- Concern for additional density adding strain on existing utility networks and potentially resulting in a reduced service reliability.
- Wanted to understand the threshold of growth that will trigger essential infrastructure such as schools and other services.
- Coastal areas of the region experiencing unreliable broadband.
- Concern for the impact of growth on water supply and sewerage.

Other discussions included

Measures that matter:

- Believe the draft Update lacks transparency does not include 2017 Implementation Actions.
- Comment that little progress had been made since ShapingSEQ 2017.

Council planning schemes:

Believe local government planning is overregulated regarding application fees and timeframes for approval.

Somerset consultation snapshot

29 

Participants online
and in person

Your top priorities



Support for housing diversity and affordability



Limited support for population growth



Support for resilience in planning and design of homes



Desire for more infrastructure to support growth



Change requests to Regional Land Use Categories (RLUCs)



What Somerset told us...

Support for housing diversity and affordability



- Support for increasing housing diversity in region with some skepticism about how the targets will be achieved.
- Discussion on the need for affordable housing, particularly to support ageing in place.
- Highlighted the trend of people moving out to Somerset, but not being able to live in town centre due to lack of appropriate or affordable housing.
- Concern that no developers want to invest in Somerset.
- Interest in progress on Airbnb Regulation amendments and enquiry about discussions regarding short-stay accommodation.
- Some support for Fernvale as a main centre for expansion.
- Identified significant rental issues in Kilcoy due to large workforce in local food company.
- Concern for the plan setting targets but not considering the limitations of housing delivery including: financial, feasibility, construction costs, labour and industry capacity.

Limited support for population growth



- Perceived risk that population growth brings to retention of the area's character.
- Concern about increased immigration, and lack of support for immigration due to perception that immigrants are not contributing to either the economy or community.
- Perception that population is decreasing, and therefore a plan for increased housing density and diversity is not needed.
- Resistance to growth due to perceived lack of infrastructure to accommodate, particularly of roads and healthcare services for the ageing population.

Other discussions under the Grow theme included

- Reduced availability of greenfield areas for future development causing developers to abandon the region as this is considered the only financially viable housing option for the region.
- Developers are not given incentives to build low-medium density in rural townships.
- Interest in the opportunity for innovative housing models e.g. co-housing.
- Concern about inaccurate dwelling number data that did not capture multiple instances of large residential properties that include two or more dwellings.

What Somerset told us...

Support for resilience in planning and design of homes



- Discussion about importance of resilience in home design and planning.
- One community member highlighted the need for greater regulations for new developments in flood prone areas.

Other discussions related to the Sustain theme included

Concern for impact of solar and wind farm infrastructure on koala habitat, clearing of agricultural and ecological lands as well as increasing bushfire risk.

Desire for more infrastructure to support growth



Discussions were held around the area's infrastructure needs:

- People who have moved to remote areas when they can still drive independently are impacted as they age by a lack of public transport.
- There is inadequate housing stock to meet the needs of an ageing community who need to move from rural areas back to town to access public transport and other services that support

older people (for example, healthcare and other support services).

- Dissatisfaction with roads and school infrastructure to accommodate projected population growth.
- Concern for lack of public transport infrastructure and mobility of people from outside main rural centres.
- Support for consolidating growth if it reduces the need to build new infrastructure, thereby promoting consolidation of existing infrastructure.
- Enquiry about the need for additional capacity at the Esk Hospital to support population growth.
- Highlight that underutilised Urban Footprint in Fernvale is not appropriate for development due to high costs of infrastructure provision.

Change requests to Regional Land Use Categories (RLUCs)



- Enquiries about whether RLUCs enable property owners to subdivide their properties.
- One individual requested to leave the Urban Footprint as the move from RLRPA to Urban Footprint has increased the rates.

Toowoomba consultation snapshot

23 

Participants online
and in person

Your top priorities



Interest in the Urban Footprint boundary and change requests to Regional Land Use Categories (RLUCs)



Desire for more infrastructure to support growth



Interest in the Toowoomba North-South bypass corridor project



Concern for environmental and biodiversity protections in the area



What Toowoomba told us...

Interest in the Urban Footprint boundary and change requests to Regional Land Use Categories (RLUCs)



- Interest in the reasoning behind the limited increase to the extent of the Urban Footprint.
- Discussion of own properties and the Regional Land Use Categories (RLUC) for the purpose of making submissions.
- Discussed impact of properties being located within koala habitat and native vegetation mapping areas.

Desire for more infrastructure to support growth



- Concerns about water supply and water infrastructure were raised.
- Comment on the lack of public and active transport, particularly in outer suburbs.

“Townhouses & duplexes in Toowoomba have worsened housing and road transport. Time to go up in the inner city where all the necessities are.” – Online ideas board comment

Interest in the Toowoomba North-South bypass corridor project



Some community members wanted further information on the status of the Toowoomba North-South bypass corridor project planning and consultation, particularly property owners who are potentially impacted by the Inland Rail or North-South Road Corridor.

Concern for environmental and biodiversity protections in the area



- Concern raised about wildlife habitat and tree clearing and the impacts of climate change.
- Support for the strategies outlined in Sustain and Live, but note that the plan is not doing enough to mitigate current degradation of the natural environment.

Discussions under the Grow theme included

What you said about density targets:

Interest in how local government would implement meaningful density targets given the perceived reluctance to utilise character areas for higher or gentle density.

Lockyer Valley consultation snapshot

39 

Participants online
and in person

Your top priorities



Information on and change requests to Regional Land Use Categories (RLUCs)



Interest in region-shaping infrastructure and public transport infrastructure



Support for population growth and housing diversity



Support for urban greening and wildlife conservation



What Lockyer Valley told us...

Information on planning and change requests to Regional Land Use Categories (RLUCs)



- Requests for own properties to be moved from RLRPA to RLA or Urban Footprint due to desire to subdivide to create family blocks.
- Call for greater flexibility in provisions to allow for farmers to house their families.
- Discussion about RLRPA in limiting growth in natural hazard areas and the impact of hazard and koala mapping on the RLUCs.
- Discussion on council zoning matters due to local planning scheme also being out for consultation at the same time, leading to some confusion.

Interest in region-shaping and public transport infrastructure



- Interest in passenger rail connections in Helidon, Laidley and Grandchester to Ipswich.
- Interest in fast rail connections between Ipswich and Brisbane to enable growth outcomes.

- Support for fast rail to minimise car reliance.
- Interest in Inland Rail, noise impacts and its broader implications.
- Interest in Warrego Highway Upgrade and intersection at the corner of the Warrego Highway and Summerholm Road.
- Queries about how infrastructure modelling is done.
- Suggestion that digital infrastructure is needed to support growth.
- Interest in improving public transport in the area.

Support for population growth and housing diversity



- Support planning for growth and different housing typologies.
- Support for housing diversity to support ageing in place.
- Support for population growth to attract young people to assist with economic stimulation in the region.

Support for urban greening and wildlife conservation



- Support for the Sustain theme generally, with urban greening and wildlife conservation noted as key positive outcomes of the plan.

Ipswich consultation snapshot

25 

Participants online
and in person

Your top priorities



Information on and change requests to Regional Land Use Categories (RLUCs)



Interest in region-shaping infrastructure



Desire for more infrastructure to support growth



Support for affordable housing



What Ipswich told us...

Information on planning and changes to Regional Land Use Categories (RLUCs)



- Requests to change Regional Land Use Category of own property.
- Enquiries about reasoning behind the RLUCs and the submission process.
- Clarity sought around plan focusing on increasing housing supply within urban footprint to reduce urban sprawl rather than adding more land for greenfield development.
- Enquiries about subdivision of land located in areas with koala mapping.
- Enquiry about RLUC changes since 2017 and the divide between local and state powers.

Interest in region-shaping infrastructure



- Interest in Inland Rail project, its timeline and termination point.
- Concern about perceived lack of government support to build necessary infrastructure to support projected population growth.
- Dissatisfaction and concern around lack of progress on Ipswich to

Springfield railway planning and uncertainty of exact location of rail alignment.

- Dissatisfaction with high frequency public transport in multicultural communities experiencing social disadvantage.
- Suggestion to initially extend the rail to Redbank Plains to support the community and give other parts of Ipswich access to multicultural centre, and then further extending to Yamanto with a recognition this may be costly.

Other discussions under the Connect theme included

- Concern for safety risks with the Cunningham Highway interchange at Amberley for industry, including TAE Aerospace and the community.
- Concern about the worsening of the safety and condition of the Cunningham Highway intersection during the Olympics when there is increased Defence presence based at Amberley (and Enoggera) travelling to Olympic venues.
- Concern about delayed commencement of Warrego Highway (Mt Crosby) upgrades.
- Need for redundancy on the Warrego Highway during the Olympics to ensure capability to access events in the case of an accident.
- Need for in-principle commitment and clarity from the state government on the Ipswich to Salisbury Railway and the Norman Street Bridge.
- Desire for greater transparency around state government infrastructure priorities.

What Ipswich told us...

Desire for more infrastructure to support growth



- Perceived lack of coordination between residential development and supporting infrastructure.
- Belief that ShapingSEQ should have infrastructure completed before residential dwellings are constructed.

Support for affordable housing



- Support the need for affordable housing near jobs and transport as current lack of affordable housing is leading to long commutes. This issue was perceived to be worsened due to lack of efficient public transport.
- Need for more affordable homes for those with a low income who do not qualify for government support. It was identified that finding accommodation for individuals above threshold for community housing or Centrelink support is a challenge as without subsidised housing, available rental properties are unaffordable for this demographic.
- Concern for migrants buying affordable housing in flood prone areas without knowledge of potential flooding risk.

Other discussions under the Grow theme included

Enquiry about what the state government is doing to help deliver gentle density, for example through helping pivot the building business model away from detached homes.

You also told us...

Discussions under the Sustain theme included

- Support for heritage protection within areas designated 'high density' under local planning scheme.
- Concern that tree canopy targets are redundant due to over development and flora and fauna already being wiped out.
- Interest in flooding and natural hazards and how development in these areas are being restricted.

Discussions under the Live theme included

Concern received through online ideas board commentary relating to the odour of the Swanbank facilities and the health and lifestyle implications for residents.

Scenic Rim consultation snapshot

23  

Participants online
and in person

Your top priorities



Supportive of growth that is supported by additional housing and other infrastructure



Interest in region-shaping infrastructure



Desire for more infrastructure to support growth



Concern for environment and green space protections



Information on planning and change requests to Regional Land Use Categories (RLUCs)



What Scenic Rim told us

Supportive of growth that is supported by housing and other infrastructure



- General support for projected growth in the region, one attendee suggested a population cap was needed.
- Acknowledgment of the lack of housing for employees servicing the growing tourism industry.
- Concern of growth worsening homelessness issue without appropriate housing.
- Perceived need for economic infrastructure to provide jobs close to homes to minimise social issues arising from guardians having long commute times.
- Concern for protection of heritage and character during addressing more growth.

Other discussions under the Grow included

What you said about short-stay accommodation:

- Concern about increased short-stay accommodation creating stress on rural townships, compounding the housing crisis and sustainability of township. Also concern that only residential rates collected from short-stay accommodation properties.
- Concern about inability for local infrastructure to service the tourism demand.
- Suggestion for greater state government regulation of short-stay accommodation.

Interest in region-shaping infrastructure



- Perception of Bromelton North South Arterial road as most important for opening development to provide sustainable employment for growing population. Perception this would relieve congestion on Mt Lindsey Highway with greater job containment.
- Concern raised by Bromelton State Development Area (SDA) resident of the SDA alignment to Inland Rail and its interaction with proposed Beaudesert to Salisbury passenger/freight rail.
- Perception that passenger rail linking Beaudesert to Bromelton was more important than Beaudesert to Salisbury rail link.
- Concern over perceived lack of transparency on progression of Inland Rail project with no known consultation for the Beaudesert to Salisbury rail since 2010.

What you said about the Bromelton SDA

- Support for the activation of the Bromelton SDA, acknowledging it as a catalyst for job opportunities.
- Call for Bromelton development to be brought forward to activate the industrial opportunities and provide local jobs.
- Perceived need for investment in a large-scale industrial area for job opportunities.

What Scenic Rim told us...

Desire for more infrastructure to support growth



- Interest in improving road infrastructure to support growth.
- Desire for transport, water, government services, health and education infrastructure to be considered ahead of growth.
- Supportive of recent hospital expansion to provide new maternity services, supporting growth of young demographic.
- Interest in the Ipswich/Boonah rail trail.

Concern for environment and green space protections



- Concern for koala habitat and environment protection, although identified as development constraint by one attendee.
- Support for tree canopy targets, particularly in Canungra.
- Interest in protecting environment while addressing population growth.
- Support for urban greening.
- Interest in state and local government responsibility for koala mapping.

Information on planning and change requests for Regional Land Use Categories (RLUCs)



- Discussion on how regional plan functions as a statutory document in the context of the planning framework.
- Clarification sought on hierarchy of instruments, and regional plan integration into local government planning schemes.
- Dissatisfaction with council taking too long to assess development applications.
- Requests to change RLUCs of own properties, particularly from Regional Landscape and Rural Production Area to Urban Footprint.
- Desire for greater local input in decision-making and keeping community involved in decision-making process.

Concern for infrastructure to support growth in Canungra

- Concerned about water supply in the area.
- Concern for environmental exemptions being granted for in-land rail.
- Concern that Canungra could not handle further population growth without the appropriate infrastructure investment.
- Perceived negative impact on character retention with over tourism currently overwhelming local infrastructure.

Gold Coast consultation snapshot

34 

Participants online
and in person

Your top priorities

-  Opposition to Stage 4 Light Rail
-  Conditional support for projected growth and housing targets
-  Concern for biodiversity conservation and koala protection

-  Interest in region-shaping and local infrastructure
-  Concern over poor housing and street design
-  Concern over resilience planning



What Gold Coast told us

Opposition to Stage 4 Light Rail



Community group opposed to Stage 4 Light Rail based on:

- Concern it does not support the draft Update's housing outcomes as it does not service the fastest growing Northern Corridor suburbs of the Gold Coast, or provide adequate capacity for the projected population growth.
- Reduces future opportunity to complete south-bound heavy rail.
- Concern about project's community consultation and that plans have been finalised without proper consideration of alternatives.
- Concern that lengthy commute times from southern Gold Coast to connect to heavy rail would preclude it being a realistic Brisbane commute service.
- Suggestion that high frequency buses on the Burleigh - Airport connection would be a better solution while completing the heavy rail connection.
- Concern about proposed Stage 4 impacting cultural heritage (fish traps) and marine impacts on Tallebudgera Creek.

Interest in region-shaping and local infrastructure



- Interest in updates in Coomera Connector stage one.
- Interest in the activation of the Bromelton State Development Area and its connecting Arterial Road.
- Concern that active transport is often a by-product locally of larger infrastructure projects, rather than planned at a broader network level. Greater consideration of active transport planning would improve outcomes such as efficient routes and provide better recreation and liveability outcomes.
- Suggestion that active transport be investigated in how it forms part of the larger planning picture for Department of Transport and Main Roads.
- Opposition and support for Inland Rail connection, including a suggestion for an interchange and positive feedback about an inland passenger rail connecting Gold Coast and Brisbane through the western local government areas.
- Desire for focus on smaller scale changes to improve local movement issues.
- Concern about lack of public transport to support growth.
- Dissatisfaction with inability to find parking at Park 'n Ride, with suggestion of bus services to connect to rail stations.

What Gold Coast told us...

Conditional support for projected growth and housing targets



- Support for growth and gentle density in the right location, particularly within existing Urban Footprint.
- Interest in how gentle density would work in area, with some concern for gentle density being up to 8 storeys which would impact local character.
- Support for infill development tempered by concern that infrastructure will not adequately support it.
- Discussion of potential for lower-cost housing and wanting more open spaces.

Concern over poor housing and street design



- Call for better design outcomes and greater guidance for housing and streetscape design as it is poorly done currently.
- Call for deep planting provisions and sensible climate-based design development, noting recent high-rises currently have small setbacks and no deep planting.
- Concern for how tree canopy targets will be achieved if deep

planting is not done well in local schemes.

- Desire for state government to ensure local government implements good design and amenity codes.
- Suggestion to have community reference groups in each Local Government Area to provide feedback on design.
- Perceived need for distinctive built form difference along the coastal strip.
- Highlighted Battery Point in Arthur Circus as good use of public space.

Other discussions related to the Grow theme included

What you said about density and diversity:

- Discussion about market led housing and community led development.
- Interest in incentives for developers to deliver gentle density
- Interest in gentle density provision and making gentle density code assessable.

What you said about social and affordable housing:

- Desire for funding commitments and interventions from state government to facilitate more affordable and social housing.
- Enquiry on how ShapingSEQ 2023 will ensure housing remains affordable whilst prioritising sustainable design, which is expensive.
- Interest in difference between affordable housing and housing affordability.
- Suggestion for social and affordable housing to be located near high rises and available services.

What Gold Coast told us...

Concern for biodiversity conservation and koala protection



- Interest in conservation of biodiversity corridors.
- Concern for current koala zoning and impact of urban sprawl on koala habitat and safety.
- Enquiries around ShapingSEQ 2023's alignment to bioregional planning, with call for a stronger commitment to protecting biodiversity while delivering growth.
- Concern about koala population in Parkwood/Coomera because of Coomera Connector with fears the road will divide koala population as there is no wildlife bridge.
- Concern over endangered koala population and the missed tourism opportunity.
- Belief that planning should view habitat areas in same way as hazard areas, koala relocation does not work.
- Suggested an inter-urban break between Queensland and New South Wales on southern end.
- Suggestion to look at alternative greenspace options like green roofs.

- Request for state to review infrastructure charges framework as Councils cannot afford more parks and will not meet canopy targets.

Concern over resilience planning



- Suggestion that no-go development areas occur in areas of natural hazards.
- Note that current bushfire provisions are not enough.
- Note greater environmental protections are needed, particularly more east/west linkages.
- Note that density should not be allowed in flood and fire prone areas, and concern that plan is not strong enough in restricting this.
- Suggestion that with engineering and better design there could be development in flood areas, but the government would need to override insurance to keep it affordable.
- Interest in tolerable risk definition being included in the plan.

What Gold Coast told us...

Other discussions in Gold Coast

Information and enquiries on industrial land planning



- Queries as to why more industrial land is needed in Gold Coast and call for an audit of current land uses.
- Interest in Regional Economic Clusters (RECs), with a call for more service jobs on the Gold Coast to reduce commuting.

Interest in implementation assurance



- Interest in the implementation of ShapingSEQ 2023, how it will relate to the planning scheme and how it will ensure targets are met.
- Queries around implementation timeframes and consequences for local government not achieving their targets.
- Questions around how tree canopy, housing density and diversity targets will be measured.

Desire for state government intervention in planning



- Concern about streamlining housing approval process to be code rather than impact assessable.
- Call for more nuanced approach to Development Application approval timeframes to incentivise development.

- Call for a regional planning target approach to greenspace rather than being under local government remit.
- Suggestion to develop using building envelopes, not cadastral boundaries for vegetation pockets.

Concerns over the Update itself



- Concern that draft Update does not have enough evidence, particularly around maximum parking rates around public transport.
- Concern the plan is too Brisbane-centric and omits realistic growth measures for the rest of South East Queensland especially in the tourism aspect for the Gold Coast.

Change requests to Regional Land Use Categories (RLUCs)



- Requests for Regional Land Use Categories changes, particularly property owners wanting to move from Regional Landscape and Rural Production Area to Urban Footprint.



Consultation
feedback

Consultation feedback

 **520**
Community members
attended

 **24**
Information and talk
to a planner sessions

 **73**
Online
sessions completed

Data collection methodology

421 attendees who provided legible email contact details were sent a short follow up feedback survey that established what session they attended, how they found out about the information session and their main reason for attending.

The survey asked respondents to:

- Rate the extent to which they were satisfied with the information they obtained during the consultation session.
- Rate the way in which the consultation session was managed.

There was also an open form question to provide further feedback.

A total of **85** completed or partially completed responses were returned, with **67** from in-person participants and **18** from online consultation.

General feedback

Points of feedback on consultation included:

- Duration of the public consultation period did not afford adequate time for review, feedback and preparation of submissions, particularly for community groups who may only meet monthly.
- Promotion of public consultation including the information sessions was believed to be inadequate.
- Poor accessibility of the document online (i.e. very long, hard to read online, hard copies not distributed, some issues with map colours and clarity).
- Timing of daytime consultation sessions was criticised in Logan as being difficult to access by people working full-time.
- Question about what engagement was being undertaken with Aboriginal and Torres Strait Islander peoples.
- Unclear how feedback will inform finalisation of ShapingSEQ 2023 and concern that feedback would not be adequately considered.
- Need for community education around planning to encourage greater participation in consultation, as there was a view that planners generally do not engage with the community.

Consultation feedback

Feedback summary

The following summary is based on the feedback survey (for details see Appendix 5), the in-person comment boards and discussions with community members.

In-person consultation

46% of survey respondents were either satisfied (30%) or very satisfied (16%) with the information obtained, while 39% were either dissatisfied (12%) or very dissatisfied (27%).

54% of respondents were either satisfied (37%) or very satisfied (17%) with the management of consultation while 34% of respondents were either dissatisfied (9%) or very dissatisfied (25%).

The majority of dissatisfied community members attended the first Noosa session in Tewantin and the following are the main reasons for their dissatisfaction:

- Many noted that the session did not meet their expectations of a town hall format presentation followed by a Q and A.
- The venue was not of adequate size for the number of attendees and was noisy.
- A need for a more focused understanding of how the draft Update will specifically affect their area.

(For further information, see Part 2 under Noosa).

Online consultation

66% of survey respondents were either satisfied (22%) or very satisfied (44%) with the information obtained, while 23% of respondents were either dissatisfied (6%) or very dissatisfied (17%).

