South East Queensland Regional Plan 2017 *ShapingSEQ*

**Consultation report
August 2017**

This report provides an overview of the statutory and non-statutory consultation undertaken on the *draft South East Queensland Regional Plan 2016* (draft *ShapingSEQ*). The findings of this report have been considered by the Minister for Infrastructure and Planning, and where relevant have been incorporated into the final *ShapingSEQ*.

Queensland Government

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Executive summary

In response to the Queensland Government's ongoing commitment to planning in South East Queensland (SEQ), a review of the existing *South East Queensland Regional Plan 2009–2031* (SEQRP 2009) was undertaken.

This review led to the development of the new *South East Queensland Regional Plan 2017* (*ShapingSEQ*). The Department of Infrastructure, Local Government and Planning led an extensive community engagement program on *ShapingSEQ*.

This was facilitated through an open and transparent consultation process with the SEQ community that provided genuine opportunities to contribute to regional planning.

This consultation report outlines the statutory and non-statutory engagement activities undertaken by the department over a 15 month period. It also outlines how the feedback received through these activities informed the review of the draft regional plan; and the finalisation of *ShapingSEQ.*

The report has assisted the Honourable Jackie Trad MP, Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning, in the consideration of submissions received during the statutory consultation period (20 October 2016 to 3 March 2017).

The non-statutory consultation included two rounds of community consultations:
- Round one (May and June 2016) involved community conversation sessions that provided key input into the development of the draft *South East Queensland Regional Plan 2016 (*draft *ShapingSEQ*).
- Round two (October 2016 to March 2017) involved a number of activities that ran in parallel with the statutory consultation period and informed the final regional plan.

A number of engagement methods were used in round two to understand the views from a wider range of SEQ residents, and included:
- A series of 22 talk to a planner sessions held across the region, with at least one session held in each SEQ local government area.
- The SEQ Youth Summit attended by more than 100 SEQ residents aged between 17 and 25 years of age.
- A community attitudes survey.

The diversity of activities resulted in the department receiving a wide and varied range of information and responses.

While the feedback did not indicate a strong divergence in views among the general community, it did indicate that peoples' views changed during the course of their lifetime, with general agreement on the importance of:
- transport infrastructure
- planning to influence the health and wellbeing of communities
- housing diversity in all locations across the region
- living near employment
- good access to services and amenities, particularly greenspace.

The department also worked closely with Indigenous and Traditional Owners to identify areas of the draft *ShapingSEQ* that could better support Indigenous communities in SEQ. The outcomes of these workshops have also informed the final regional plan with key amendments being made to the 50-year vision, the Sustain theme and mapping.

The Minister for Infrastructure and Planning released the draft *ShapingSEQ* and draft *State Planning Regulatory Provisions 2016* (draft regulatory provisions) for statutory consultation on 20 October 2016. This period closed at midnight on 3 March 2017.

The public response to the draft *ShapingSEQ* was significant with 3324 submissions received and considered. Of these, 1996 were pro formas and more than 2440 requested one or more changes to regional land use category boundaries.

Each submission was assessed and considered based on its merits and how it may advance the core principles and objectives of *ShapingSEQ*.

More than 30,000 individual matters were raised and considered as a result of the submissions.

These matters focused on the Grow, Connect and Sustain themes of the draft *ShapingSEQ* and included:
- protecting agricultural land and greenspace from urban encroachment
- ensuring sufficient land is available to accommodate expected population and employment growth
- facilitating rural production activities in working landscapes
- coordinating infrastructure and services
- supporting healthy communities
- maximising the most efficient use of land
- protecting the environment.

ShapingSEQ is the result of the Minister's ongoing commitment to planning in SEQ; and the culmination of significant and extensive engagement and consideration of community feedback received on the draft regional plan.

1.   Introduction

This consultation report has been prepared by the department to assist the Minister for Infrastructure and Planning in the consideration of submissions about the draft *ShapingSEQ,* and the draft regulatory provisions.

Consultation on the draft *ShapingSEQ* was undertaken:
• to inform the community about the Queensland Government's proposed direction in managing SEQ's future growth
• to provide the community with a genuine opportunity to have meaningful input into the final regional plan
• through both a statutory and non-statutory engagement processes that went over and above legislative requirements
• with an open and transparent planning process, including a review of the consultation process by an independent auditor.