83% of respondents were either satisfied (11%) or very satisfied (72%) with the management of consultation while 17% of respondents were very dissatisfied.

The majority of dissatisfaction with online sessions was due to technical issues joining Teams meetings, which included an administrative error on the first day of public consultation.

The screenshot shows a Microsoft Forms survey titled "Draft ShapingSEQ 2023 Update Consultation Session - Feedback Survey". The survey includes the following questions and options:

- 1. What was the date of your session? e.g. 14/06/2023 * (Text input field)
- 2. Did you attend consultation online or in-person? * (Radio buttons: Online, In-person)
- 3. How did you find out about the consultation session? * (Checkboxes: Website, Postcard/letter, Social media, Newspaper ad, Radio ad, Friend / family member, Other)
- 4. What was your main reason for attending the consultation session? * (Text input field)
- 5. To what extent were you satisfied with the information you obtained during the consultation session? * (Radio buttons: Very satisfied, Satisfied, Neutral, Dissatisfied, Very dissatisfied)
- 6. To what extent were you satisfied with the way in which the consultation session was managed? * (Radio buttons: Very satisfied, Satisfied, Neutral, Dissatisfied, Very dissatisfied)
- 7. Please share any further feedback. (Text input field)

A "Submit" button is located at the bottom right of the form. A footer note states: "This content is created by the owner of the form. The data you submit will be sent to the form owner. Microsoft is not responsible for the privacy or security practices of this customer, including those of this form owner. Please give your consent." Below this, it says "Powered by Microsoft Forms." and "The owner of this form has not provided a privacy statement as to how they will use your response data. Do not provide personal or sensitive information." and "1/10/2024".



**Consultation
limitations**

Consultation limitations

The following is a summary of consultation limitations experienced.

Constrained timeline

The draft Update was written in response to the October 2022 Housing Summit. The Housing Summit committed to finalising ShapingSEQ by the end of 2023, so there was a limited period to undertake the review and conduct stakeholder engagement; draft the report and conduct public consultation ahead of finalisation.

Limited public consultation period

Although the public consultation period exceeded statutory requirements and ran for 34 business days, it was considered by some community members too short a timeframe to conduct a thorough review and prepare a submission in response. For community groups, this was highlighted as a constraint as many meet monthly and the period to work through the review process was inadequate.

Volume of content and format

For interested community members, the draft Update is a 271-page report that requires significant investment of time to review and consider. Its availability predominantly online made it challenging to review for some community members. Whilst copies were distributed to Councils across the region, access to hard copies within the community was limited.

Competing demands from other consultations

As is often the case, there were several public consultations being undertaken throughout South East Queensland simultaneously. This included local planning scheme amendments in some local government areas and several major infrastructure projects. This adds additional time pressures to community and environmental groups and community members whose voices are important to consider and is another argument for allowing a longer public consultation period.

Improving community participation rates

A longer public consultation period would also enable a longer promotional period to drive greater community participation in both online and in-person consultation. This was particularly evident when a second round of in-person events in each local government area was added at short notice drawing criticism from some community members about lack of notification.

Advertising of the public consultation period and opportunities to participate was primarily via major regional newspapers, radio and digital channels. The extension of advertising and editorial coverage into smaller community newspapers and newsletters would extend reach into local communities. This requires additional time and resourcing to organise and action effectively.

Consultation limitations...

Equity of access would be improved by the inclusion of a direct project telephone line, to support those for whom digital engagement may still present a barrier.

Equity of voice

By its nature, participation in community consultation is self-nominating and is not statistically representative of the population of South East Queensland.

Consultation gathers comments and ideas from a range of community voices and does not exclude participation, including those that promote their ideas through multiple channels multiple times. This report considers all opinions and viewpoints and endeavours to give equity of voice to a diversity of opinions and viewpoints received throughout the consultation.



Draft ShapingSEQ 2023 Update Consultation Report Appendices

October 2023

For the Department of State Development,
Infrastructure, Local Government and Planning

 **phillips**group

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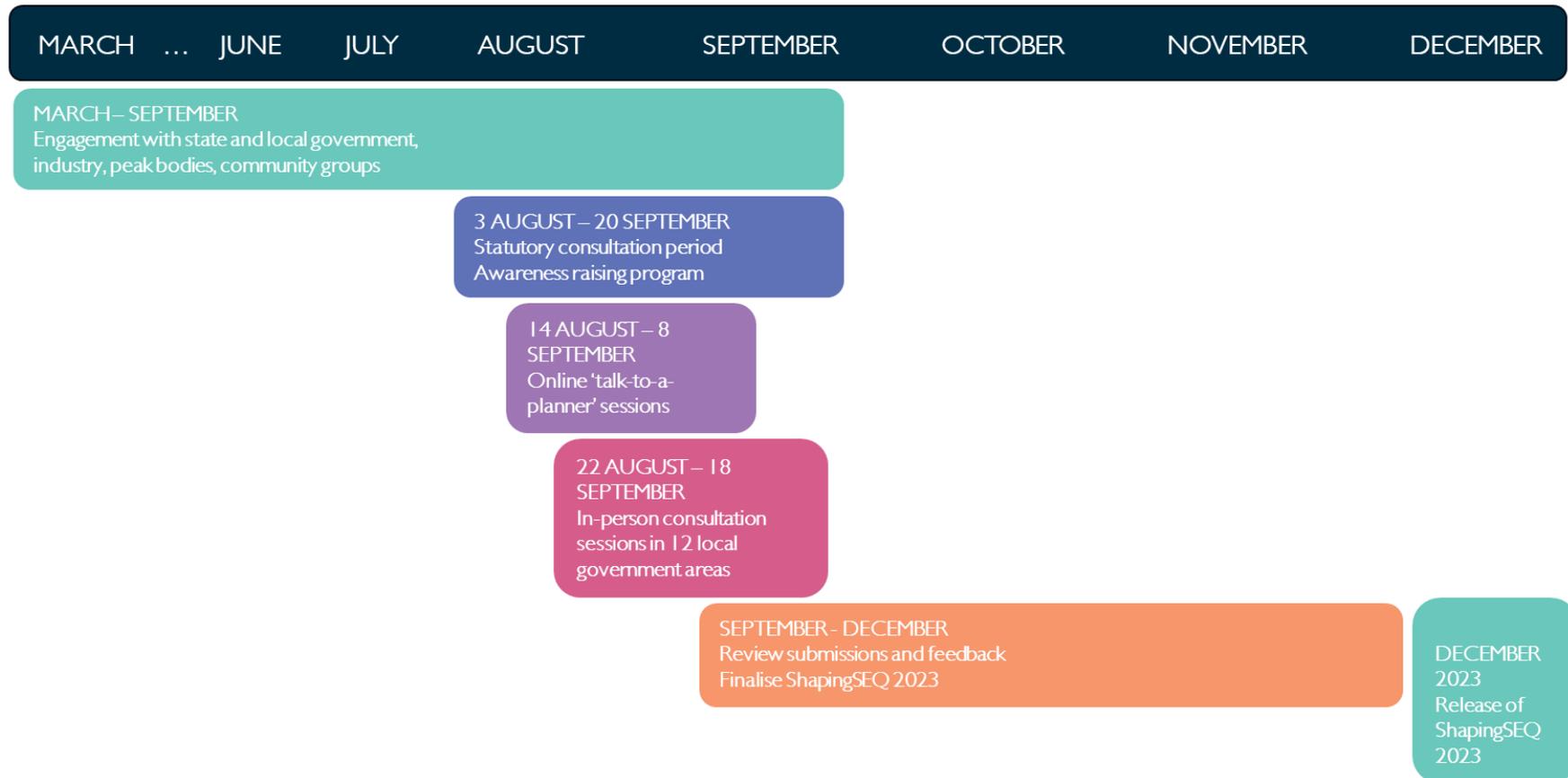


Phillips Group respectfully acknowledges the Traditional Owners and Custodians of Country throughout Australia and recognises their continuing connection to land, water and community. We pay our respects to Elders past, present and emerging.

Appendix 1 - Engagement timeline

A review of ShapingSEQ was undertaken and stakeholder engagement was undertaken to inform the development of a Draft ShapingSEQ 2023 Update for public consultation. The following timeline shows at a high level the timing of the development of the draft Update, the consultation period and the finalisation period ahead of publication of ShapingSEQ 2023 by the end of the year.

Draft ShapingSEQ 2023 Update – Milestone timeline



Appendix 2.1 - Online engagement platform

The online engagement platform www.qld.gov.au/ShapingSEQ provided a central source of information and offered a range of mechanisms for participating in consultation: so that the community could have their say and do the following:



Review a copy of the draft Update online reducing the number of hard copy documents required to be printed and distributed.



Review the maps to understand impacts on your own property.



Review the process for submissions and make a submission online.



Provide feedback by completing a Quick Poll.



Provide informal feedback through an online ideas board.



Find out what is in the draft Update by reading a suite of Fact Sheets across the ShapingSEQ themes: Grow, Prosper, Connect, Sustain and Live.



Get answers to Frequently Asked Questions.



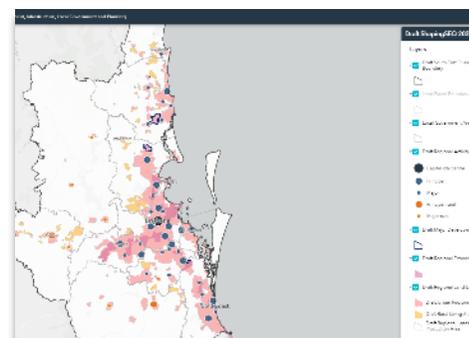
Register for updates to stay informed on the project.



Review a list of all in-person talk-to-a-planner consultation sessions and register interest in attending an event.



Link to where to book on online talk-to-a-planner sessions.



Appendix 2.2 - Talk-to-a-planner in person

In-person consultation sessions were held in each of the 12 local government areas during the public consultation period to enable one-on-one dialogue between community members and planners.

Sessions were designed to provide general information on the draft Update including about how the plan will provide a framework for resolving key housing issues and prepare the region for growth.

During the sessions, community members could:

- Review an online or hard copy of the draft Update and maps.
- Learn more about ShapingSEQ from a series of A1 posters and a suite of printed fact sheets on each of the themes within the draft Update.
- Have a one-on-one discussion with a Government planner or team member about the content or about your property.
- Provide feedback on any aspect of the draft Update either in person or via an ideas board.

Initially one event per local government area was planned and endorsement of locations and venues was sought and confirmed from each Council.

Early in the consultation period, consultation was increased to two per local government area. Where possible an alternate location and venue was secured to maximise participation in consultation.

A total of 24 in-persons were undertaken between 22 August – 18 September.

All planners and team members completed feedback forms after each session to ensure feedback was captured for inclusion in this report.

Feedback forms were also emailed to attendees.

Participation in these sessions is detailed in the community participation section of the main consultation report.



Talk-to-a-planner in person...

In-person consultation schedule - round one

Local Government Area	Venue	Date	Time
Somerset Regional Council	Somerset Civic Centre, Esk 4212	Tuesday 22 August	4pm-6pm
Toowoomba Regional Council	The Annex, Toowoomba City 4350	Wednesday 23 rd August	4pm-7pm
Logan City Council	Logan West Community Centre, Hillcrest 4118	Thursday 24 th August	11am-2pm
Ipswich City Council	1 Nicholas Street, Ipswich City 4305	Saturday 26 th August	11am-1pm
Noosa Shire Council	Our Lady of Perpetual Succour Church Hall, Tewantin 4565	Tuesday 29 th August	4pm-7pm
Sunshine Coast Council	Millwell Road Community Centre, Maroochydoore 4558	Wednesday 30 th August	11am-2pm
Brisbane City Council	Brisbane City Hall, Brisbane City 4000	Thursday 31 st August	2pm-6pm
Moreton Bay Regional Council	Caboolture Hub, Caboolture 4510	Saturday 2 nd September	11am-1pm
Redland City Council	Capalaba Place Hall, Capalaba 4157	Tuesday 5 th September	11am-1pm
Gold Coast City Council	Broadbeach Community Space, Broadbeach 4218	Wednesday 6 th September	4pm-7pm
Scenic Rim Regional Council	The Centre, Beaudesert 4285	Thursday 7 th September	11am-1pm
Lockyer Valley Regional Council	Lockyer Valley Cultural Centre, Gatton 4343	Saturday 9 th September	11am-1pm

Talk-to-a-planner in person...

In-person consultation schedule - round two

Local Government Area	Venue	Date	Time
Noosa Shire Council	Cooroy Memorial Hall, Cooroy 4563	Friday 8th September	11am-1pm
Ipswich City Council	Camira Springfield Community Centre, Camira 4300	Friday 8th September	11am-1pm
Sunshine Coast Council	Bellvista Meeting Place, Caloundra West 4551	Monday 11th September	4pm-6pm
Somerset Regional Council	Somerset Civic Centre, Esk 4312	Monday 11th September	4pm-6pm
Toowoomba Regional Council	The Annex Toowoomba, Toowoomba City 4350	Tuesday 12th September	11am-1pm
Moreton Bay Regional Council	Albany Creek Community Centre, Albany Creek 4035	Wednesday 13th September	11am-1pm
Scenic Rim Regional Council	Boonah Cultural Centre, Boonah 4310	Wednesday 13th September	4pm-6pm
Brisbane City Council	Holland Park Sports Club, Holland Park 4121	Thursday 14th September	11am-1pm
Gold Coast City Council	Nerang Bicentennial Community Centre, Nerang 4211	Friday 15th September	11am-1pm
Logan City Council	Bethania Community Centre Hall, Bethania 4205	Saturday 16th September	11am-1pm
Redland City Council	Redland Bay Community Hall, Redland Bay 4165	Saturday 16th September	11am-1pm
Lockyer Valley Regional Council	Laidley Cultural Centre, Laidley North 4341	Monday 18th September	12pm-2pm

Appendix 2.3 - Talk-to-a-planner online

A series of online information sessions was organised to extend the opportunity to directly engage with community members beyond the in-person sessions. This was beneficial for those unable to attend an information session in their local government area or who simply may prefer an online option.

200 online talk-to-a-planner sessions were offered to the community in the 12 local government areas, organised by the four sub-regions. Of these 200 available sessions, **73 were attended**. These sessions enabled one-on-one dialogue between community members and planners.

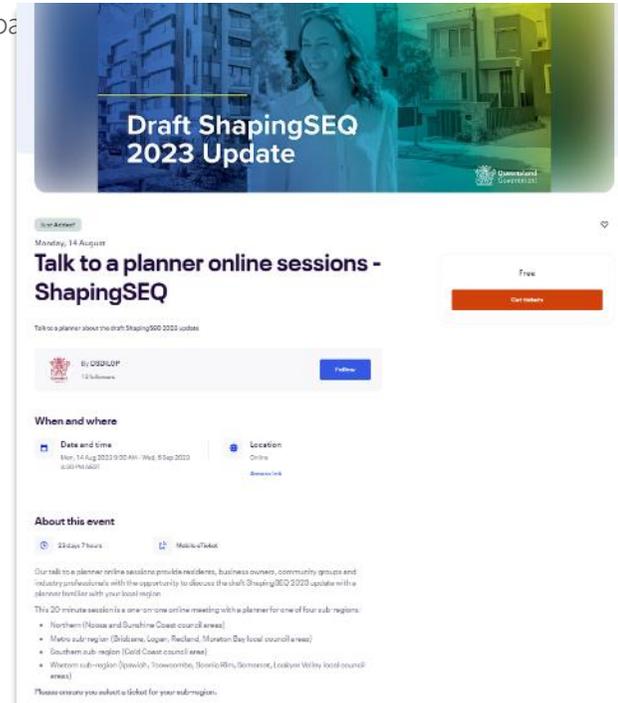
Bookings were accessed via a link on the online platform and booking enquiries were manually coordinated with DSDILGPs planning team members.

During the sessions, community members could:

- Have a one-on-one discussion with a state government planner or about the content in the draft Update or about your property.
- Provide feedback on any aspect of the draft Update.

All planners completed an online feedback form which after the session concluded and submitted for review and input into this consultation report.

Feedback forms were also available on the online platform.



Online consultation booking platform

Talk-to-a-planner online...

Online consultation schedule

August 2023						
MON	TUE	WED	THU	FRI	SAT	SUN
14	15	16	17	18	19	20
Northern sub-region 9am-11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Metro sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Western sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Metro sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Northern sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)		
21	22	23	24	25	26	27
Southern sub-region 2pm – 4:30pm (5 sessions)	Metro sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Northern sub-region 9am – 11:30am (5 sessions) 2pm-4:30pm (5 sessions)	Metro sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Western sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)		
28	29	30	31			
Western sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Southern sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Metro sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Western sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)			

Talk-to-a-planner online...

Online consultation schedule

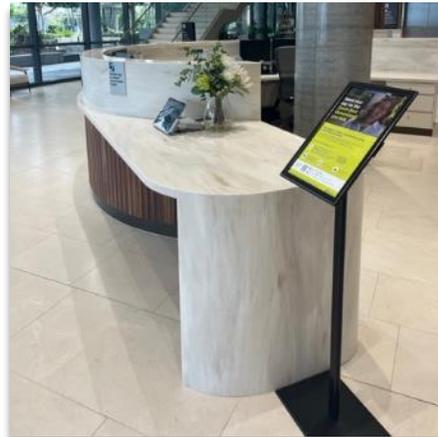
September 2023						
MON	TUE	WED	THU	FRI	SAT	SUN
				1	2	3
				Southern sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)		
4	5	6	7	8	9	10
Metro sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Northern sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Western sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Metro sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)	Northern sub-region 9am – 11:30am (5 sessions) 2pm – 4:30pm (5 sessions)		

Appendix 2.4 - Awareness raising

Promotional posters and fliers through Councils

All 12 Councils across the South East Queensland region were sent a suite of communication materials to assist in raising awareness around the consultation period. Packs included:

- Five copies of the draft Update and two copies of the draft SEQIS for review and to display in libraries and other public facilities.
- 10 posters with the specific date and venue of the round one consultation and 500 fliers promoting the consultation for display in Council facilities.



ShapingSEQ promotional posters for each Council area, and the Ipswich poster is displayed at the Ipswich Civic Centre

Brisbane EKKA

Fliers promoting the consultation period and mechanisms for participation were distributed via the Queensland Government stand at the EKKA in Brisbane during August.



DSDILGP planner at EKKA awareness raising stall

Awareness raising...

Electronic direct mail

Multiple e-mails were sent to community members subscribed to the DSDILGP's newsletter and to those registered for ShapingSEQ project updates. These were sent at key milestone stages of consultation:

- Upon the launch of the draft Update and draft SEQIS, inviting the community to have their say during the public consultation period.
- When the additional 12 in-person sessions were announced.
- The week prior to public consultation closing, reminding subscribers to attend consultation or make a submission.
- The day after consultation had closed.

Media opportunities

On the morning of the release of the draft Update, a Queensland Government media statement was released, and the Minister for State Development, Infrastructure, Local Government and Planning, the Hon Dr Steven Miles announced the draft Update's release in the estimates meeting. It was announced that consultation was open for the South East Queensland community. Major news outlet coverage amplified the announcement.



Queensland deputy premier reveals master plan for 900,000 new houses in state's south east



During the consultation phase, two events also triggered significant media coverage:

- The release of growth and housing projections in the Local Government Area of Noosa.
- A Queensland Conservation Council commissioned report analysing biodiversity impacts and opportunities in the draft Update.

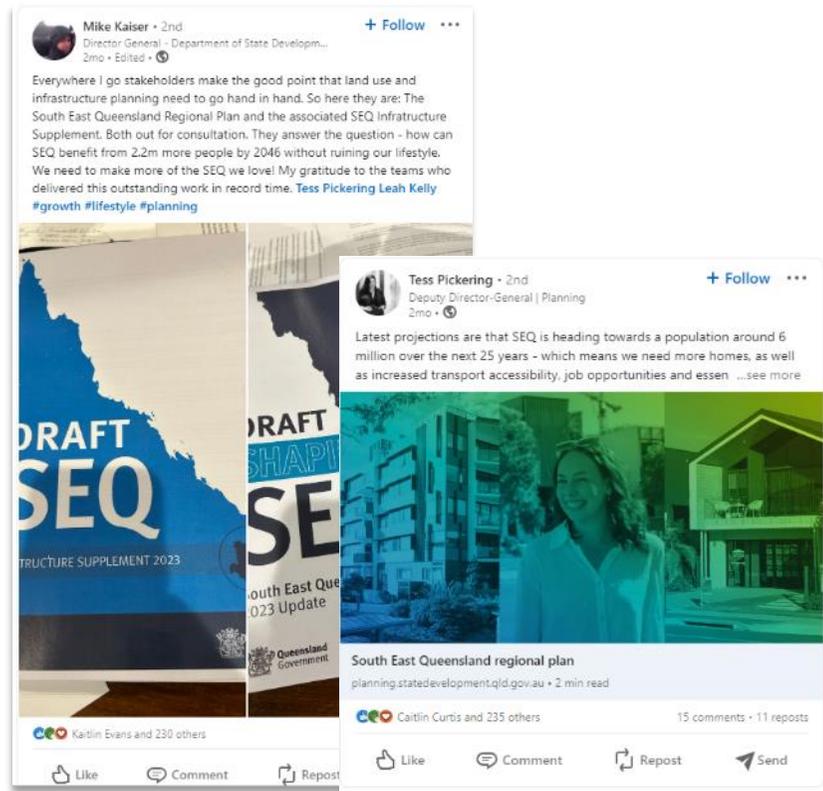
Queensland's coastal regions from Noosa to Gold Coast set to grow by 600,000 – how will they cope?



Awareness raising...

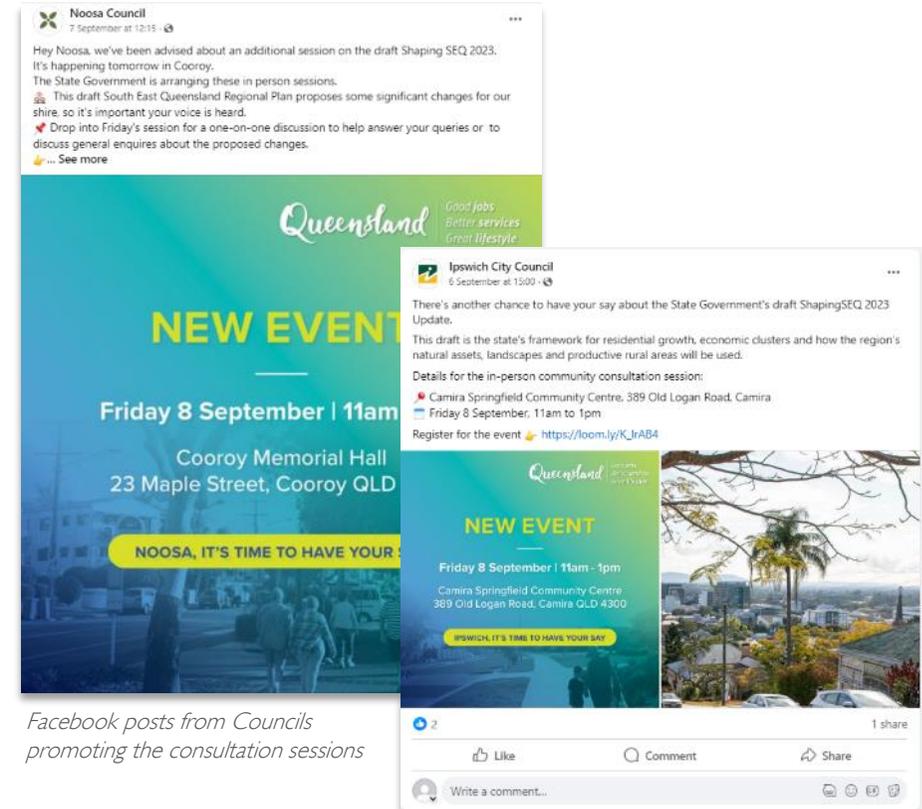
Shared social media campaign

Senior DSDILGP team members sharing key information about the draft Update to amplify the message via their LinkedIn profiles.



LinkedIn posts from senior DSDILGP team

Along with hard-copy promotional material, all 12 Councils were provided with digital amplifier packs. These included location specific social media tiles and captions that could be shared by Councils on their Council's or their own social channels to promote consultation sessions to their communities.

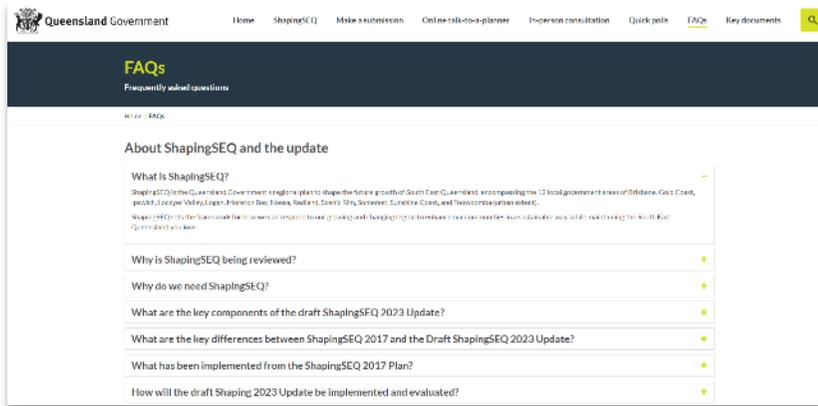


Facebook posts from Councils promoting the consultation sessions

Awareness raising...

Website

Key messaging was developed that focusing on explaining the key elements within each theme. Messaging was consistent across all project information materials including a Frequently Asked Questions document, published on the consultation website www.qld.gov.au/ShapingSEQ.



Frequently Asked Questions page on the consultation website

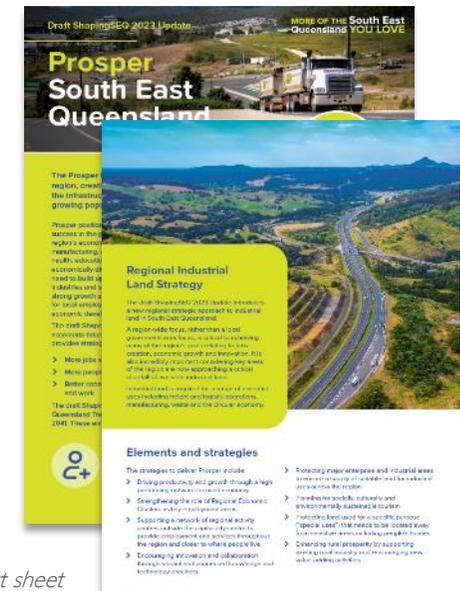
Event posters and printed fact sheets

Recognising that the draft Update is a 271 -page document that requires a large time investment to read and understand, suites of posters and printed fact sheets were created:

- A1 sized posters to be displayed at in-person consultation events, detailing an overview of the plan, an overview of each theme, and sub-region infrastructure mapping for the Metro, Northern, Western and Southern regions in South East Queensland.
- A4 sized fact sheets containing a more detailed overview of the plan and each theme, able to be collected at consultation or downloaded from the consultation website.



Grow theme A1 poster and the Prosper fact sheet



Awareness raising...

Advertising to support consultation

To coincide with, and support the public consultation, DSDILGP ran a paid advertising campaign from 3 August to 20 September 2023. The advertising campaign raised awareness of ShapingSEQ 2023 and encouraged residents to have their say on the draft Update.

Newspapers

Advertisements appeared in NewsCorp publications including the Courier Mail, Toowoomba Chronicle, Sunshine Coast Daily and Gold Coast Bulletin. These half page and medium strip advertisements were positioned in an early part of the general news section.

QLD Gov: ShapingSEQ
Ask an expert: how can SEQ find opportunities as its population grows?

South East Queensland's population is set to rise by 2.2 million people by 2046. Experts say the government must have a plan for every resident.

South East Queensland has long been a popular tourist destination, with its glittering beaches, family entertainment and world-class eateries. In recent years, it has also attracted waves of new residents, ready to turn their holidays into more permanent arrangements. The most recent census revealed that in 2016-21, more people moved interstate to Queensland than to any other state.

By 2046, South East Queensland's population is estimated to increase by almost 50%, to 5 million people. While the region is currently a rare mix of lifestyle and opportunity, this much change will bring challenges. So, we asked the experts, what needs to happen in SEQ over the next two decades?

Planning for 2046 must start now
Jackson Hills is manager of policy and strategic engagement at Q.Shetter, the state's peak body for social and affordable housing. As demand for housing and services grows, his organisation's focus is on ensuring no one is left behind.

ShapingSEQ will help all South East Queenslanders choose the kind of home that is right for them, in a place they want to live.

Elisa Salheid and her husband Shane always imagined themselves living in a large family house as they raised their two children.

The Gold Coast couple had bought and sold a unit pre-children, then rented while their kids were young. But when it came time to buy a property that they could enjoy as their kids grew, they were hit with a stark realisation: they simply couldn't afford a large, detached house in the area they called home.

Their lives are centred around Robina; it's where the kids go to school, their employment is tied to the area and, perhaps most importantly, it is where extended family live.

"We started looking at bigger properties, (and) we got priced out of the market," explained Ms Salheid.

"Then we start looking at the outer suburbs. It just hit me that it was never going to work for us. Fin on the P&C for school, I have my own company, and the thought of driving back and forth at night terrified me."

SEQ is growing and we're in this together
Learn more about the SEQ Regional Plan

Editorial content article excerpts

There were also editorial articles published across The Courier Mail and The Guardian to promote awareness of ShapingSEQ 2023.

Radio

Radio advertising ran from the second week of public consultation through to the end of consultation. 1,175 radio advertisements were hosted across key stations across the region, as well as First Nation, Culturally and Linguistically Diverse (CALD) and community radio stations to increase awareness and achieve greater reach.

16 NEWS
Dead prisoner ran down cop
A man in custody who was charged with the murder of a woman, ran down a police officer on a bicycle.

Laws an attack on freedom
The Queensland Government's new laws to protect the state's natural environment are an attack on freedom.

TRAINER'S SORDID HISTORY EXPOSED
A horse trainer's sordid history of abuse and neglect has been exposed.

We're planning more of the South East Queensland you love
Have your say

Help us make more of the South East Queensland you love
Have your say today

Half page advertisements in newspapers

Awareness raising...

Social media

Social media advertising was placed on YouTube, TikTok, Facebook and Instagram with local government area-targeted content to raise awareness about the plan and promote the in-person consultation sessions.

Video on demand

To reach Queenslanders who have shifted their viewing habits away from traditional TV, advertising was placed on Broadcast Video On Demand.

Digital

Google Search optimisation was utilised to increase traffic to the consultation website, targeting people who searched for keywords relating to ShapingSEQ.

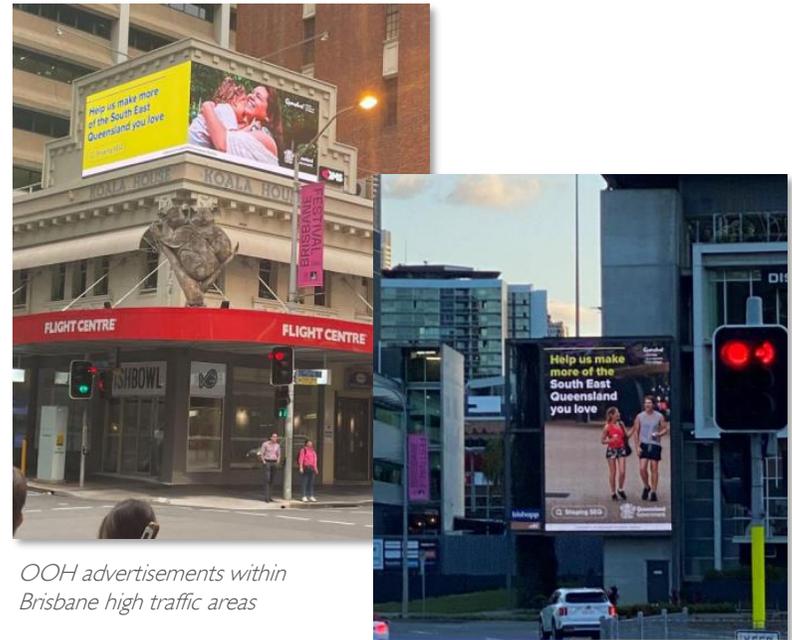
Advertising was also distributed across a range of other digital platforms including Spotify Audio, Brisbane Times, Daily Mail, Gumtree and Real Estate.com.

Out of home

Billboards were displayed in high traffic areas within the region to reach people when they were commuting.



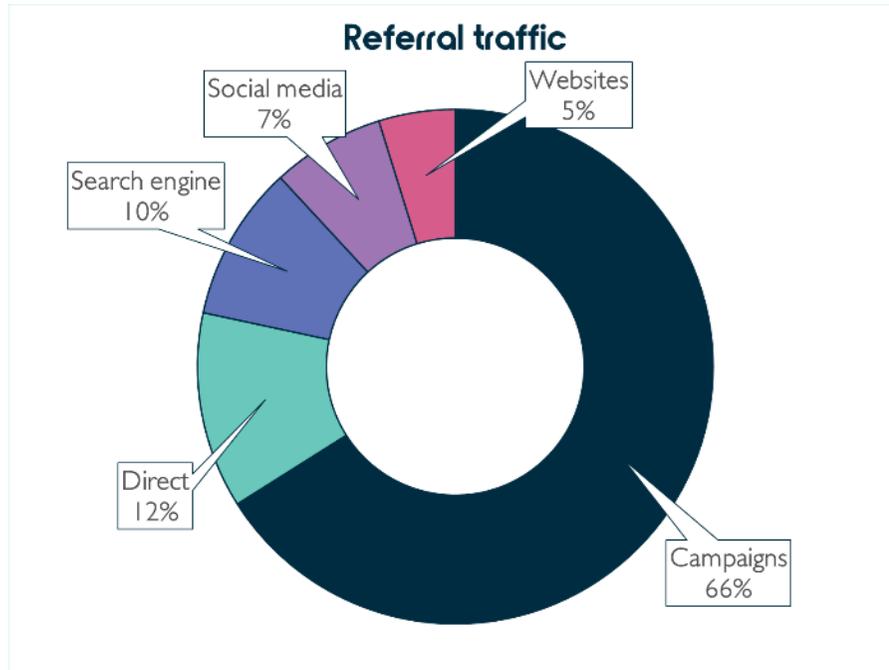
Facebook advertisements for ShapingSEQ and local consultation session details



OOH advertisements within Brisbane high traffic areas

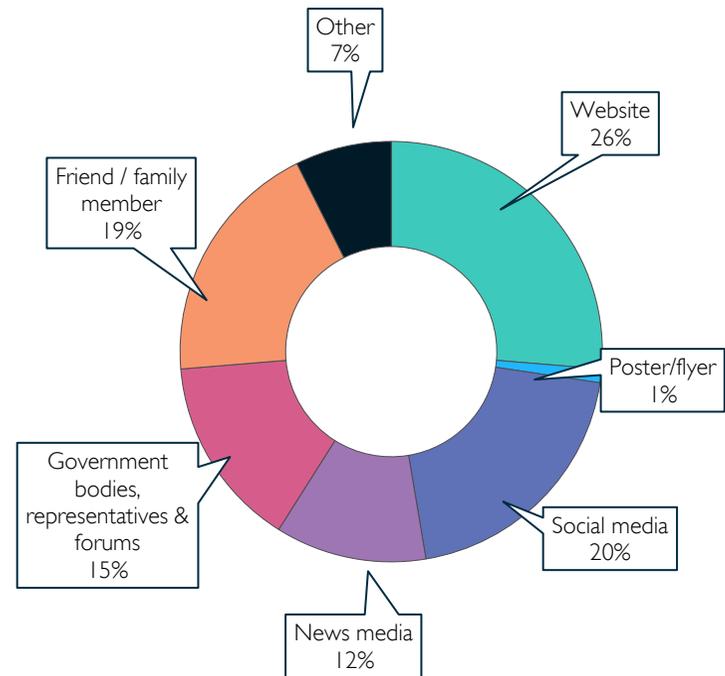
Awareness raising...

Consultation website traffic sources



How online data showed people found the ShapingSEQ website

How people found out about ShapingSEQ consultation



- Website
- Poster/flyer
- Social media
- News media
- Government bodies, representatives & forums
- Friend / family member
- Other

How feedback survey respondents said they found out about ShapingSEQ consultation, not just the website

Awareness raising...



Promotional pull-up banner displayed at events.



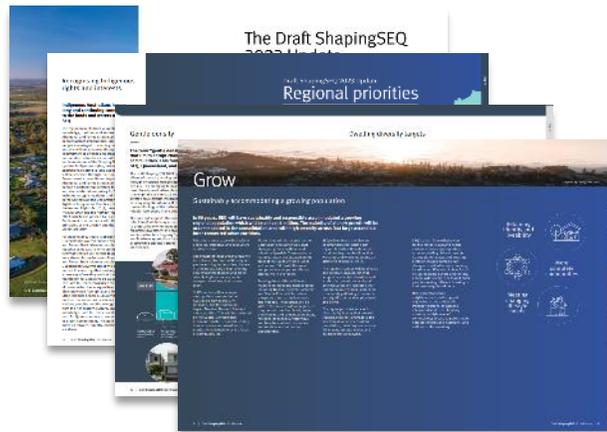
Promotional consultation posters distributed to all Councils for display.



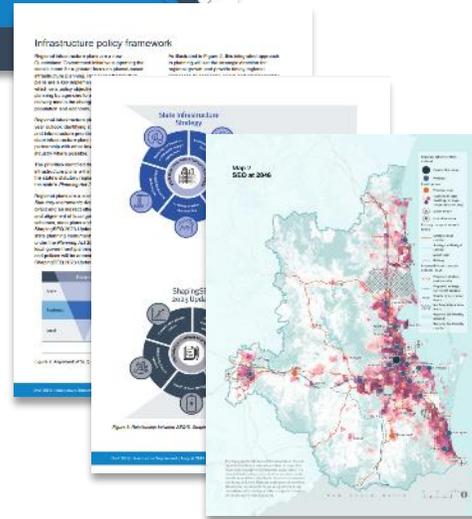
Promotional flyer distributed to all Councils for local displays, and handed out at the EKKa in Brisbane.

Appendix 3 – Informational content

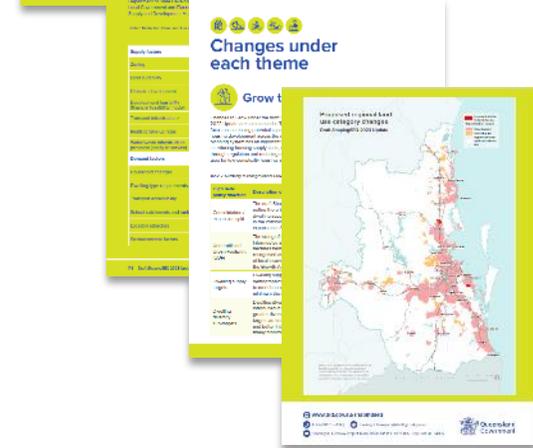
Draft documents for review and consultation



Draft ShapingSEQ 2023 Update



Draft SEQIS 2023



ShapingSEQ Summary of Amendments

Informational content...

A1 consultation display posters



Informational content...

Suite of consultation fact sheets

Draft ShapingSEQ 2023 Update
MORE OF THE South East Queensland YOU LOVE

Draft Update Facts

South East Queensland is changing. By 2046, SEQ is expected to have a 1 million people. That's a 2.2 million people live homes and just over a million more people. The growth is being driven by migration and change. Located with climate change, South East Queensland represents the strongest economic and infrastructure and a better, building to help in order to achieve the three levels of growth local – to work together new homes in a world. The Federal Government Accord provides a target new homes to be built and SEQ is set to contribute to its fair share.

The **Grow** theme ensures growing population by targets for the region and diversity targets to deliver. Over the next 25 years, SEQ population is expected to grow 2.2 million people, to attract due to natural increase and migration.

SEQ's current projects

- 100,000 new homes
- 100,000 new jobs
- 100,000 new hectares of land
- 100,000 new hectares of water

Prosper South East Queensland

The **Prosper** theme focuses on growing jobs across the region, creating more jobs where people live and identifying the infrastructure required to support economic growth and a growing population.

Prosper positions South East Queensland for success in the global economy. To date, the region's economic strength has been in manufacturing, agriculture, tourism and services, health, education, retail and construction. To remain economically diverse, South East Queensland will need to build upon these strengths and foster new industries and sectors – particularly those showing strong growth and providing greater opportunities for local employment and growth in First Nations economic development.

The draft ShapingSEQ 2023 Update aims to accelerate future jobs across the region, and provides strategies that include:

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

The draft ShapingSEQ 2023 Update contains Queensland Treasury employment projections to 2046. These employment planning initiatives reflect:

- Queensland Government projections of possible future employment growth based on available information. The final ShapingSEQ 2023 will include updated employment projections to 2046.
- In addition to establishing a strategy so that South East Queensland is well positioned to benefit from the projected employment growth, the draft ShapingSEQ 2023 Update details strategies to ensure local and sustainable to support many of the region's opportunities relating to jobs creation, economic growth and innovation.
- This includes identifying possible locations for recycling enterprise precincts to help achieve the ambitious targets of the Queensland Waste Management and Resource Recovery Strategy to achieve 85 per cent waste diversion from landfill and 70 per cent recycling rates across all waste types by 2040. Recycling enterprise precincts will provide the opportunity for the use and reuse of materials that would otherwise be discarded to landfill. Locating these precincts near complementary industry activities will help develop places that contribute to a circular economy.

1,600 new people moving to South East Queensland each week

1 MILLION new jobs by 2046

Queensland Government

Draft ShapingSEQ 2023 Update
MORE OF THE South East Queensland YOU LOVE

Connect South East Queensland

The **Connect** theme focuses communities and the economic use and transport planning. The integration of land use and transport is essential, as it improves connectivity within the region, shows how we live, work and play. The draft ShapingSEQ 2023 Update need to adapt our transport system to be more sustainable, healthy and safe. Embedding walking, cycling and public transport options for our trips will ensure a more resilient and liveable region with increasing connectivity for all. The draft ShapingSEQ 2023 Update supporting the government and transport providers that enables regional and supports key freight movements that support our food and goods. The draft ShapingSEQ 2023 Update promotes active and green modes of travel for short and long distance public transport.

Live South East Queensland

The **Live** theme is about creating well-placed and distinctive South East Queensland quality of life for all. South East Queensland is one of the best places in the world that supports outdoor living, year-round. The **Live** theme promotes planning and design that responds to local climate and landscapes, and connects people physically and socially, creates a healthy environment, a vibrant economy and a vibrant society. The draft ShapingSEQ 2023 Update identifies and supports the creation of great places to live and explores critical considerations for creating well-placed and distinctive South East Queensland quality of life for all.