The issues identified in submissions informed amendments to the final *ShapingSEQ.*

1.1   The SEQ region

The SEQ region consists of 12 local government areas:
• Brisbane City
• City of Gold Coast
• Ipswich City
• Lockyer Valley Regional
• Logan City
• Moreton Bay Regional
• Noosa Shire
• Redland City
• Scenic Rim Regional
• Somerset Regional
• Sunshine Coast
• Toowoomba (urban extent).

SEQ continues to be one of the fastest growing metropolitan regions in Australia. It is home to more than 70 per cent of Queensland's population, and approximately 35 per cent of Queensland's Traditional Owners. The region's population is projected to increase from 3.4 million people in 2016 to 5.3 million by 2041. This growth will result in demand for close to one million new jobs and 800,000 additional dwellings by 2041.

Managing this growth requires a proactive and coordinated government response to ensure SEQ continues to support a high-quality lifestyle that protects natural values, and improves economic opportunities for future generations.

1.2   Background

The development of *ShapingSEQ* continues a long history of statutory regional planning in SEQ; with previous plans and regulatory provisions produced in 2005 and 2009.

As part of the government's ongoing commitment to planning in SEQ, a full review of SEQRP 2009 was undertaken by the department.

This review considered emerging opportunities and trends, and focused on improving the future of SEQ to become a more integrated, connected, prosperous, sustainable and liveable region. The review resulted in the preparation of the draft *ShapingSEQ*.

The final *ShapingSEQ* provides a strategic framework for managing the region's growth over the next 25 years and sets a vision for the next 50 years.

1.3 *ShapingSEQ* under the *Sustainable Planning Act 2009* and the *Planning Act 2016*

The draft *ShapingSEQ* was made under the *Sustainable Planning Act 2009* (SPA), which set out the statutory process for public consultation under section 60.

The draft *ShapingSEQ* and draft regulatory provisions were gazetted by the regional planning Minister for Infrastructure and Planning on 20 October 2016, in accordance with the provisions of SPA. The statutory consultation period for the draft *ShapingSEQ* commenced on 21 October 2016, and closed at midnight on 3 March 2017.

As per the requirements set out in SPA, following the consultation period, the Minister considered every properly made submission and consulted with the SEQ Regional Planning Committee (SEQRPC) to finalise the regional plan.

The final *ShapingSEQ* was made under SPA, in accordance with the transitional provisions under the *Planning Act 2016* (commenced on 3 July and repealed the SPA) which requires the Minister to finalise a regional plan either:
- as provided for in the draft regional plan as published; or
- include any amendments the Minister considers appropriate.

1.4 Regional planning process and governance

The governance of *ShapingSEQ* is overseen by the SEQRPC. The SEQRPC is chaired by the Minister for Infrastructure and Planning and includes five other Queensland Government Ministers and the 12 SEQ Mayors (see appendix 9, table 9.1). Its role is to advise the Minister for Infrastructure and Planning on the formulation and implementation of *ShapingSEQ*.

The SEQRPC met twelve times during the preparation of *ShapingSEQ*. These collaborative meetings discussed a range of matters relevant to the region, the development of a 50-year vision for SEQ, and provided input to the regional plan's policy framework.

1.5 Consultation

Consultation on the development of the *ShapingSEQ* included a:
- statutory consultation period
- non-statutory consultation period:
  – community conversations – round one
  – community conversations – round two.

Details on the consultation process and results are provided in sections 2, 3 and 4.

2.   Non-statutory consultation

An extensive non-statutory consultation program was undertaken by the department to gain community input into the development of, and provide feedback on, the draft *ShapingSEQ.*

The non-statutory consultation program ran from May 2016 to March 2017, and included two rounds of community conversations. This engagement provided the SEQ community with a greater awareness and understanding of the government's plan for managing the region's expected growth.

2.1   Community conversations – round one

The aim of the first round of community conversations was to actively engage with the community – to gather their views and ideas for the SEQ region, which would assist in the preparation of the draft *ShapingSEQ.* This occurred from May to June 2016

This early round of consultation included community events and a community attitudes survey. These activities focused on understanding the community's views on a range of themes (consistent with the *ShapingSEQ* themes) and values.

A summary of the findings from round one of the community conversations was made available when the draft *ShapingSEQ* was publicly notified (provided in appendix 6).

2.2   Community conversations – round two

The focus of the second round of community conversations was to provide an opportunity for the community to understand the policies in the draft *ShapingSEQ*, and to encourage feedback during the statutory consultation period in the lead-up to final regional plan.