Elements and strategies

The strategies to deliver **Connect** include:

- Moving people and freight around the region
- Providing an extensive, connected active transport network and cycling in the region
- Developing regional active transport networks through connecting transport connections

Affordable living - more than just a house

The draft ShapingSEQ 2023 Update acknowledges that while housing in the outer fringes of urban areas may be more affordable, it often comes with additional journey costs. This can increase the cost of living to more than 30 per cent of the household's total income in some areas. Additionally, outer areas often offer less affordable and well-serviced centres offer less affordable housing options, but have significantly lower journey costs. This makes the total cost of living as low as 15 per cent of total household income in those areas. The draft ShapingSEQ 2023 Update aims to achieve more affordable living by increasing jobs close where people live, promoting more housing sites, and supporting the delivery of critical transport infrastructure connecting the two.

Sustain South East Queensland

The **Sustain** theme continues to protect the region's biodiversity, cultural heritage and natural assets as well as build resilience across communities in response to climate change and extreme weather. South East Queensland communities depend on their natural assets and regional landscapes to support their lifestyles. The draft ShapingSEQ 2023 Update plays an important role in ensuring safe, sustainable and resilient communities now and into the future. The addition of a low canopy target in the draft ShapingSEQ 2023 Update will help to create more shade, reduce the heat island effect and improve air quality in our communities.

Elements and strategies

The strategies to deliver **Sustain** include:

- Ensuring that First Nations people are engaged and empowered, and their culture is respected and reflected in planning for the region
- Protecting and enhancing South East Queensland's biodiversity corridors and taking a regional focus to maintain the natural environment, key habitat and native wildlife
- Coordinating planning and development to protect the extent and quality of habitat to sustain the biode population over the long term
- Managing natural resources sustainably, including protecting important agricultural areas, ensuring ready availability of natural water used in construction and securing drinking water supplies
- Protecting the valued landscapes that define our region and serve the recreational and outdoor needs of the community
- Implementing innovative approaches to enhance and protect the health of waterways, wetlands, coasts and bays
- Setting the planning framework to enable a transition to a lower carbon future and to respond to the risks of climate change
- Incorporating climate and natural hazard considerations into planning and land use to identify "no go" future development areas and to build resilience within our communities.

Queensland Government

Appendix 4.1 - Community group workshop

Community groups were invited to attend a workshop and meetings ahead of the publication of the draft Update.

Thursday 6 July 2023, 1 William Street, Brisbane

Attendance

Representatives from the following organisations:

- Bicycle Queensland
- Brisbane Residents United Inc
- Caloundra Residents Association
- Community Housing Industry Association (CHIA)
- Council on the Ageing
- Gecko
- Heart Foundation
- Housing Older Women Movement
- Logan and Albert Conservation Association
- Older Women's Advisory and Monitoring Group
- QCF/ Shady Lanes Project
- Queensland Conservation Council
- Queensland Nurses and Midwives Union (QNMU)
- Queensland Teachers Union
- Queensland Youth Housing Coalition
- Redlands 2030
- SEQ Community Alliance
- Suburban Futures
- Sunshine Coast Association of Residents Inc. (OSCAR)
- Sunshine Coast Environment Council
- Tenants Queensland
- UQ
- YIMBY

Attendees participated in a poll to understand sentiment about aspects of the draft Update. The majority of attendees supported the following:

- Policy direction of offering more housing choice in the region.
- A data-driven approach to planning.
- Gentle density as a way of creating more housing in the region.
- Accepted increasing density as a means of protecting the natural environment.

Findings



Need for transport infrastructure – public transport, active transport, road and car transport



Concern for environmental conservation



More community infrastructure – amenity spaces, open spaces, green spaces and health infrastructure



Questions about planning tools, regulation, timeframes, consultation and coordination across government levels



Housing diversity – increase social and affordable, supply and density in right places



Importance of resilience and sustainability in planning and design

Appendix 4.2 - Industry and community group briefing

Industry organisations, peak bodies and community groups were invited to attend a high-level briefing on content ahead of publication of the draft Update and draft SEQIS.

Friday 4 August 2023, Parliament House, Brisbane

Attendance

Industry organisations and community groups were invited to send representatives. The following had representatives in attendance:

- Property Council Australia
- Urban Development Institute of Australia
- Housing Industry Association
- Real Estate Institute of Queensland
- Infrastructure Association of Queensland
- Consult Australia
- Master Builders of Australia (QLD)
- Queensland Conservation Council
- Residential Tenancies Authority
- Housing Supply Expert Panel
- Australian Industry Group
- SEQ Community Alliance
- Community Housing Industry Association



Industry briefing event

Appendix 4.3 - Community and environmental group webinars

Following publication of the draft Update, community and environment groups were invited to attend webinars to provide feedback on content within the document.

COMMUNITY GROUP WEBINAR - Wednesday 6 September 2023, via Microsoft Teams

Attendees

The following organisations attended:

- YIMBY
- Bicycle Queensland
- Community Housing Industry Association Queensland
- Tenants Queensland Ltd
- Caloundra Residents Association Inc.
- Queensland Nurses and Midwives' Union
- Brisbane Residents United Inc.
- SEQCA
- QTU
- Organisation of Sunshine Coast Association of Residents Inc. (OSCAR)

Discussion summary

- Interest in how plan is improving affordable housing and the distinction between affordable housing and housing affordability.
- Concern about the provision of infrastructure to support growth including water and sewerage.

- Interest in how the plan would be implemented given the current external challenges faced within the building industry.
- Queries about the evidence to support the approach.
- Concern for 'power poverty' with increased density and public buildings.
- Concern for gentle density and medium density definitions, impact on local character and the implementation of density targets.
- Greater clarity sought on the submission process.
- Interest in how the findings from consultation would be used to support finalising ShapingSEQ 2023.



Community and environmental group webinars...

ENVIRONMENTAL GROUP WEBINAR - Thursday 7 September 2023, via Microsoft Teams

Attendees

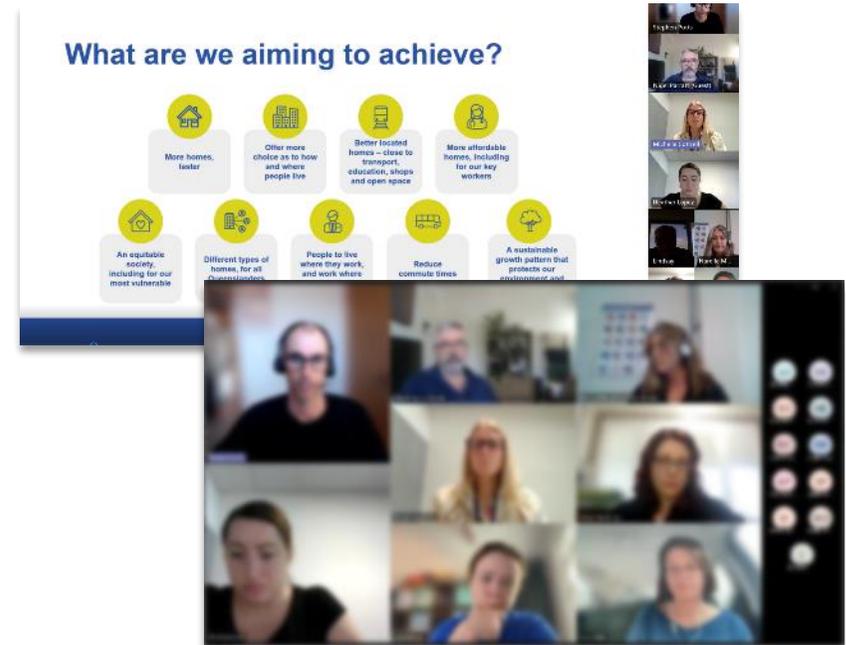
The following organisations attended:

- GECKO
- Sunshine Coast Environment Council (SCEC)
- Queensland Conservation Council
- Shady Lanes Project & ACF Community Brisbane Northside
- Queensland Conservation Council
- Organisation of Sunshine Coast Association of Residents Inc (OSCAR)

Discussion summary

- Interest in the resilience maturity framework and investigation into incentives to reduce habitat loss whilst accommodating population growth.
- Interest in koala mapping data and influence on the Regional Land Use Categories outlined in the plan.
- Support for and interest in the provision of infrastructure to support growth – particularly water and sewerage.
- Interest in how tree canopy targets will be implemented and measured.

- Questions regarding Potential Future Growth Area boundaries and the impact of bioregional planning on the maps provided in the draft Update.
- How the draft Update is addressing biodiversity corridor protection.
- Interest in governance, implementation and benchmarks to measure success.



Appendix 5 – Feedback forms and results

Planner feedback form – online form completed by planner after sessions

Talk to a planner session - Planner form

Please complete this form after every conversation to capture the information, key topics discussed and any actions or escalations

* Required

1. Your name (planner) *

Enter your answer

2. Date of session e.g. 14/08/2023 *

Enter your answer

3. Online or in-person session *

Online

In-person (formal one-on-one discussion)

In-person (informal/overview of session)

Submit

4. Full name of stakeholder

Enter your answer

5. Email address of stakeholder

Enter your answer

6. Which best describes the stakeholder? *

Individual

Business

Community Group

Environment Group

Industry

Representing a client

Lobbyist

Other

7. If applicable, please provide name of group/client they are representing

Enter your answer

8. Property address (Lot on Plan or residential address) if provided

Enter your answer

9. What was the key interest of the individual during the session? *

Population growth

Regional Land Use Categories

Dwelling density and diversity

Regional Economic Clusters

Infrastructure

Industrial land planning

First Nations people

Environment and biodiversity

Resilience (climate change, flooding)

Lifestyle

Other

Feedback forms and results...

Consultation session feedback survey sent to attendees following the in-person and online sessions

Draft ShapingSEQ 2023 Update Consultation Session - Feedback Survey

Thank you for attending a draft ShapingSEQ 2023 Update consultation session.

We would greatly appreciate it if you could please answer the five questions below relating to your consultation experience.

Your feedback will help us shape future community consultation sessions.

* Required

1. What was the date of your session? e.g. 14/08/2023 *

2. Did you attend consultation online or in-person? *

Online

In-person

3. How did you find out about the consultation session? *

Website

Poster/Flyer

Social media

Newspaper ad

Radio ad

Friend / family member

Other

4. What was your main reason for attending the consultation session? *

5. To what extent were you satisfied with the information you obtained during the consultation session? *

Very satisfied

Satisfied

Neutral

Dissatisfied

Very dissatisfied

6. To what extent were you satisfied with the way in which the consultation session was managed? *

Very satisfied

Satisfied

Neutral

Dissatisfied

Very dissatisfied

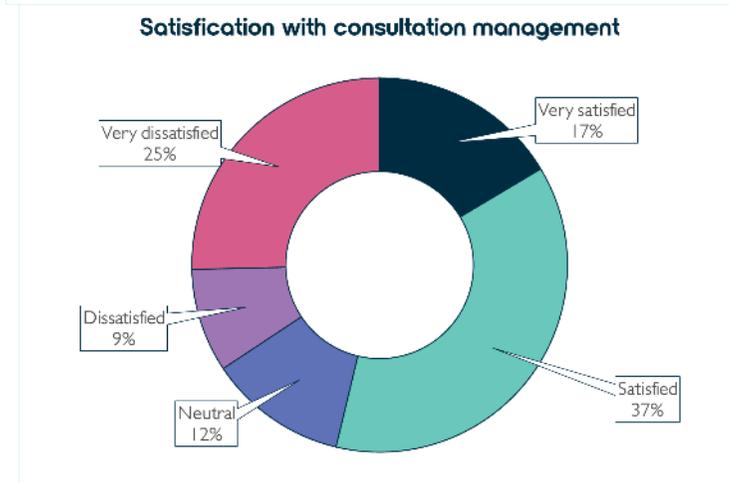
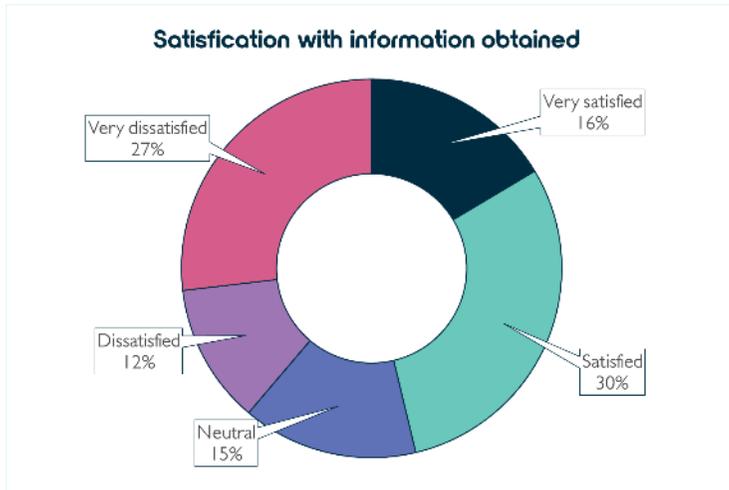
7. Please share any further feedback.

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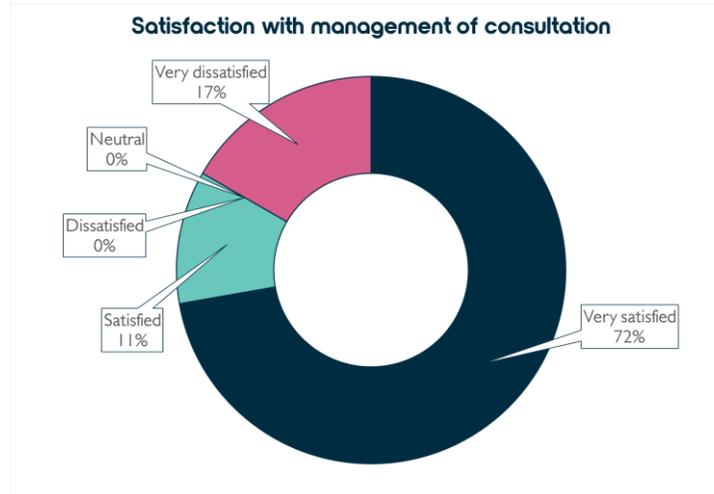
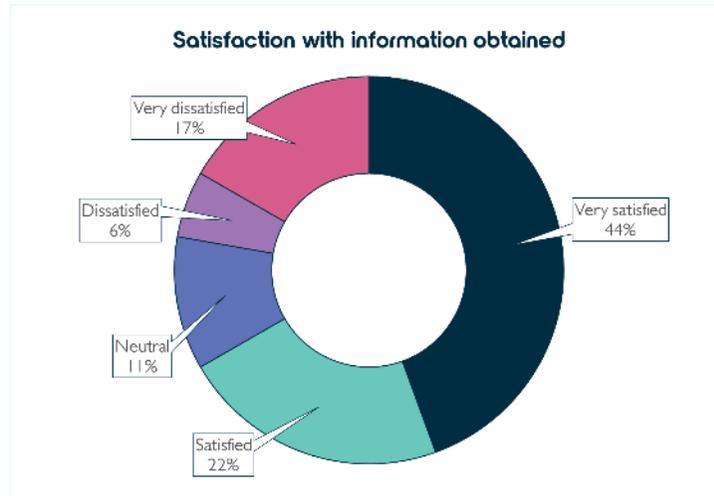
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Feedback forms and results...

In-person session feedback survey results (n=67)



Online session feedback survey results (n=18)



Appendix 6 – Figure 4 and 5 from draft ShapingSEQ 2023 Update

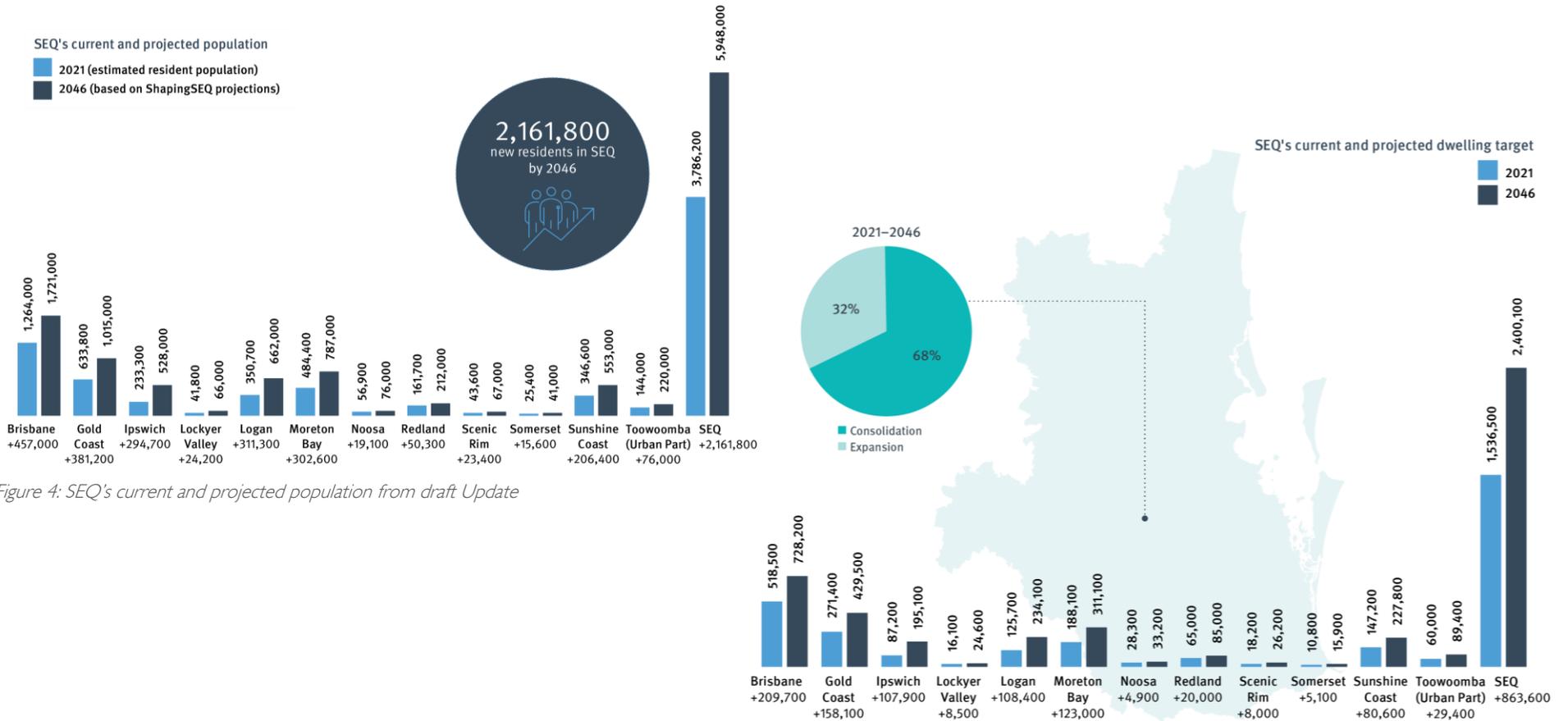


Figure 4: SEQ's current and projected population from draft Update

Figure 5: Dwelling supply targets to 2046 from draft Update

Appendix F – Community submission responses

Feedback	Response
Grow	
<p>Overall comments</p> <ul style="list-style-type: none"> Concern with the strategy to significantly boost the population in SEQ in a short amount of time. Acknowledgment of the need to increase the stocks of housing of all types, however expressed concerns with the numbers proposed. The densities in some suburbs are reasonably good, but most have critical missing features and restrictions in infrastructure and services that cause issues. At the very least, adequate infrastructure (e.g., road upgrades, hospitals etc.), is required to support population growth. Interstate and overseas migration must have its limits given critical resource restrictions, such as water. Concerns that the population and dwelling information is inaccurate and inconsistent across the document, and therefore a complete review of the population and dwelling projections is required. 	<ul style="list-style-type: none"> Queensland, and South East Queensland is growing at a rapid rate. ShapingSEQ 2023 responds to projected population growth that is anticipated to occur across South East Queensland to 2046. It does not set the population growth. Population projections have been prepared by Advanced Demographic Modelling and fall between the Queensland Government's 2023 edition medium and high series projections from the Queensland Government Statisticians Office. ShapingSEQ 2023 aims to ensure that land and dwelling supply settings are fit for purpose and able to respond to the growth and accommodate future residents. ShapingSEQ sets dwelling diversity sub-targets to facilitate delivery of all types of housing across the region. This includes detached homes as well as more diverse housing types near transport and employment services. It is the role of local planning schemes to ultimately determine where densities can be increased. ShapingSEQ 2023 includes high amenity areas to allow for the state and local governments to work together to locate well-serviced areas where density uplifts are appropriate. The regional plan is also supported by the South East Queensland Infrastructure Supplement (SEQIS) which outlines other future infrastructure projects, beyond just transport infrastructure. ShapingSEQ 2023 includes more context around the roles of all stakeholders and the community in delivering housing. The regional plan cannot control market conditions such as costs of labour or material prices, however, it now includes more context around this narrative, outlining what it can and can't do.
<p>Dwelling and diversity targets</p> <ul style="list-style-type: none"> Concerns with the dwelling targets were generally concentrated around particular local government areas (LGAs), with a large proportion from Noosa, followed by the Sunshine Coast and Redland. Support the need for dwelling diversity sub-targets to provide guidance on the preferred mix of dwellings by 2046 through a balance of infill and greenfield development. General support for the social and affordable housing targets. 	<ul style="list-style-type: none"> ShapingSEQ 2023 sets dwelling supply targets for each local government area (LGA). Dwelling supply targets have been determined having regard to a nation-leading approach of integrated land use and transport modelling called the Model for Urban Land and Transport Interaction (MULTI). The MULTI has been informed by supply and demand, realistic take-up rates, land use and transport integration, employment accessibility, and capacity within land use zoning and local government infrastructure plans. ShapingSEQ 2023 provides dwelling supply targets at both 2031 and 2046 to monitor the progress of local governments achieving the required dwellings across the region over the long-term. Dwelling supply targets are supported by dwelling diversity sub-targets to help ensure a diverse mix of housing product is delivered across the region.

Feedback	Response
<ul style="list-style-type: none"> Support for the dwelling targets generally questioned how the targets would be delivered and implemented. 	<ul style="list-style-type: none"> Local governments should consider the diversity sub- targets in the context of their own local planning and may seek to refine their local application to achieve higher diversity (attached – low, medium and high rise) for short, medium and long-term need.
<p>Unlocking underutilised Urban Footprint (UUF)</p> <ul style="list-style-type: none"> General support for the strategy to unlock UUF land, however, further clarification was sought on clearly identifying the UUF land. 	<ul style="list-style-type: none"> Unlocking Underutilised Urban Footprint (UUF) – land intended for urban development but not realising its potential – was a key implementation action under ShapingSEQ 2017. The department reviewed a total of 27,000 hectares of UUF land over 75 individual sites in SEQ. It was identified that 7,000 hectares of land is utilised (already realised or being actively developed) or unrealisable, and 20,000 hectares could be developed with appropriate intervention. The <i>Housing Availability and Affordability (Planning and Other Legislation Amendment) Bill 2023</i> will help to optimise the planning framework’s response to current housing challenges including unlocking UUF.
<p>Consolidation / expansion growth ratio</p> <ul style="list-style-type: none"> Support for the consolidation / expansion ratio, noting greenfield development and the impact it has on the environment. Concerns that increased population and more housing will have an impact on the environment, local character and infrastructure. Concerns about how the consolidation / expansion ratio will be delivered and achieved. Concerns that the target to limit the Urban Footprint expansion is only aspirational and there should be a comprehensive evaluation of development typologies and approaches to understand what works, with smaller developers and local enterprises considered. The consolidation / expansion ratio could go further to 80/20 consolidation/expansion ratio. There will be challenges in achieving the infill targets, particularly in the short term, and that additional greenfield development will be needed to meet these targets. 	<ul style="list-style-type: none"> ShapingSEQ 2023 encourages a consolidated urban growth pattern and higher densities in well-located areas – places with access to employment, services and amenity, where land is supported by appropriate infrastructure. Striving for more consolidation in the right locations will assist in protecting SEQ’s unique character. A consolidated urban form reduces the need to sprawl into rural and regional areas and protect natural areas and reduces the cost of infrastructure delivery. The consolidation/expansion ratio policy for SEQ ensures the efficient use of land within the region. There are several strategies to achieve this: <ul style="list-style-type: none"> Maintain a minimum 60/40 consolidation/expansion dwelling growth ratio across the region, while moving towards a dwelling growth ratio of 70/30 consolidation/expansion. Prioritise unlocking underutilised land in the Urban Footprint. Identify and prioritise sites in high amenity areas that can be developed to provide for residential densities. In new communities, plan for a net residential density of 20–30 dwellings/ha or 40–80 dwellings/ha if these areas are within a walkable catchment to an existing or proposed public transport station. Accommodate new rural residential development only in the Rural Living Area or in the Urban Footprint where land is unsuitable for urban use. Protect PFGAs that may be needed to accommodate long-term urban growth. ShapingSEQ 2023 sets medium- and longer-term dwelling supply targets to 2031 and 2046. The State Government will be monitoring and reporting against achievement of these targets having regard to several indicators which take account of process, policy and contextual factors (such as market

Feedback	Response
	<p>factors). A detailed list of indicators can be found in the Indicator Dictionary available on the department's website.</p> <ul style="list-style-type: none"> The Urban Footprint has been sized appropriately to accommodate the region's growth, which will be met in a way that is consistent with the goals, elements and strategies of ShapingSEQ 2023 and is supportive of a more consolidated urban form.
<p>High amenity areas</p> <ul style="list-style-type: none"> Support for increased dwelling supply and density being well located. Acknowledgement of the housing supply challenges currently being experienced in the region and support the notion of high amenity areas. Want further information on the location of these areas and how they will be delivered. Concerns with the densification of development along transport corridors and the impact on local character Concerns about the densification of development along transport corridors, and in particular the Gold Coast Light Rail, and the impact this will have on the character of the area. 	<ul style="list-style-type: none"> ShapingSEQ 2023 includes a high amenity areas framework as a tool for identifying areas suitable for delivering greater density and diversity across the region. The criteria for high amenity areas has been further refined between the draft and final plan, in consultation with councils, using real data to provide more meaningful implementation actions to help the size, speed and mix of dwelling growth and to align with the ShapingSEQ 2023 objectives and 2046 targets. As well as supporting housing supply and diversity, high amenity areas are a tool for identifying areas that need support in converting planned dwelling supply to actual growth on the ground. Using a range of data, heat mapping will be produced in consultation with local governments based on a combination of or individual components of the criteria. The identification of high amenity areas will be undertaken in collaboration with local governments including refining the criteria and weightings for each indicator and spatially identifying areas.
<p>Gentle density</p> <ul style="list-style-type: none"> Support for gentle density, however, needs to be sensitive to the local character of the area and more information is needed on delivery. Those that supported the strategy for gentle density also noted that further information is needed on what this practically means from a delivery perspective. Sufficient infrastructure, services and public open space is needed to support more density. Do not support infill housing and density increases in existing residential areas, concerned with increase building heights and loss of greenspace. 	<ul style="list-style-type: none"> The term "gentle density" refers to the gradual, incremental approach to development that limits abrupt changes in scale, density, or character that might disrupt existing communities. This form of development already exists in a number of locations across SEQ and other urban locations. Gentle density includes housing products in low density and low-medium density zoned areas and can include: <ul style="list-style-type: none"> Detached house (dwelling house on a small lot, detached secondary dwelling) Row housing / terrace housing Dual occupancy (duplexes) Townhouses Attached secondary dwelling (granny flat, Fonzie flat) Triplexes

Feedback	Response
	<ul style="list-style-type: none"> – Quadplexes – Low-rise walk-up apartments or units • The diversification of housing supply is key to improving housing affordability in SEQ. Housing affordability is not a one-size-fits-all solution, and diversity of housing means a diverse range of solutions that can also support affordable living. • ShapingSEQ 2023 includes evidence-based policy narrative to drive the need for more gentle density, which is currently not being delivered across the region where needed. • ShapingSEQ 2023 also recognises that housing types under the gentle density definition will need to be appropriate within their local context. • The image and definition of gentle density has been reviewed for clarity of communication in the final plan. • Dwelling diversity sub-targets have been introduced in the draft ShapingSEQ 2023 Update to provide further guidance as to the preferred mix of dwellings to accommodate increasing population along with changing demographics and household composition as we grow by 2.2 million to 2046. • The department will work with local governments on the delivery of gentle density outcomes in communities through planning scheme amendments and incentives, ensuring high quality development outcomes are achieved which complement local character.
<p>Social housing and affordable housing</p> <ul style="list-style-type: none"> • Acknowledgement of the housing challenge and that the ability to find suitable affordable housing and rental accommodation is a significant issue, particularly for essential workers and students. • Support the need to provide for more social housing but to also acknowledge the difference between social and affordable housing. • Strong support for including inclusionary zoning and relaxations for social housing providers, but hold concerns about mandating inclusionary planning principles that may have unintended consequences that impact on the feasibility of projects. 	<ul style="list-style-type: none"> • One of the purposes of ShapingSEQ 2023 is to set the strategic direction for the delivery of housing choice, affordability and availability for SEQ. ShapingSEQ 2023 aims to provide housing choice and availability for people of all ages and stages including families, students, essential workers. • Dwelling diversity targets have been provided for each LGA to deliver a mix of low, medium and high-rise housing in greenfield and infill areas. Providing a mix of housing typologies allows for the region's population to have access to appropriate housing that meets the needs of the growing population. • ShapingSEQ 2023 retains the 20% combined target for social and affordable housing that was included in the draft, which can be met through the delivery of any combination of social housing, affordable housing and affordable by design housing. • The state has the primary role in delivering social housing to help achieve this target, although the private sector, community housing providers and local governments all have a role to play. • Economic Development Queensland (EDQ) have existing place-specific affordable housing metrics that are set out in certain Priority Development Areas (PDAs), as well as guidance material that outlines methods for establishing housing affordability and diversity. EDQ are currently in the process

Feedback	Response
	<p>of reviewing metrics and definitions to assist developers in using the same methodology to determine what constitutes affordable housing.</p> <ul style="list-style-type: none"> The department is working with state agencies, including the Department of Housing, to investigate and consult on introducing inclusionary planning requirements into the planning framework to increase the supply of social housing and affordable housing. Where relevant, policies relating to affordable housing will be updated to align with the outcomes of this investigation for ShapingSEQ 2023.
<p>Population growth</p> <ul style="list-style-type: none"> Concerned that population growth is too high or fast and will impact on the local character of an area, infrastructure and the environment. 	<ul style="list-style-type: none"> It is acknowledged that not all communities support the projected population growth for their local areas. The population projections for SEQ allow for state and local governments to appropriately plan and manage the growth. The region is already experiencing the pressures of unprecedented rates of growth, with many areas in SEQ feeling acute housing challenges. The ShapingSEQ 2023 population projections incorporate a detailed analysis jointly developed between the Department of Transport and Main Roads (TMR) and Advanced Demographic Modelling. It is the role of local planning schemes to establish appropriate densities and building heights, in accordance with place-based outcomes.
<p>Potential Future Growth Areas (PFGAs)</p> <ul style="list-style-type: none"> It is important that PFGAs are supported by appropriate policy levers that allow these areas to be bought into the Urban Footprint if dwelling targets cannot be met. 	<ul style="list-style-type: none"> Areas identified as PFGAs may be needed to accommodate long-term urban growth. These areas are not required to accommodate the dwelling supply targets or employment planning baselines identified in ShapingSEQ 2023. The intent is to protect their future potential, not to promote or support their investigation for urban purposes during the life of the regional plan, unless the GMP indicates there is an inadequate land supply and the targets or baselines may not be accommodated in the Urban Footprint. The role of these areas will be further considered at the next review of ShapingSEQ.
<p>Growth in rural and rural residential areas</p> <ul style="list-style-type: none"> Desire to promote rural economic productivity and growth in townships. Mixed views about growth in rural residential areas: some wish to see subdivision permissible below the 100 hectare minimum subdivision requirement; others do not want to see any further development. 	<ul style="list-style-type: none"> Development in rural towns, will occur in a sustainable manner to ensure community resilience and the needs of local communities are met. The department will work with local governments on planning scheme amendments to ensure there is a balance in providing housing and protecting agricultural land. The strategies for the rural towns include: <ul style="list-style-type: none"> Enabling an appropriate growth within rural towns and villages where supported by existing infrastructure and in a manner that avoids the fragmentation of productive rural land Supporting rural worker's accommodation in accordance with government policy in relation to rural workers, including the Rural Workers' Accommodation Initiative.

Feedback	Response
	<ul style="list-style-type: none"> The Rural Living Area is an important land use management tool for SEQ. It contains some existing rural residential areas or land suitable for future rural residential development in locations with good access to regional employment and suitable infrastructure and services. Restricting new rural residential development to land in the RLA prevents more scattered communities and ensures that the region can accommodate higher priority future urban growth, as well as major new infrastructure during and beyond the life of ShapingSEQ 2023, in a cost effective and orderly manner. The purpose of the 100 hectare minimum subdivision requirement within the Regional Landscape and Rural Production Area (RLRPA) is to protect agricultural land from being subdivided and fragmented. Some agricultural land uses are also required to be separated from residential uses to minimise amenity impacts like noise and odour.
Prosper	
<p>Regional Economic Clusters (RECs)</p> <ul style="list-style-type: none"> Support for the continued acknowledgment of the importance of major airports and their economic enabling infrastructure role. Employment baselines should be updated. Employment and housing lands to mitigate travel demands should be integrated. There is no acknowledgement of existing heavy industrial uses outside of RECs and Major Enterprise and Industrial Areas (MEIAs). Support for strengthening the role of RECs and their subsequent tourism activities. RECs could be better defined by cadastre and transport route linkages. Successful implementation hinges on sufficient land supply. Requests for additional RECs or changes to existing RECs in Brisbane, Ipswich, Moreton Bay, Sunshine Coast, Logan and the Gold Coast. 	<ul style="list-style-type: none"> A high-level review of RECs and centres as part of the ShapingSEQ review outlined these policy mechanisms are still relevant and required in the regional plan. ShapingSEQ includes new and expanded RECs to strengthen future economic uses in these areas. The expanded REC is contained within Moreton Bay, while a new REC has been added to the Gold Coast. ShapingSEQ included an elevation of North Lakes in Moreton Bay where the modelling revealed it was supported. As part of implementation for centres monitoring framework being established to allow for monitoring of centre success. ShapingSEQ has strengthened the protection of the Major Enterprise and Industrial Areas (MEIAs) and provided for a pipeline of industrial land supply through Urban Footprint additions and SEQ development area designations and industrial Potential Future Growth Areas (PFGAs). ShapingSEQ 2023 includes updated employment baselines and projections. ShapingSEQ takes a regional approach to consideration of employment lands. This means it focuses on employment lands that are of regional significance which may mean locally significant employment lands or discrete parcels of employment lands are not included in the plan. The review of RECs undertaken as part of the scope of this review revealed that RECs have continued to grow since their identification in 2017, however there is still a need to support RECs to maximise the potential opportunities of these areas for future growth.

Feedback	Response
	<ul style="list-style-type: none"> The analysis revealed that the North Lakes REC had expanded north (to become the North Lakes – Redcliffe REC) and that a new REC has emerged at Helensvale – Coomera. The review did not identify any other additional RECs or amendments to REC boundaries. Removal of RECs was not considered as part of the scope, nor was removal of parts of land from REC boundaries. However, an extension of boundaries was considered in scope. Changes have been able to be made to wording supporting RECs in response to the submission points. This includes changes to Strathpine – Brendale – Petrie REC and wording to Helensvale – Coomera REC. No additional RECs have been included, nor any further changes made to the indicative spatial location of the RECs in the plan. RECs are identified on an indicative basis only, and do not operate like zoning with strict boundaries. The purpose of mapping RECs is to identify the focus area for further investigation. Local governments continue to remain responsible for carrying out local planning for employment lands in their LGA.
<p>Regional activity centres</p> <ul style="list-style-type: none"> If the number of dwellings per hectare increases, more regional activity centres and RECs are essential. Support for a poly-centric settlement pattern based around a hierarchy of centres to reduce metropolitan urban sprawl. More detail is required on the 'how' to guide planners and developers at a local level. Planning to keep any connection has not been done in previous efforts to allow regional activity centres to prosper while maintaining some biodiversity. Recognition of the important role regional activity centres have in reducing trip lengths. Regional activity centres must have prioritised active and public transport infrastructure and services. Requests for additional regional activity centres or changes to existing regional activity centres in Brisbane, Moreton Bay, Sunshine Coast, Noosa, Logan, Redland and Toowoomba. 	<ul style="list-style-type: none"> The Regional Activity Centres Network has been retained as a key element of the plan. A detailed review of this framework was not in scope for ShapingSEQ 2023, however, the plan includes an implementation action to cadastrally map centres, and to set up monitoring criteria to inform a future detailed review of the centres network. Current policy in the plan underpinning centres seeks to support them as population serving employment hubs across the region. The plan supports increased densification around centres to provide housing near employment hubs, as well as leverage infrastructure supporting them to reduce the need for commuter car trips. Finally, the plan outlines that these centres need to be flexible in terms of land uses, providing more than just retail uses to the surrounding community they serve and to effectively respond to the changing market factors in the region, and globally. A high-level review of centres was carried out to understand their performance since 2017. The review found that the North Lakes Major Regional Activity Centre is already performing on par with other Principal Regional Activity Centres (PRACs), so it has been elevated to a PRAC. The centre strategies focus on ensuring that centres can be flexible and evolve over time. The plan also includes an implementation action to establish monitoring criteria for centres monitoring to inform a future detailed review. Any further changes to the centres network will be decided as part of a future detailed review. No other changes to centres have been made.

Feedback	Response
	<ul style="list-style-type: none"> Centre densities within the plan are not mandated. However, local governments and the state will be investigating where there can be additional density uplift as part of the work on high amenity areas and would set densities appropriate for a local context.
<p>Knowledge and technology precincts</p> <ul style="list-style-type: none"> There is a need to ensure that the positioning of public education provision as a central component of, and fundamental to, growth, prosperity, social and economic sustainability, and of creating positive, liveable communities is greatly strengthened. It is imperative that there is adequate and timely provision of future school infrastructure and importantly, the availability of suitable land for new school construction to accommodate the projected growth of school-aged children in Queensland. Sufficient detail is lacking around the land needed to accommodate new schools, which will be required to meet the growing demand of parents choosing to send their children to independent schools in Queensland. Support for ongoing planning and incentives to develop renewable energy hubs. 	<ul style="list-style-type: none"> The regional plan does not provide additional public funded education campuses, however SEQIS outlines planned education projects to support ShapingSEQ 2023. In addition, the plan provides policies that support the strengthen of knowledge and technology precincts. Strengthening the provision around renewable energy hubs was out of scope in this review, however, the overall policies in the plan support renewables and alternative energy sources.
<p>Major Enterprise and Industrial Areas (MEIAs)</p> <ul style="list-style-type: none"> The need to enforce a live, work and play approach for MEIAs so people live in the same place as they work. There is no recognition that a range of medium and high impact industries are existing outside of MEIAs or that social and economic drivers may necessitate the location of such industries outside these defined areas in the future. Support for strengthening planning and protection for MEIAs across SEQ and the role of RECs as locations of regionally and nationally significant economic activity. 	<ul style="list-style-type: none"> A key overarching policy intent of the regional plan is to provide well-located homes, close to jobs and services. A balanced approach to how land is prioritised for both residential and employment uses is essential. While trade-offs between competing demands for land are inevitable, the most regionally important employment lands must be well planned to meet the region's future needs. MEIAs are the region's most significant areas of industrial land. The plan has strengthened planning and protection of MEIAs to ensure conflicting land uses don't undermine them, whilst being in proximity to homes, where appropriate. MEIAs are identified on a regional scale, and they do not identify all industrial land in SEQ. Locally significant medium and high impact industries may not be included in them. Local governments remain responsible for planning for local industrial land demand in their LGA. The Regional Industrial Land Framework will analyse demand and investigate how regional industrial land demand can be accommodated with a focus on medium and high impact industrial uses.

Feedback	Response
<ul style="list-style-type: none"> Support for the sentiment that local planning should enable the intensification and expansion of MEIAs so they can fulfil their ultimate role in the regional economy. Comments on a number of site-specific MEIAs on the Sunshine Coast and Ipswich. 	<ul style="list-style-type: none"> MEIAs are conceptually shown in the regional plan and do not include cadastral boundaries. The provision of additional MEIAs and whether there is a regional need would be determined as part of the Regional Industrial Land Framework.
<p>Recycling Enterprise Precincts (REPs)</p> <ul style="list-style-type: none"> There are limited locational options for many large scale industrial, infrastructure and waste industry operators. The Queensland planning framework and associated environmental and waste frameworks must be enhanced to reduce green tape and provide opportunities for the construction materials industry to evolve and increase recycling and reuse within the sector. Support for the investment in developing a waste strategy. There is a potential recycling enterprise site at Caloundra. 	<ul style="list-style-type: none"> Locations for Recycling Enterprise Precincts (REPs) have been determined by the department. Future investigations into specific locations will be determined by the department, as well as potential for additional precincts. The Queensland Government has already prepared Queensland's Waste Management and Resource Recovery Strategy. More detailed policy around the circular economy in the built environment beyond what is currently in ShapingSEQ 2023 was outside the scope of this review.
<p>Industrial land planning</p> <ul style="list-style-type: none"> Support for the focus on industrial land in the draft plan. For land to be delivered to market in the short to medium term, this requires cross-agency collaboration and consultation to ensure fast-tracked approvals for land with minimal constraints can be moved along the assessment pathway with ease. Need to introduce industrial land forecasts to capture expected growth in demand. Industrial land supply is constrained and it is important for employment lands to be prioritised from a strategic planning perspective by the state to adequately manage forecast demand. A key component for the delivery of industrial land is the early planning for roads and trunk infrastructure that will 	<ul style="list-style-type: none"> ShapingSEQ 2023 includes ten updated regional priorities, two of which continue to support employment lands, specifically the long-term protection of industrial land. ShapingSEQ 2023 has included additional Urban Footprint expansion areas specifically for industrial purposes and has protected these via regulatory provisions. The regional plan has also safe guarded future industrial areas through the provision of industrial PFGAs which allow for investigations into these areas to occur as to whether they are suitable industrial land uses. Other points in submissions talk to specific industrial land uses and the provision of these in the future, from logistics to heavy industrial uses. The intent of the Regional Industrial Land Framework will be to review long-term land supply and demand of industrial land across the full spectrum of industrial uses. Consideration of infrastructure needed to service these areas will also form part of the Framework. Regulation of industrial land impacts on noise, odour and amenity impacts is not within the scope of the plan. The implementation item for the Regional Industrial Land Framework will consider SEQ as a region noting that some councils will have a more immediate interests in how they play a role in meeting future industrial land demand diverted from Brisbane.

Feedback	Response
<p>service industrial lands and allow for developments to progress quickly.</p> <ul style="list-style-type: none">• More affordable industrial land is needed and will be critical to support the projected regional jobs and population growth.• Leverage the new regional approach to strategic industrial land to continue to unlock new industrial land. It is vital that the regional plan seeks to expand the Urban Footprint to include appropriately located and connected industrial land.• Priority should be given to secure a future allocation of employment land that is in close proximity for local markets and has direct access to major transport routes and services.• Currently, strategic road and rail corridors restrict the ability to deliver employment generating and industrial land, as there has been no detailed planning or design on the corridor.• It is important that the regional plan supports the growth of the logistics sector, particularly as the retail sector expands into e-commerce where the need for warehousing is increasing.• The need for well-located industrial land which supports special and high impact industrial uses that require appropriate buffers.• The need for more stringent planning controls on industries which produce noxious gases.	
<p>Tourism</p> <ul style="list-style-type: none">• Support acknowledgment of the importance of tourism and major events to the importance of promoting and facilitating growth of Queensland's tourism industry into the future.• Support for a balance around protecting important coastal and tourism areas, and flexibility to create higher	<ul style="list-style-type: none">• The review of ShapingSEQ 2017 was targeted and did not include opportunities to review tourism strategies. Tourism strategies from ShapingSEQ 2017 have been retained for ShapingSEQ 2023.

Feedback	Response
<p>density residential solutions in other areas that may be appropriate.</p> <ul style="list-style-type: none"> • Additional detail and industry consultation is required to determine how the regional plan will build, plan, and facilitate tourism, events, and special use infrastructure. • There is an urgent need to mitigate housing issues as they compound existing workforce shortages. • The regional plan should acknowledge the importance and opportunity of agritourism and farm stay experiences and seek to facilitate regulatory certainty for the operation of such ventures. • Concerns with the acknowledgement of the importance of the tourism industry, including concerns with short-term accommodation and concerns about the impacts on coastal environments and biodiversity. 	
<p>Special uses</p> <ul style="list-style-type: none"> • Concern for encroachment of residential uses on industrial land, noting that there is not enough protection for Key Resource Areas (KRAs). • A suggestion to add an additional point for the intermodal terminal at Ebenezer. • Support the need for land use planning to adequately consider and protect established and often hard to locate industrial uses from encroaching urban development. This principle is required to provide certainty to those established industrial uses for future investment in their assets and ongoing future operations. This is critical in MEIAs across SEQ. • That land use activities in source water catchments need to be appropriately managed to prevent adverse impacts to water quality. • That Major airports should be classified as a special use to ensure their current and future operations are protected from the pressure of residential density 	<ul style="list-style-type: none"> • Key Resource Areas (KRAs) are protected and declared by the Department of Resources. ShapingSEQ 2023 reflects these and includes protective elements for these land uses under the natural economic resource section in Sustain theme. • The plan will continue to focus and look at land use planning methods to protect future supply of industrial land from encroachment impacts. • Regarding water security, on 10 October 2023 Seqwater released the 2023 Water Security Program, outlining a 30-year strategic plan for ensuring a sustainable, secure and resilient water supply for a growing population of South East Queenslanders and adapting to climate change. It takes into account a range of factors to determine what bulk water infrastructure may be required into the future. Once ShapingSEQ 2023 is finalised, Seqwater anticipates its retail customers will commence incorporating the updated population growth assumptions into these demand forecasts, which will also inform Seqwater's long-term planning cycle. Seqwater will work with the Queensland Government and relevant water service providers to ensure a high level of water security for the region is maintained. Seqwater continues to plan ahead and invest in the SEQ Water Grid, including through its Dam Improvement Program, and investigations into new water sources as required as part of its Water Security Program. Water supply and quality strategies are outlined within Sustain theme of the plan. • Airports are identified in the regional plan as enabling economic infrastructure. The RAAF Base Amberley Airport is included as a special use. Other pieces of legislation and policy manage airport uses and operations.

Feedback	Response
<p>increases near the flight tracks. This could potentially result in more complaints and pressure to limit the operation of the airports which will ultimately result in poor economic performance and connection.</p>	
<p>Connect</p>	
<p>Overall comments</p> <ul style="list-style-type: none"> Green and blue infrastructure could be more clearly defined and articulated in order to realise not just their benefits but are a necessity in a changing climate and challenging population growth. Support for including transport accessibility in the regional plan for disabled people. Questions on timing of the TMR Movement and Place Framework, and community consultation. Brisbane Airport should be recognised as a key catalyst for freight corridors, intermodal precincts and supporting the forecast traffic being driven by future population growth and the 2032 Olympic Games by providing 24/7 passenger and air cargo connections to the rest of the state, country and the globe. 	<ul style="list-style-type: none"> The connect theme is only focused on transport infrastructure and does not talk about other infrastructure needed to support population growth. SEQIS provides more information on other infrastructure assets across the region. The regional plan provides high level strategies on supporting persons with disability accessibility, local planning schemes as well as TMR standards provide detailed standards on accessibility requirements at a micro level. In terms of the Movement and Place framework, SEQIS has been updated to include an action for TMR and the department to work together to approach to the planning, design and operation of Queensland's transport network, alongside informing the delivery of transport precinct development outcomes. TMR will be undertaking engagement with local government ahead of the anticipated release in 2024. The SEQIS has also been updated to include an action for the department to work with TMR to develop a Movement and Place framework to guide a 'place-based' approach to the planning, design and operation of Queensland's transport network. Brisbane Airport is currently listed as economic enabling infrastructure in Prosper theme and is referenced in the sub-regional directions.
<p>Concerns with traffic congestion</p> <ul style="list-style-type: none"> Increases of housing density by infill result in increased traffic congestion. Community concern that the 'liveability' of the local community will be severely compromised by the imposition of unrealistic population and dwelling targets resulting in traffic and parking congestion. Develop efficient transportation plans to minimise congestion and emissions to ensure long-term benefit for residents. 	<ul style="list-style-type: none"> The plan identifies the need to change our transport priorities to achieve a more sustainable, healthy, equitable and integrated transport system that prioritises travel by active transport (walking, wheeling and cycling) and public transport (buses, trains and light rail) where possible. The plan is focused on delivering a land use pattern that supports more people to travel using active and public transport for more trips because we can't build our way out of congestion as South-East Queensland grows. There is a need to focus on moving people around the region more efficiently and safely. This shift toward more efficient and safe movement of people by active and public transport will require more investment in the planning and delivery of a high-frequency network of public transport services (buses, trains and light rail) as shown in the Connect – Strategic public transport map in the plan. It is acknowledged that planning for and delivering a transport network that supports the anticipated population growth will involve a multi-faceted whole of government approach that stretches beyond

Feedback	Response
<ul style="list-style-type: none"> Efficient road and freight connections are critical to the economic viability the region as well as nationally. Concerns about traffic congestion in locally specific areas. 	<p>what can be achieved through the plan. Implementation of the strategies in the Connect theme will encompass a range of land use and transport policies, strategies, instruments and standards that stretch across planning, design and delivery of transport infrastructure, network planning, travel behaviour change, parking etc.</p> <ul style="list-style-type: none"> Element 1 of the Connect theme “An efficient movement network” is focused on moving people and freight around the region efficiently. The corresponding Strategies seek to prioritise efficient and reliable freight movement along with best use of existing assets and new investment to support growth in RECs and MEIAs.
<p>Concerns raised with the quality and lack of transport infrastructure</p> <ul style="list-style-type: none"> That roads within developments should be wider. The need for infrastructure to be in place before proceeding with housing estates. It is the road network that will carry the bulk of trips well into the future, even if efficient public transport infrastructure and services are implemented. The road system must also operate efficiently. Significant improvements to the road network will be needed to address population growth. The need to eliminate the number of merges on the motorways, which is causing congestion. 	<ul style="list-style-type: none"> ShapingSEQ 2023 is focused on connectivity and movement of people and goods at a regional scale. Design and delivery of roads within new developments and existing urban areas is more appropriately addressed through local planning schemes and development standards. The expectation that new residential development be supported by transport infrastructure before new homes are delivered is acknowledged. Sequencing of infrastructure to support new residential development is addressed through Local Government Infrastructure Plans and is not within scope for ShapingSEQ 2023. The critical role of the road network is highlighted through Elements 1, 4 and 5 of the Connect theme. Additionally, the Strategic road and freight map shows the regionally significant road and rail freight connections that a critical to movement of people and goods across SEQ. ShapingSEQ 2023 identifies capacity improvements on a number of motorways and highways across SEQ. Detail regarding individual interchanges and intersections is more appropriately addressed through dedicated transport planning documents such as Regional Transport Plans and area studies undertaken by TMR and / or local government.
<p>Support for more investment in freight transport</p> <ul style="list-style-type: none"> Suggestions for improved recognition of freight transport infrastructure. Movement systems and transport are not addressed in detail or to the required level of urgency. 	<ul style="list-style-type: none"> ShapingSEQ 2023 is a land use document that seeks to identify key transport infrastructure at the regional scale anticipated to be needed to support projected growth. It is not intended to be an exhaustive list of projects or identify all transport connections that are anticipated to be needed to support growth. ShapingSEQ 2023 is supported by the SEQIS, the forthcoming SEQ Regional Transport Plans and SEQ Infrastructure Plan in terms of additional detail around the transport network across SEQ. Element 1 of the Connect theme “An efficient movement network” is focused on moving people and freight around the region efficiently. The corresponding Strategies seek to prioritise efficient and reliable freight movement along with best use of existing assets and new investment to support growth in RECs and MEIAs.

Feedback	Response
<p>Concern for the lack of available public transport to support an increasing population</p> <ul style="list-style-type: none"> • There is insufficient infrastructure and in particular, public transport to support the population increase. • Concern that the identified public transport infrastructure is not being delivered, with only limited progress since 2017. • Guidelines to ensure increases in density are designed based on existing or under construction high frequency public transport stations/stops, rather than designing plans around only in early planning stage infrastructure that may not be built. • Prioritise transport infrastructure to connect SEQ in the next 10 years and encourage regional dispersal, with a focus on investment in areas such as public transit, cycling / micro mobility infrastructure, and pedestrian paths. • There is a lack of accessible services and linkages for people living with a disability, such as transport infrastructure. 	<ul style="list-style-type: none"> • Separation of freight and passenger movements are highly dependant on the local context and need to be considered on a corridor-by-corridor basis. As a result, it is not appropriate for this level of detail to be addressed in a regional level plan. • The plan identifies the need to change our transport priorities to achieve a more sustainable, healthy, equitable and integrated transport system that prioritises travel by active transport (walking, wheeling and cycling) and public transport (buses, trains and light rail) where possible. The plan is focused on delivering a land use pattern that supports more people to travel using active and public transport for more trips because we can't build our way out of congestion as SEQ grows. There is a need to focus on moving people around the region more efficiently and safely. • This shift toward more efficient and safe movement of people by active and public transport will require more investment in the planning and delivery of a high-frequency network of public transport services (buses, trains and light rail) as shown in the Connect – Strategic public transport map in the plan. • The high frequency public transport network at 2046 presented in ShapingSEQ 2023 has been informed by network planning undertaken by TMR and based on the Translink service planning requirements with respect to population catchment and density. • The high frequency public transport network is focused in areas where growth is planned, particularly areas of increased density, and connecting key centres. Major transport projects, such as those listed as priority region shaping infrastructure, progress through multiple stages of planning and often require funding across multiple levels of government. To ensure that public money is well spent on transport infrastructure, these stages of planning are important to confirm the need and benefits of a project, along with what measures will be required to offset or mitigate any impacts. • ShapingSEQ 2023 is a land use document that seeks to identify key transport infrastructure at the regional scale anticipated to be needed to support projected growth. It is not intended to be an exhaustive list of projects or identify all transport connections that are anticipated to be needed to support growth.
<p>Support the prioritisation and investment of active transport</p> <ul style="list-style-type: none"> • Concern over the impacts to available active transport if roads are expanded and widened given the projected transport figures. • Concern that the infrastructure priority focuses on roads and some rail. There is a need for more commitment and investment in active transport. Most of SEQ's roads are 	<ul style="list-style-type: none"> • The importance of getting more people travelling by active and public transport more often is a clear theme throughout the Connect theme. As shown in the sustainable transport hierarchy diagram, active and public transport are recognised as the preferred modes for travel. • It is challenging to accurately represent active transport networks at a regional scale. Detail around the network of pathways and roads that make up the active transport network are more appropriately captured in the Principal Cycle Network Plans and Walking Network Plans prepared by TMR and local governments.

Feedback	Response
<p>too dangerous for cyclists and pedestrian needs are always placed last after vehicular transport.</p> <ul style="list-style-type: none"> The need for building world-class cycling infrastructure that is separated from vehicular traffic and is prioritised in planning and building, even if it at the expense of vehicular infrastructure. The need to provide active transport throughout SEQ not just a few suburbs or projects. 	<ul style="list-style-type: none"> In terms of walking distances and providing a set metric to allow for density uplift around centres, a radius has not been determined to remove any edge effects to local area. As part of implementation the department will work with local governments to determine appropriate walking distances.
<p>Region-Shaping Infrastructure (RSI)</p> <ul style="list-style-type: none"> Support for identifying key infrastructure corridors and sites for the long term, and the importance of ensuring that they are protected from inappropriate development. Major infrastructure that should be subject to long term planning and protection of required corridors and sites include: <ul style="list-style-type: none"> arterial road corridors, including widenings; rail freight corridors; public transport rail corridors; public transport bus corridors, including road widenings; transit stations, including parking provision. Next generation region-shaping infrastructure should be identified within the region-shaping infrastructure to accommodate the future growth, with a focus on future rail, bus, freight and active transport. Concern for the lack of clarity of the proposed new roads and their routing through suburban areas, and request for more details. Any gentle density development should not be predicated on access to region-making transport infrastructure unless there is certainty regarding funding and timing of delivery of the infrastructure concerned. 	<ul style="list-style-type: none"> RSI are transport projects that will strategically shape the future land use pattern in SEQ. As with ShapingSEQ 2017, projects captured on the priority region-shaping infrastructure are fundamental to realisation of the land use pattern set in ShapingSEQ 2023 and the movement of people and goods - they are of regional economic significance and will require considerable investment supported by funding arrangements across multiple levels of government. RSI goes beyond addressing capacity and safety challenges, which are captured under TMR and local government portfolio planning and funding activities. RSI is focused on improving connectivity between regional activity centres, RECs and MEIAs to promote economic growth, as well as supporting the establishment of new communities and encouraging better use of existing infrastructure as people shift to more sustainable transport modes. RSI are not intended to present a definitive list of all transport infrastructure require to support growth to 2046 and instead represent transport projects that meet the criteria outlined earlier in this Connect theme. RSI represent projects at varying levels of investigation and planning. Inclusion on the RSI list does not definitively provide for funding or construction of these projects. Investigation corridors shown will be subject to significant further planning and design along with community engagement to determine appropriate outcomes. A majority of requests for priority RSI were related to projects that do not meet the criteria set out in ShapingSEQ 2017. Some of the proposals will be assessed for further progression through the South East Queensland Regional Transport Plans (SEQ RTP's) refresh and TMR's established transport planning processes. The Connect maps show at a regional scale the network of transport infrastructure and services required to support planned growth. They are not intended to represent a definitive network and will be subject to further planning and investigation at a local scale.

Feedback	Response
<ul style="list-style-type: none"> Recommendations on a number of locally specific RSI projects. 	
<p>Integrated planning</p> <ul style="list-style-type: none"> The better co-location of housing, economic land, and essential services to mitigate need for travel. Avoid a mono-centric city. Infrastructure should lead growth rather than continuously playing catch up with the cost being met by taxpayer funds. Build capacity to quantify and compare the direct and broader co-benefits and costs of a more integrated approach. A better understanding of the benefits and costs, and their distribution, will help prioritise funding and resources. The integration of infrastructure and land use planning is supported, with requests for additional detail on the methodology and assumptions used in the Model for Urban Land Use and Transport Interaction (MULTI). 	<ul style="list-style-type: none"> The elements and strategies in the Connect theme reinforce the importance of integrating land use and transport planning and have been developed to align with those in the SEQ RTPs, transport policy documents and planning best practice. The elements and strategies and are intended to provide policy direction for land use and transport planning undertaken by state and local government. ShapingSEQ 2023 recognises that integration of land use and transport planning is essential to the efficient and safe movement of people and goods across SEQ. As a result, the intent of the Connect theme in ShapingSEQ 2023 is to present the transport infrastructure required to support the anticipated growth to 2046. Having a clear articulation of the infrastructure required to support the growth coming our way is best achieved through integrated land use and infrastructure planning. This has been the model adopted through ShapingSEQ 2023 and SEQIS undertaken this year.
<p>Integrated wildlife movement solutions</p> <ul style="list-style-type: none"> The inclusion of more connected greenspace across the SEQ region, to accommodate the movement of wildlife and humans alike. That green and blue infrastructure could be more clearly defined and articulated in order to realise not just their benefits, but necessity in a changing climate and challenging population growth entailing much greater density. That wildlife corridors need to be incorporated in development. 	<ul style="list-style-type: none"> The conservation and protection of native fauna, including threatened and endangered species, is important. Transport corridors are maintained where possible to support unique flora and fauna species. During the planning phase of projects, TMR completes an environmental assessment to understand the potential risks on fauna corridors, fauna habitat and the potential for road kills, to inform the project design where possible. For example, the Fauna Sensitive Road Design Manual is used to design, construct and maintain roads that better accommodate the needs of fauna, by reducing habitat or population fragmentation and the impact of road traffic.

Feedback	Response
Sustain	
<p>Overall comments</p> <ul style="list-style-type: none"> • Support for all the elements and strategies proposed to deliver Sustain, especially the tree canopy targets. • The need for mandatory measures in the regional plan to ensure local councils achieve minimum green and open space ratios by suburb / district within local plan areas. • The connection between sustaining the environment and social wellbeing is recognised and incorporated into the regional plan. • The nature positive initiative to halt and reverse today's catastrophic loss of nature is integrated into the principles and policies of the regional plan, requiring planning schemes to be updated accordingly and applied within the development assessment framework. • More specific information be provided about the use of materials that go to landfill plus construction materials and designs which would result in highly energy efficient buildings. • Flood and climate change is a major concern that needs adding as the regional plan seems to indicate aspects are out-of-scope. No-Go areas and relocation are critical future factors. • The status of social fabric, community values, impacts on the total environment, including biodiversity, and public consultation are largely unmonitored and are missing. 	<ul style="list-style-type: none"> • Local greenspace provision is contained within Local Government Infrastructure Plans (LGIPs). Setting region wide green space targets, beyond the tree canopy targets was out of scope of this review. However, these target suggestions have been noted and can be reviewed when preparing scope for future regional plan reviews. • The Live theme includes strategies that support the strategies in Sustain such as promoting more urban greening and providing open space opportunities near residents, which in effect supports health and wellbeing. • Comments on the regional plan needing to do more in terms of achieving net zero, providing more strategies around recycling and construction materials was outside of the targeted scope of this review. In addition to this other environmental and social wellbeing targets were not included in the scope of this review. However, these comments have been noted and can be considered for future reviews. • Flood hazard resilience is within the scope of this review, with this plan doing more than other regional plans in trying to set up a regional approach to considering flood hazard impacts on future land supply, whilst reducing risk. The implementation items for the establishment of the Resilience Policy Maturity Framework and identification of no-go areas will seek to address this.
<p>Integration and acknowledgement of First Nations peoples and their landscape values</p> <ul style="list-style-type: none"> • Support for Indigenous rights to be recognised at all stages and in all processes of the regional plan. • Acknowledgement of the draft regional plan's position that 'SEQ Traditional Owners exert their fundamental 	<ul style="list-style-type: none"> • ShapingSEQ 2023 has been updated with wording and content suggestions received through consultation, including the ongoing effect of displacement on First Nations peoples, the legislative framework to protect First Nations cultural heritage, and to better reflect the limitations of the mapping included in ShapingSEQ 2023. • Strategies for First Nations people in ShapingSEQ 2023 include reworded strategies to encourage local governments to identify where planning processes can facilitate economic opportunities for First Nations people. Wording also seeks to ensure that engagement with First Nations peoples on

Feedback	Response
<p>human right to both maintain their ongoing and unique connection to their ancestral lands and fulfill their responsibilities' to the land, skies and waterways 'under their traditional law and customs'.</p> <ul style="list-style-type: none"> • The need to ensure the wording of the regional plan is inclusive of all First Nations peoples with a connection to Country. • That further explanation is needed for how First Nations land and practices will be protected, with the need to include discussions of cultural heritage legislation that reflects their needs and aspirations. • The regional plan must demonstrate how the planning process has protected, promoted and valued Aboriginal and Torres Strait Islander peoples' knowledge, culture and tradition as per section 5(2)(d) of the Planning Act. • Strong support for the proposed Reconciliation Action Plans aims to promote inclusion, wellbeing and equal opportunities for Indigenous Australians. It is also essential that places of cultural significance for Indigenous custodians are recognised and protected by law. • The need for clarification with how the regional plan will integrate the Cultural Heritage Act. 	<p>planning processes occurs early and on an ongoing basis and assists Traditional Owners with realising aspirations for Country.</p> <ul style="list-style-type: none"> • First Nations peoples will be appropriately represented in the governance and decision-making framework. • The <i>Aboriginal Cultural Heritage Act 2003</i> and <i>Torres Strait Islander Cultural Heritage Act 2003</i> (Cultural Heritage Acts) set out the framework for the recognition, protection and conservation of Aboriginal and Torres Strait Islander cultural heritage in Queensland. • ShapingSEQ 2023 acknowledges this spiritual and physical connection with Country and makes a commitment to engage and work with Traditional Owners and First Nations peoples in maintaining and enhancing the health of SEQ Traditional Owners and the wellbeing of all of SEQ's First Nations peoples. • The regional plan recognises Native Title claims and includes a strategy under Sustain to 'Empower Traditional owners by recognising their Native Title rights, knowledge, and interests in land and resource management, and actively provide information and involve Traditional Owners early and on an ongoing basis in decision-making processes.' • The exploration of implementing Indigenous cultural burning practices was out of scope for ShapingSEQ 2023. • ShapingSEQ 2023 has been updated with revised wording, including the ongoing effect of displacement on First Nations peoples, the legislative framework to protect First Nations cultural heritage, and to better reflect the limitations of the mapping. • Strategies for First Nations people include reworded strategies to encourage local governments to identify where planning processes can facilitate economic opportunities for First Nations people. • Wording also seeks to ensure that engagement with First Nations peoples on planning processes occurs early and on an ongoing basis and assists Traditional Owners with realising aspirations for Country. • The department provides guidance material on land use planning, cultural heritage and Native Title, and Advancing Aboriginal and Torres Strait Islander interests in land use planning. Free online training for local government planning officers is also available via the department's website.
<p>Support improved engagement with First Nations peoples</p> <ul style="list-style-type: none"> • Support for efforts to elevate recognition of First Nations peoples and working closely with First Nations communities. 	<ul style="list-style-type: none"> • Engaging with First Nations peoples will be advanced through developing a First Nations engagement framework for the implementation of ShapingSEQ 2023 to ensure ongoing engagement with First Nations peoples in the coordination, planning, monitoring and review of ShapingSEQ 2023. This includes engaging collaboratively with: <ul style="list-style-type: none"> - Native Title Prescribed Body Corporates (PBCs) and Indigenous Protected Area estate managers

Feedback	Response
<ul style="list-style-type: none"> • Traditional Owner group representation is crucial when assessing projects with the potential to impact significant cultural sites and values. • The need to ensure First Nations people have an opportunity to be involved in the protection and management of their country and culture. • The need to work closely with the Queensland First Nations Tourism Council to support First Nations owned tourism ventures and initiatives. • That there is no evidence contained within the draft South East Queensland Regional Plan (SEQRP) to demonstrate how the state has actively worked First Nations people. 	<ul style="list-style-type: none"> - other relevant First Nations organisations, industry and representatives across a number of relevant sectors - Aboriginal and Torres Strait Islander peoples living in SEQ.
<p>Environmental protection</p> <ul style="list-style-type: none"> • It is critical that the regional plan protects SEQ's unique native wildlife to preserve the delicate ecosystem now and for future generations. The rush to build must not come at the expense of remnant forests and wetlands. • SEQ is one of the most productive and important regions for iconic species like koalas, quolls, and greater gliders and a globally renowned biodiversity hotspot. It's critical that this regional plan protects the unique native wildlife for future generations. • That most critically it is imperative that the regional plan makes clear that no more important remnant forest, wetland or other critical habitat be cleared for development purposes. • Protection of the unique environment, biodiversity, must be strengthened and maintained at all costs, with strengthened design principles and increased fines for removing vegetation illegally. • A rising population and changing climate will place increasing pressure on natural habitats and ecosystems. 	<ul style="list-style-type: none"> • A focus of Sustain is to ensure the protection of the natural landscape and biodiversity from urban development. This theme contains various strategies that will be implemented for SEQ using the tools and mechanisms established through the Queensland planning framework. • ShapingSEQ 2023 includes strategies about broader biodiversity. In response to feedback received, wording has been amended throughout the plan to include reference to other species, including threatened species in addition to the koala. • ShapingSEQ 2023 continues to use the policy of efficient use for urban purposes, focusing on consolidation within the existing Urban Footprint, rather than expanding into other land use categories. This policy seeks compact urban growth which limits sprawl, protects cultural heritage values and landscape and minimises environmental impacts. • Live includes design elements and subsequent strategies that ensure all design outcomes are adaptive and responsive to SEQ's climate and that working with and enhance natural systems. • Fines regarding the illegal removal of vegetation is not a regional planning matter and was therefore not included in the scope of this review. • The department will work with local governments for the delivery of gentle density in communities through potential planning scheme amendments, incentives and ensure it delivers high quality development outcomes which complement the existing character of an area. • The Resilience Policy Maturity Framework includes the identification of 'no-go future development areas'. Some existing urban areas of SEQ, such as those that have been impacted by recent hazard events, may be considered for their existing and future levels of risk exposure.

Feedback	Response
<p>The regional plan should give greater protection to these areas.</p> <ul style="list-style-type: none"> The regional plan must include mechanisms to work with planning schemes to ensure infill development and diverse, compact housing styles in existing urban areas and halt continued expansion into greenfield sites. That natural vegetation must be rigorously protected, and the Urban Footprint cannot be allowed to reduce it beyond the current 32 per cent level overall to avoid catastrophic environmental tipping points. Habitat loss and fragmentation pose significant threats to the region's biodiversity. Protecting at least 30 per cent of the landscape and working toward 40-50 per cent is crucial for ecosystem functions. The regional plan should prioritise protection of all biodiversity significant areas within designated development areas. Protection of natural areas includes strictly enforcing buffers, setbacks, and protections for remaining natural vegetation, wetlands, and wildlife corridors. Support for the preservation of matters of national or state environmental significance, as well as the regional biodiversity network, including critical habitats such as koala habitat. That regional biodiversity corridors should be designated as matters of state environmental significance. The protection of inter-urban breaks, water resource catchments, and scenic amenity values is vital for the sustainability and long-term well-being of communities. That all mapped biodiversity significant areas within designated development areas, Urban Footprint and Rural Living Areas should be protected to provide future greenspace / nature reserves and public open space for community health and wellbeing. 	<ul style="list-style-type: none"> Transport corridors are maintained where possible to support unique flora and fauna species. During the planning phase of projects, TMR completes an environmental assessment to understand the potential risks on fauna corridors, fauna habitat and the potential for road kills, to inform the project design where possible. Updating Regional Biodiversity Corridors was out of scope for ShapingSEQ 2023. However, the regional plan does continue to protect these areas, as well as inter-urban breaks, scenic amenity values and included strategies that talk to water security. It was out of scope for this review to mandate green and open space in local government areas. However, the regional plan includes strategies that speak to the importance of urban greenery and colocation residential uses with open spaces. Offsetting is managed through the <i>Environmental Offsets Act 2014</i>. ShapingSEQ 2023 reflects offsetting through the inclusion of an element under sustain that aims to focus coordinated planning, management and investment, including offset delivery, in the regional biodiversity network. The Department of Environment and Science (DES) is responsible for undertaking bioregional planning and will work with the department. Where submissions have made comments about bioregional planning, it will be passed on to DES for consideration. It was out of scope to include targets to restore native vegetation in SEQ. Regarding temporary moratorium, the department will consider temporary moratorium and other mechanisms for vegetation clearing when needed. The introduction of tree canopy targets is an important strategy within Live, included to improve social cohesion, reduce heat exposure and improve the mental and physical wellbeing of our communities.

Feedback	Response
<ul style="list-style-type: none"> • The need for mandatory measures in the regional plan to ensure local governments achieve minimum green and open space ratios by suburb / district. • That 'offsets' for loss of open space in one LGA should not be relocated to another LGA. • Support for the Bioregional Planning Process. More needs to be done for implementation such as state levers to proactively manage better outcomes at both a landscape and local level. 	
<p>Inter-urban breaks</p> <ul style="list-style-type: none"> • Support for the Northern Inter-Urban Break (NIUB) and the separation from Caboolture / north Brisbane – noting that this area should be protected, including the Halls Creek PFGA. • Protecting the NIUB is essential to the health and biodiversity of the Pumicestone Passage. The inter-urban break provides a green belt between the Sunshine Coast and Moreton Bay regions. The area includes the Glass House Mountains; Pumicestone Passage and parts of Bribie Island; the Townships of Elimbah, Beerburrum, Glass House Mountains and the Sunshine Coast Biosphere. • The need to add a western and southern-western inter-urban break corridor. • The need for stronger policies around revegetating and supporting regenerative agriculture within inter-urban breaks to facilitate an increase in natural biodiversity. • Include regional biodiversity values and regional biodiversity corridors as matters of state environmental significance. 	<ul style="list-style-type: none"> • The Moreton Bay–Sunshine Coast NIUB is protected as a regionally significant green break providing open space, amenity and other non-urban landscape values between the major urban areas of the Metro and Northern sub-regions. • The protection of the NIUB is supported by a cadastral boundary and provisions in the Planning Regulation 2017 to control the types of development occurring in the NIUB. Land in the NIUB remains in the Regional Landscape and Rural Protection Area (RLRPA). • The cadastral boundary and values for the NIUB have been part of a long-term project, which since 2017, has involved the department and the NIUB Reference Group (including Sunshine Coast Council, Moreton Bay City Council and relevant state agencies) to further develop the values and objectives for the NIUB. • The suitability of Halls Creek has been under investigation for some time and is subject to approval under the EPBC Act. Until such time these investigations are complete, Halls Creek remains in the RLRPA to limit development and protect land from further fragmentation. Following an outcome of these investigations, it is intended that the NIUB will be extended to include all parts of Halls Creek that are not deemed suitable for urban purposes. • DES is the state agency responsible for the policies relating to the regional biodiversity network, which includes regional biodiversity values. The methodology for mapping the regional biodiversity network is that regional biodiversity values or corridors are not mapping in urban areas. Reviewing this methodology was outside of the scope of this review and as such, the mapping reflects the ShapingSEQ 2017 corridors. • The NIUB protects the landscape setting of the heritage-listed Glass House Mountains National Park and water quality of the Ramsar listed wetlands of the Pumicestone Passage, and preserves opportunities for agricultural production and forestry, tourism and outdoor recreation. • A review of the Southern Inter-Urban Break (SIUB) was not part of the scope of review and detailed background work and research would be needed to inform a cadastral boundary. In response to

Feedback	Response
	<p>submissions, the indicative SUIB has been expanded to the Urban Footprint boundary aligned to the City of Gold Coast Council's Hinterland to coast critical corridors work. Future review of the plan may consider other ways of spatially representing the SIUB after further engagement with council and other key stakeholders.</p> <ul style="list-style-type: none"> • Similarly, a review of a western inter-urban break was not in scope of this review. • The regional plan includes a strategy to protect the values of inter-urban breaks, while providing for a range of activities compatible with their predominantly rural or natural character. • Mapped regional biodiversity values and regional biodiversity corridors include Matters of State Environmental Significance.
<p>Koala conservation</p> <ul style="list-style-type: none"> • All koala habitat and bushland should be preserved, including corridors. • The biggest threat facing koalas is from urban sprawl and greenfield development in SEQ. • Concerns for expansion of development and the Urban Footprint into koala corridors and koala habitat. • No further destruction of koala habitat. SEQ has thousands of development approvals in the pipeline and a healthy supply of land already available. • Strong objection to any clearing of koala habitat, or clearing of remnant native forest for any development within the Sunshine Coast LGA, and also SEQ. • It is imperative that strong planning laws to protect koala habitat are implemented as decades of previous legislation has failed to protect koalas and their habitat due to loopholes and lack of enforcement. • There are no clear measures of preservation. • Strong support for the inclusion and recognition of the Koala Conservation Strategy. 	<ul style="list-style-type: none"> • The focus on koalas in ShapingSEQ 2023 is a result of the SEQ Koala Conservation Strategy 2020-2025. • The strategy includes an action to align ShapingSEQ to reflect its conservation goals, mapping and regulations. ShapingSEQ 2023 integrates the new koala mapping and includes strategies that reflect the SEQ Koala Conservation Strategy 2020-2025. • The Queensland government is undertaking a Post Implementation Review (PIR) to evaluate whether the 2020 koala regulations will provide strong and effective protection for SEQ's koala habitat in the long term. Complex exemptions and data limitations have been identified as areas of concern. Options for improvement are being developed in consultation with community, industry and government and will include regulatory and non-regulatory amendments to the koala protection framework that facilitate continued regulatory best practice. • Matters of national or state environmental significance and the regional biodiversity network, including koala habitat, were considered as part of the assessment of Urban Footprint inclusions. • A strategy of Sustain focuses on the protection of koala habitat areas through the avoidance of plan development and infrastructure in these areas. • Review of the SEQ Koala Conservation Strategy 2020-2025 was out of scope for ShapingSEQ 2023 and is the responsibility of DES. • As the DES is the state agency responsible for Koala mapping and the methodology behind this mapping, feedback and concerns regarding such should be raised with DES. • Development in koala habitat areas is subject to a number of requirements at state and local level. This can include state level referral assessment as well as detailed assessment in accordance with local government planning schemes. The regional plan sets a framework for the protection of koala habitat which must be reflected in planning schemes.

Feedback	Response
	<ul style="list-style-type: none"> Offsetting is managed through the <i>Environmental Offsets Act 2014</i>. ShapingSEQ 2023 reflects offsetting through the inclusion of an element under Sustain that aims to focus coordinated planning, management and investment, including offset delivery, in the regional biodiversity network. Green infrastructure is an effective tool in managing and mitigating natural hazards. This is managed through local planning schemes.
<p>Concerns raised on water supply and water quality</p> <ul style="list-style-type: none"> Water supply is of particular concern, as there appears to be no provision for the substantial extra water supply needed for the proposed population growth. Having enough water to meet present requirements, whilst not jeopardising the water needs of future generations in SEQ is essential to the region. Water quality and supply have not been adequately addressed. Support for Water sensitive urban design, and criteria around water collection and re-use in urban developments (including high density). 	<ul style="list-style-type: none"> DES is responsible for the state interest policies for water quality in the State Planning Policy. The long-standing approach in Queensland is for the state to set the policy and targets for urban water management and for these to be delivered through local government planning schemes. This recognises the variability in urban form, population size and climactic variability across local government areas. ShapingSEQ 2023 includes strategies to deliver Water sensitive communities which are aligned with the state interest in the State Planning Policy and are for local governments to deliver through their planning schemes, these have been informed by local government and state agency feedback from across government: <ul style="list-style-type: none"> Protect and sustainably manage the region’s catchments, through a coordinated approach to catchment management under the Resilient Rivers Initiative and ensure urban land development and its construction protects the quality and quantity of water in our waterways, aquifers, wetlands, estuaries, Moreton Bay and oceans meets the needs of the environment, industry and community. Support water sensitive urban design principles in planning and innovation in catchment wide water management (such as total water cycle management planning) that increases the efficient use of water (including stormwater and wastewater), security of supply, addresses climate change and manages impacts on waterways and Moreton Bay. SEQIS has been updated to reflect that on 10 October 2023 Seqwater released the 2023 Water Security Program, outlining a 30-year strategic plan for ensuring a sustainable, secure and resilient water supply for a growing population of South East Queenslanders and adapting to climate change. It takes into account a range of factors to determine what bulk water infrastructure may be required into the future. Following finalisation of ShapingSEQ 2023, Seqwater anticipates its retail customers will commence incorporating the updated population growth assumptions into these demand forecasts, which will also inform Seqwater’s long-term planning cycle. Seqwater will work with the Queensland Government and relevant water service providers to ensure a high level of water security for the region is maintained. Seqwater continues to plan ahead and invest in the SEQ Water Grid, including through its Dam Improvement Program, and investigations into new water sources as required as part of its Water Security Program.

Feedback	Response
<p>Climate change, resilience and adaptation</p> <ul style="list-style-type: none"> • Strong support for the state for providing clear direction on the need for natural hazard risk avoidance, reduction and adaptation as being core drivers for the region's sustainable and risk-responsive settlement pattern and resilient built environment. • That there should be greater recognition of disaster risk and vulnerability indicators at the regional, local government and neighbourhood level. • A request for consistent (across SEQ) consideration of climate change future scenario planning with respect to natural hazards. • Support for the proposal for tree canopy targets to increase shade, reduce the heat island effect, to increase biodiversity and to improve air quality and the visual landscape. • Concern that the tree canopy targets lack detail on how they will be effectively achieved, particularly concerning retrofitting requirements. 	<ul style="list-style-type: none"> • ShapingSEQ 2023 introduces a Resilience Policy Maturity Framework. This framework recognises the significant advancement in resilience and risk reduction efforts that have occurred and focuses on continuing to implement that work into the regional plan in line with the existing State Planning Policy (SPP). The review pathway will be the focus of ShapingSEQ 2023 implementation for the next two years, in the lead up to the next review of ShapingSEQ. • The Resilience Policy Maturity Framework includes the identification of 'no-go future development areas' as part of Stage 1. Local governments will be involved in the progress of stage 1 and the development of a definition for 'no-go future development areas'. This focuses on the approach of risk avoidance first, in preference to mitigation. • The state will work with local governments to identify no-go future development areas in accordance with the avoidance principles of the SPP and Stage 1 of the Resilience Policy Maturity Framework. • Consideration of climate change is incorporated throughout ShapingSEQ 2023, not just focused on the Sustain theme. The climate change strategies in Sustain have been amended to focus on strategies which have clear outcomes/deliverables. • ShapingSEQ 2023 plan provides a specific strategy for local governments to incorporate urban heatwave and urban heat into settlement planning and urban design, which is not limited to tree canopy, noting that tree canopy targets have been provided to support this strategy. • The state will work with local governments to deliver this strategy.
<p>Net zero, renewable energy and zero waste ratings / targets</p> <ul style="list-style-type: none"> • Provide targets for emissions reduction or measures. • The changes proposed under 'Sustain' are insufficient and do not align with net zero emissions targets or aims to protect and regenerate biodiversity. • To achieve net zero targets, all buildings built in Queensland from now on must be compatible with net zero. 	<ul style="list-style-type: none"> • While implementing targets for emissions reduction was out of scope for this review, ShapingSEQ 2023 includes a strategy to reduce greenhouse gas emissions by adopting patterns of urban development that reduce the need and distance to travel and that encourages the use of active and public transport. • Under the Queensland Climate Action Plan 2030, the Queensland Government is taking strong action on climate change and has committed to achieving an interim emission reduction target of 30 per cent below 2005 levels by 2030, and net zero emissions by 2050, in line with leading global economies. The Queensland's Energy and Jobs Plan includes more ambitious renewable targets at 70 per cent by 2032 and 80 per cent by 2035. • ShapingSEQ 2023 includes a climate change element under the Sustain theme with five elements that supports climate mitigation and enhance the safety and resilience of communities and the natural environment.

Feedback	Response
Live	
<p>Overall comments</p> <ul style="list-style-type: none"> The recognition of importance of design for enhanced public acceptance of medium density housing is commended. The Live aspects whilst addressing design, amenity and lifestyle do not pick up on social wellbeing. Social wellbeing can be monitored, and social infrastructure delivered through infrastructure plans. 	<ul style="list-style-type: none"> ShapingSEQ 2023 continues to support good design and will work with the department and the Queensland Governments Architect to create design codes to guide future development in the region. Benchmarks for measuring social wellbeing were outside the scope of the review, however, have been noted and can be considered for future reviews. SEQIS outlines region-wide social services to be provided by the state, with LGIPs providing detail of these services at a local level. Better design and place making varies significantly depending on the individual local government area. The Live theme has been drafted as a set of strategies to help local governments think about locally responsive design depending on the needs of its community, climate change and weather, character, the natural landscape and community views. The strategies in this theme are intentionally higher level recognising the differences between local communities and that design responses will vary depending on climate and weather, local character and the needs of the community.
<p>Design and character</p> <ul style="list-style-type: none"> That the local lifestyle needs to be embraced rather than look to copy from other cities, reducing the quality of life for those who live here. With population increase will come the decline in the standard of living. That SEQ must first and foremost be liveable for its people. Valuing good design is key aspect of achieving regional plan's vision. Support the intent of the state government to develop design guidance for diverse housing products for gentle density including form-based codes and guidelines. Best practice urban and landscape design should be central to development in SEQ. Infrastructure should support resilient communities and green spaces that benefit both humans and wildlife. 	<ul style="list-style-type: none"> The Live theme includes strategies that support good design that considers the SEQ climate and local context. Strategies support retention of local character impacts to amenity and ensuring new development sympathetically integrates with surrounds. Therefore, ensuring standard of living is not compromised. Design codes are to be drafted with the department in collaboration with the Queensland Government Architect to support Live theme strategies. Infrastructure to support liveability is outlined within SEQIS. It is also noted local level infrastructure provision is contained within LGIPs. Support for strategies and creation of design codes and guidelines is noted. The department will be reviewing both globally and national design codes and guidelines to inform future codes. In terms of providing additional details about how design outcomes will be implemented, the Distinctly Queensland Design Series will be one of the techniques used to assist implementation of good design outcomes, in addition to local governments needing to reflect design elements and strategies within their planning schemes. It is also noted that local planning schemes have a role to play in assisting with design provisions through zone and use codes. Additional sustainable design strategies were out of the scope of this review, in addition to green and open space targets. However, the regional plan does include tree canopy targets and includes

Feedback	Response
<p>Concerns with the lack of recognition of equity, inclusion and community wellbeing</p> <ul style="list-style-type: none"> The regional plan is lacking in commentary, analysis, and policy discussion on themes of equity, inclusion and community wellbeing. There is no discussion or commitment to addressing socio-economic disadvantage, improving access to services and programs, addressing intergenerational equity and lifelong opportunities, or embedding policy and capability key policy area through current policies such as Qdesign, Healthy Places Healthy People etc. Strategies to sustain and improve the liveability of the region for particular population cohorts (e.g., women, young people, children, older people, First Nations peoples, people with a disability and people from culturally and linguistically diverse backgrounds) is invisible in the draft regional plan. 	<p>strategies that speak to the importance of urban greenery and colocation residential uses with open spaces.</p> <ul style="list-style-type: none"> The regional plan includes high-level, region wide, visions and strategies that support inclusion, fairness and wellbeing. The regional plan is not seeking to replicate existing government strategies or policy documents that provide more detailed policies around these items, such as, QDesign. Strategies to improve the lived experience of subsets of society was outside the scope of the regional plan. However, the plan does seek to support the provision of diverse housing for these groups, including First Nations peoples housing, housing for differently abled people and elderly populations. The SEQIS has been updated to expand on the inclusivity design principle in QDesign which identifies that places should be easily accessible to ensure the community's daily needs are easily accessible, providing an environment that promotes active mobility for all. This encapsulates the idea that public spaces, transport networks and buildings should be designed and constructed in a way that accommodates the needs of individuals with disabilities, as well as diverse demographic groups. The SEQIS has also been updated to recommend that infrastructure agencies should implement the place-making principles in QDesign and Healthy Places, Heathy People when designing infrastructure in high amenity areas in SEQ.
<p>SEQIS / Infrastructure</p> <p>Scope</p> <ul style="list-style-type: none"> Support for the commitment to review SEQIS every two years. SEQIS is too short-term focused and does not identify infrastructure needed over the next 50 years. Request the inclusion of green infrastructure and nature-based solutions. Overlooks social infrastructure. SEQIS should extend to water and wastewater distributor-retailers. 	<ul style="list-style-type: none"> The scope of SEQIS and the 2025 South East Queensland Infrastructure Plan (SEQIP) is limited to state government-owned infrastructure. It represents an initial Queensland Government infrastructure planning response to the growth needs and land-use amendments of ShapingSEQ 2023. SEQIS is a plan for coordinating regional infrastructure that catalyses and services the growth and housing supply of the region as a direct response to the current housing challenges being experienced by Queenslanders. SEQIS does not represent a final infrastructure plan responding to ShapingSEQ 2023. Rather it is a foundational process that will set the direction for the SEQIP scheduled for development in 2025. The SEQIP will seek to: <ul style="list-style-type: none"> provide a Queensland Government response to the infrastructure required to support ShapingSEQ 2023

Feedback	Response
<ul style="list-style-type: none"> • There is limited recognition of above ground and mobile telecommunications and digital infrastructure. • Identify issues and opportunities to work towards a more sustainable infrastructure funding model in Queensland. • Requires stronger connections to capital investment and funding opportunities. 	<ul style="list-style-type: none"> - identify key enabling infrastructure required to support economic growth within the region which may include infrastructure to support port and airports, intermodal terminals, public transport, active transport links, freight linkages, road networks, data and energy, and food production and agriculture - highlight key strategic or policy changes that have been implemented following ShapingSEQ 2023 and SEQIS to support anticipated growth in SEQ - provide further detail regarding the progression of the key implementation actions identified within ShapingSEQ 2023 and SEQIS - incorporate key state government agency, local government, and industry inputs that may impact infrastructure delivery such as the progression of the SEQ City Deal, the delivery of housing supply statements by local government or local government infrastructure plans.
<p>Engagement</p> <ul style="list-style-type: none"> • Requests for further engagement with industry on SEQIS. 	<ul style="list-style-type: none"> • SEQIS has been socialised across the region as part of ShapingSEQ 2023 public notification period. • The feedback received from community, industry and government authorities has assisted the refinement of the SEQIS and informed a range of implementation actions and scope of inquiry items for the SEQIP to be delivered in 2025. • The department intends to engage with key stakeholders including councils and industry during development of the SEQIP.
<p>Infrastructure pipeline</p> <ul style="list-style-type: none"> • Pipeline details (i.e. timing for design, estimated cost, preliminary scope, required skills) is limited in SEQIS. This impacts market readiness and is critical for business and investment confidence. • Increasing uncertainty on infrastructure commitments, including government reviews, undermine the ability for industry to invest. • Business cases for a SEQ active travel network and a transit lane network should be included in the SEQIS' committed funding. • Major rail projects should feature more in SEQIS, rather than road transport infrastructure. • Need greater certainty and urgency for the timing of high frequency transport to high amenity areas. 	<ul style="list-style-type: none"> • SEQIS has been updated to provide further clarity on the infrastructure needed to support the growth identified in ShapingSEQ 2023. Additional project details such as funding can be found on the Queensland Government Infrastructure Pipeline which is updated bi-annually. • SEQIS has been updated to provide greater emphasis on public and active transport, including high frequency transport. The updates include an Implementation Actions section with an implementation action for 'Improving centre accessibility' to better addresses connectivity between high amenity areas by public and active transport. SEQIS has also been updated to include more active transport projects in the sub-regional infrastructure pipeline, as a result of feedback provided. • SEQIS intentionally takes a strategic approach to prioritising infrastructure needed to support growth identified in ShapingSEQ 2023. SEQIS has been updated to provide further clarity on the infrastructure needed to support the growth identified in ShapingSEQ 2023. • Like SEQ councils and industry, state government agencies will need time to adequately assess and plan the infrastructure response to the impacts on demand for their services resulting from the population growth identified in ShapingSEQ. • Where available, SEQIS has been updated to include anticipated planning timeframes for each infrastructure asset class to provide transparency and confidence that the growth identified within

Feedback	Response
	<p>ShapingSEQ is being actively planned for. For example, TMR has commenced a refresh of the SEQ RTP in response to the review and update of ShapingSEQ.</p> <ul style="list-style-type: none"> A full update of infrastructure required to support the growth identified within ShapingSEQ will be presented within the SEQIP programmed for 2025.
<p>Sub-regional views</p> <ul style="list-style-type: none"> Minimal committed State investment in infrastructure projects in the Northern sub-region. More is needed in the coastal corridor. Gold Coast Light Rail Stage 4 should be removed from SEQIS and replaced with bus rapid transit using bi-articulated buses. There has been limited action to expand the coverage of high frequency transport in the Western sub-region. Bromelton State Development Area (SDA) should include early identification of critical and high priority infrastructure required to support development. 	<ul style="list-style-type: none"> Sub-regional infrastructure views and priorities needed to support the growth identified in ShapingSEQ 2023 identified by the community and stakeholders such as council have been consolidated and the themes presented within SEQIS, noting that future planning for these local priorities may inform the development of the SEQIP 2025. Comments on existing transport infrastructure, specific projects and new infrastructure recommendations are noted and have been forwarded on to TMR. SEQIS has been updated to highlight the importance of transport and infrastructure connectivity to the Bromelton SDA to catalyse uptake of industrial land. This includes a proposed coordinated infrastructure planning approach for the Bromelton SDA through the SEQ City Deal.
<p>2032 Brisbane Olympics and Paralympic Games</p> <ul style="list-style-type: none"> Reliance on the 2032 Brisbane Olympics and Paralympic Games to deliver infrastructure development may not be sufficient. 	<ul style="list-style-type: none"> Maximising the Brisbane 2032 opportunity is a key driver of change identified in SEQIS. The infrastructure investment program is being delivered to ensure it catalyses long-term, sustainable growth for Queensland cities and regions by bringing forward infrastructure and urban development plans. New and upgraded venue projects have been pre-planned and brought forward to be built in time for the Games with enhanced transport connectivity.
<p>SEQ drivers of change and regional growth challenges</p> <ul style="list-style-type: none"> The drivers of change in SEQIS fails to communicate a sense of urgency to move away from 'business as usual' to a sustainable infrastructure and systems approach. The approach to infrastructure planning, investment and delivery should be refocussed. SEQIS should include a commitment to preparing a 'sustainable infrastructure blueprint' aligned to these change drivers. 	<ul style="list-style-type: none"> SEQIS has been updated to identify a range of implementation actions which directly address the drivers of change and growth challenges. These actions encompass the entire infrastructure lifecycle and represent the Queensland Government's commitment to continuous improvement in approaches to infrastructure planning and delivery. This commitment signifies a progressive shift towards place-based infrastructure planning, optimising the use of existing assets, and ensuring that the forecast growth in SEQ is thoughtfully supported by infrastructure, preserving the unique characteristics and liveability of SEQ.

Feedback	Response
	<ul style="list-style-type: none"> • The implementation actions will improve Queensland Government infrastructure planning by: <ul style="list-style-type: none"> - facilitating an open data platform to enable better state government infrastructure agency pipeline visibility and collaboration - facilitating improved infrastructure pipeline sequencing and timing - providing prioritisation guidance to leverage planned major capital investments - encouraging best practices for infrastructure planning, design and delivery that supports regional density.
<p>Transport</p> <ul style="list-style-type: none"> • Key infrastructure corridors and sites needed in the medium-term and the long-term must be identified and protected and the regional plan. • Freight infrastructure across the region requires further strategic planning. • Consider ease of access (e.g., accessibility of public transport, road congestion) for school and health infrastructure. • Concerns that planned growth will place further strain on existing transport infrastructure which is already under strain. • Comments on specific projects or proposed corridors generally expressed support for specific sub-regional projects, opposition to other sub-regional projects, and several recommendations for specific new transport infrastructure. 	<ul style="list-style-type: none"> • SEQIS has been updated with a new integrated planning approach, a Regional Growth Corridor Plan (RGCP), for corridors where investment in priority Region Shaping Infrastructure will connect significant centres and uplift urban growth. RGCPs will enable providers and plan makers to sequence infrastructure needs with defined growth thresholds and metrics. SEQIS nominates two RCGPs for urgent piloting in response to the priorities outlined in SEQIS and ShapingSEQ 2023. • SEQIS acknowledges that delivering and maintaining enabling freight infrastructure is required to ensure that SEQ can realise sector opportunities which are essential for driving the region's economy. • SEQIS has been updated to identify the importance of accessible and integrated public transport, with convenient access to services and open spaces. • SEQIS has been updated to identify a range of implementation actions which signify a progressive shift towards place-based infrastructure planning, optimising the use of existing assets, and ensuring that the forecast growth in SEQ is thoughtfully supported by infrastructure, preserving the unique characteristics and liveability of SEQ. • Comments on existing infrastructure, specific projects and new infrastructure recommendations are noted and have been forwarded on to TMR.
<p>Education and training</p> <ul style="list-style-type: none"> • The draft regional plan is too focused on delivering new schools in the traditional large-scale format in new growth areas. There is need for smaller school options in fast growing suburbs. • Existing built infrastructure, including schools and education facilities, are inadequate and do not cope 	<ul style="list-style-type: none"> • SEQIS has been updated to identify a range of implementation actions to improve Queensland Government infrastructure planning. One of the actions is to review infrastructure planning and design assumptions and approaches, including consideration of vertical and compact design to accommodate more infrastructure within limited space. The review will inform updated long-term infrastructure demand planning to be developed for SEQIP 2025 in response to the policies set in ShapingSEQ 2023. • Comments on existing infrastructure and specific new infrastructure recommendations are noted and have been forwarded on to the Department of Education.

Feedback	Response
<p>during peak times. Suggest the expansion of specific schools.</p>	
<p>Energy</p> <ul style="list-style-type: none"> Concerns about energy infrastructure capacity meeting future growth needs in SEQ. Suggest the regional plan be integrated with the Queensland Energy and Jobs Plan and the 2023 Queensland Renewable Energy Roadmap. 	<ul style="list-style-type: none"> Where available, SEQIS has been updated to include anticipated planning timeframes for each infrastructure asset class to provide transparency and confidence that the growth identified within ShapingSEQ is being actively planned for. This includes an acknowledgement that the Queensland SuperGrid Infrastructure Blueprint outlines the optimal infrastructure pathway to transform Queensland's electricity system and meet the objectives of the Queensland Energy and Jobs Plan. The Blueprint will be updated on a biennial basis from 2025.
<p>Health</p> <ul style="list-style-type: none"> Concerns that planned growth will place further strain on existing health infrastructure and services, which are already under strain. Suggest increased health services in specific areas. 	<ul style="list-style-type: none"> Where available, SEQIS has been updated to include anticipated planning timeframes for each infrastructure asset class to provide transparency and confidence that the growth identified within ShapingSEQ is being actively planned for. This includes an acknowledgement that Queensland Health is currently progressing significant programs of work to support a 15-year pipeline of priorities and infrastructure projects. In <i>2023/24 The Queensland Health and Hospitals Plan</i> detailed this first fully funded and committed tranche. Queensland Health continues planning work for the longer-term pipeline informed by an annual assessment of health need, asset condition and service activity projections of future health service requirements. Comments on existing infrastructure and specific new infrastructure recommendations are noted and have been forwarded on to Queensland Health.
<p>Emergency services</p> <ul style="list-style-type: none"> Concern about evacuation and emergency management infrastructure and capacity in specific areas. 	<ul style="list-style-type: none"> Comments on emergency management infrastructure are noted and have been forwarded on to Queensland Fire and Emergency Services.
<p>Water</p> <ul style="list-style-type: none"> Concerns about regional water security and population growth. The SEQWater Water Security Program 2017 needs to be reviewed to ensure that projected growth can be supported sustainably. Water utility providers need to determine whether existing infrastructure is capable of meeting the increased demand. 	<ul style="list-style-type: none"> SEQIS has been updated to acknowledge that, in October 2023, Seqwater released the 2023 Water Security Program, outlining a 30-year strategic plan for ensuring a sustainable, secure and resilient water supply for a growing population of South East Queenslanders and adapting to climate change. It takes into account a range of factors to determine what bulk water infrastructure may be required into the future. Seqwater will update the Water Security Program to reflect any substantial changes in demand forecasts, and in line with key business cases currently underway exploring new proposed water security infrastructure.

Feedback

Response

- Need to become a water sensitive region using an integrated approach to whole-of-region planning and management.
-



Appendix G – Regional land use category assessment table

ShapingSEQ 2023 Update - Regional Land Use Category Changes Summary

Background

This report provides a summary of the Department of State Development, Local Government, Infrastructure and Planning's (the department) final regional land use category (RLUC) changes following the review of submissions received on the draft ShapingSEQ 2023 Update. These are the final areas for inclusion in ShapingSEQ 2023 as Urban Footprint.

There are three RLUCs including Urban Footprint, Rural Living Area (RLA) and Regional Landscape and Rural Production Area (RLRPA).

The MULTI assisted to inform the suitability, sizing, and potential future growth requirements for the Urban Footprint and, dwelling supply targets and diversity sub-targets. Under the base case scenario, key insights were as follows:

- At a South East Queensland (SEQ) level, there is limited remaining capacity with a moderate actual growth rate identified.
- Somerset and Scenic Rim local government areas (LGAs) present the lowest percentages of remaining capacity when compared to the region, but lower growth rates.
- Brisbane, Moreton Bay, Redland and Sunshine Coast LGAs have limited remaining capacity at 2046 with fewer opportunities for housing diversity.
- Logan and Lockyer LGAs retain higher remaining capacity at 2046 for detached dwelling supply even when taking into account very high rates of assumed growth for Logan.
- Toowoomba LGA also provides some remaining capacity but presents a lower take up rate in comparison to other council areas.
- All other LGAs have very limited opportunities to support the delivery of detached dwellings.

The limited supply will, over time, impact on the rate of growth due to limited development opportunities. It is recognised regional practice to ensure there are reserves of residential supply to ensure growth and the market is not unduly restricted.

Methodology

A detailed methodology has been used for the assessment of, and internal decision-making for, reviewing RLUC change requests across SEQ. It includes consideration of:

- the overarching policy framework of ShapingSEQ 2023;
- whether there is adequate supply of land available to accommodate the dwelling supply targets to 2031 and 2046 and diversity sub-targets to 2046 for each LGA – as informed by the MULTI;
- key constraints and opportunities including environmental protection, access to Region-Shaping Infrastructure (RSI), natural hazards and ability to deliver housing quickly; and
- the RLUC guiding principles in the current ShapingSEQ 2017, draft and final ShapingSEQ 2023.

Both local governments and state agencies were consistently engaged as part of the RLUC review process, and received an information pack detailing submissions considered for a RLUC change at both consideration stage, and finalisation of the project. Local governments and state agencies were provided an opportunity to provide feedback on submissions considered during the process.

All proposed RLUC changes have been assessed and approved for inclusion by the Deputy Director-General (DDG), Planning Group.

The following provides the areas added to the Urban Footprint for the final ShapingSEQ 2023.

No.	Locality	Regulatory map reference	ShapingSEQ 2017	Draft ShapingSEQ 2023 Update	Final ShapingSEQ 2023
Brisbane City Council					
1	Deagon	14	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint
2	The Gap	19	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint
3	The Gap	19	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint
4	Mitchelton	19	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint
5	Nudgee	14	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint
6	Rochedale	19	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint
7	Karawatha	19	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint

No.	Locality	Regulatory map reference	ShapingSEQ 2017	Draft ShapingSEQ 2023 Update	Final ShapingSEQ 2023
City of Gold Coast Council					
8	Stapylton/ Alberton	25	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area / Urban Footprint	Urban Footprint
Ipswich City Council					
9	Thagoona	18	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint
Logan City Council					
10	Springwood	19	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint
City of Moreton Bay Council					
11	Elimbah	10	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint
12	Narangba	14	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint
13	Burpengary East	10	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint

No.	Locality	Regulatory map reference	ShapingSEQ 2017	Draft ShapingSEQ 2023 Update	Final ShapingSEQ 2023
14	Sandstone Point	10	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint
Noosa Shire Council					
15	Cooroy	4	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint
Redland City Council					
16	Southern Thornlands	20	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint
17	Redland Bay	20	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint
Scenic Rim Regional Council					
18	Harrisville	23	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint
19	Glen Eagle	23	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint

No.	Locality	Regulatory map reference	ShapingSEQ 2017	Draft ShapingSEQ 2023 Update	Final ShapingSEQ 2023
Sunshine Coast Council					
20	Yandina East	4	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint
21	Yandina North (Bridges)	4	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint
22	Palmwoods	7	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint
Toowoomba Regional Council					
23	Wellcamp	16	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint
24	Westbrook	16/21	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint
25	West Toowoomba (Charlton – Wellcamp)	16	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint

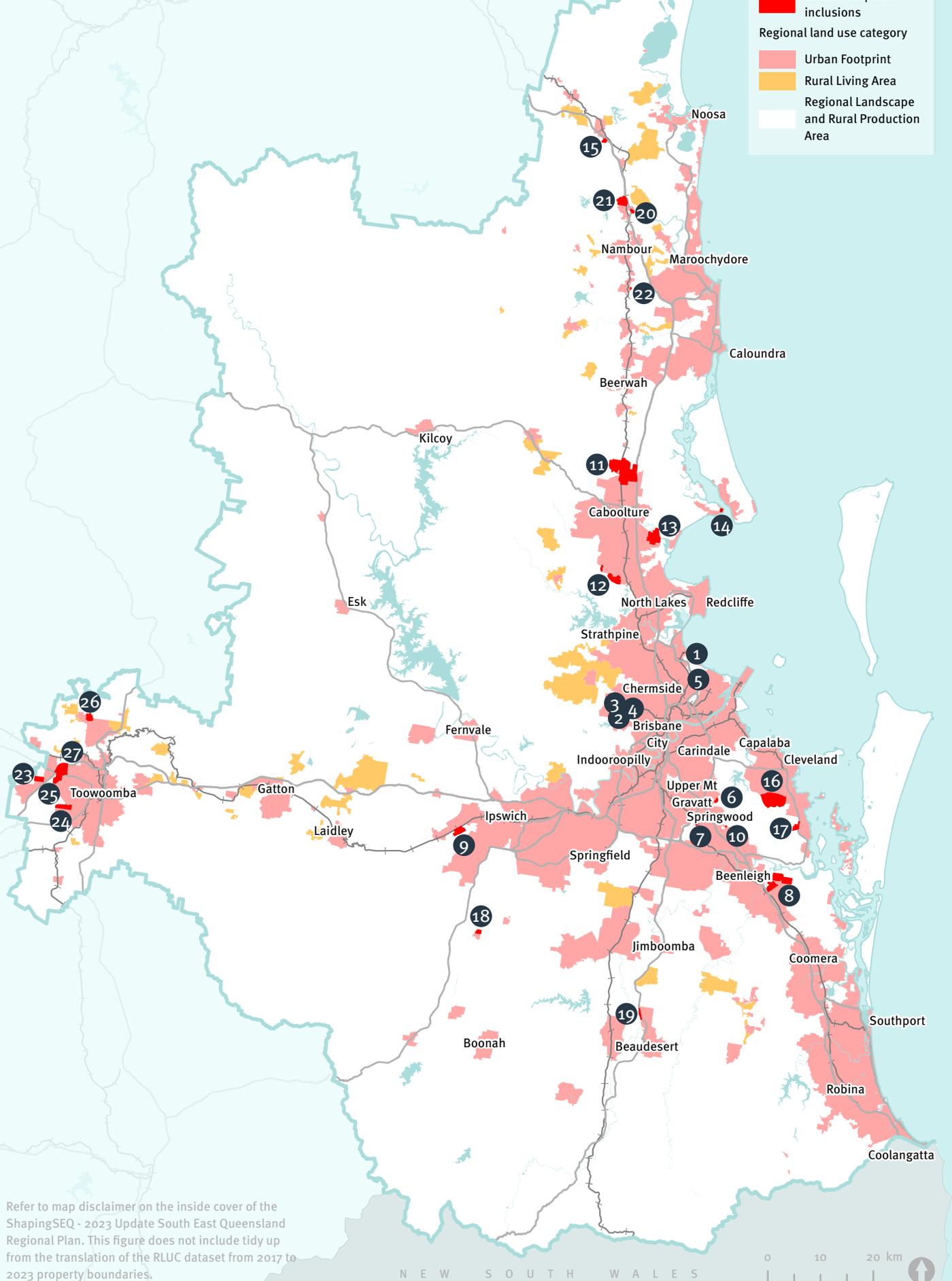
No.	Locality	Regulatory map reference	ShapingSEQ 2017	Draft ShapingSEQ 2023 Update	Final ShapingSEQ 2023
26	Meringandan/ Highfields	16	Regional Landscape and Rural Production Area	Urban Footprint	Urban Footprint
27	Gowrie Junction	16	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint

Regional Land Use Category Changes Summary

ShapingSEQ 2023

Summary of Regional land use category changes for ShapingSEQ 2023

- Urban Footprint inclusions
- Regional land use category**
- Urban Footprint
- Rural Living Area
- Regional Landscape and Rural Production Area



Refer to map disclaimer on the inside cover of the ShapingSEQ - 2023 Update South East Queensland Regional Plan. This figure does not include tidy up from the translation of the RLUC dataset from 2017 to 2023 property boundaries.



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