A number of engagement methods were used in the non-statutory consultation process, including:
- talk to a planner sessions
- the youth summit
- community attitudes survey
- Indigenous and Traditional Owner workshops.

Due to the varied nature of each activity, the department received a wide range of information and level of responses.

2.2.1   Talk to a planner sessions

The department held 22 talk to a planner sessions from 5 November to 10 December 2016. At least one session was held in each SEQ local government area.

To provide greater access to these events, sessions were held mainly in the evenings or on weekends.

The sessions provided an opportunity for:
- members of the community to discuss their ideas and views with a planner from the department and ask questions about the draft Sh*apingSEQ*
- planners from the department to inform the community about the role and function of regional planning in SEQ.

The conversations were led by the community, and feedback was wide-ranging and often involved local planning issues.

Feedback from the talk to a planner sessions included:
- The importance for planning to positively contribute to the health and wellbeing of communities.
- The importance of an efficient and reliable transport system that facilitates social and economic opportunities.
- Predominantly negative views about higher density, although there was also support for increased density in some locations.
- A strong desire for the state government to prioritise infrastructure investment in areas that need it, including areas for growth.
- Concern that infrastructure delivery tends to lag behind growth and development.
- Concern over impacts of development on the environment, particularly koala habitat.

Further details on the talk to a planner sessions can be found in appendix 7.

2.2.1.1 Round 2 – talk to a planner session attendance
The statewide talk to a planner sessions were well-attended with more than 560 people participating in the 22 events.

Figure 1: statewide event locations, number of registrations and attendees.

2.2.2 *ShapingSEQ* Youth Summit

Since the commencement of the first statutory regional plan in 2005, anecdotal information gathered by the department indicated that younger generations were not well-represented in subsequent reviews.

Held in Brisbane on Saturday 25 February 2017, the *ShapingSEQ* Youth Summit was delivered to address this gap; and also acknowledged that the outcomes of the regional plan will be realised by the younger generation.

Delivered as an innovative engagement activity for SEQ's youth – with the aim to hear the future aspirations of the region's under 25s – the summit was designed to encourage participation and discussion delivered through a dynamic and interactive approach.

To capture the diversity of SEQ, participants were invited from the region's country, coastal and city areas. The range of participants highlighted the variety of environments, values and communities that exist across the region.

The event centred on a 'design and build' activity, where small groups were asked to build a community that reflected their desires and aspirations in 10 years' time.

This exercise helped participants to articulate:
- the SEQ lifestyle they aspire to
- desired services and amenities required to achieve this lifestyle
- where they would like to live in the next 10 years
- how they would like to live e.g. transport options and housing types.

Key themes that emerged from the youth summit included:
- the valued importance of greenspace
- support for density development if it aided protection of greenspace and valuable agricultural land
- support for higher density development, as long as it is well-designed and located conveniently to amenities
- the need for greater distribution of employment opportunities
- a desire to use public transport if it was more reliable and competitive than using a private vehicle
- maintaining the protection of agricultural land
- opportunities to access entertainment and cultural events, and precincts.

Further details on the *ShapingSEQ* Youth Summit can be found in appendix 7, and includes information on how summit feedback informed the final *ShapingSEQ*.

2.2.3 Community attitudes survey

To complement the Youth Summit, the department completed a qualitative market research survey targeting SEQ residents aged between 18 and 30.

The purpose of this survey was to test the policies of the draft *ShapingSEQ* with young people within the general community. Survey questions were focused on housing density and affordability, lifestyle preferences, and factors influencing decisions about lifestyle choices.

The survey interviewed 850 people and the results were compared to responses from residents aged over 35 years surveyed in the first round of consultation.

Participants were randomly selected and the results weighted based on known Australian Bureau of Statistics population estimates, making the results statistically relevant.

The responses to the survey largely reflected the current lifestyle status of participants, which indicated that:
- they appear more positive and willing to trade-off aspects of lifestyle to live in different areas and housing types
- they did not feel strongly either way whether high-density living supports preservation of bushland and greenspace, or is more affordable
- they were happy to live in high-density living when single, but demonstrated a stronger desire to live in a detached dwelling when starting a family
- around 46 per cent were currently living in medium or high-density housing
- the cost of housing is the main influence on deciding where to live, followed by employment
- around 40 per cent of surveyed participants were spending 30 per cent or more of their income on rent however, 30 per cent also stated they would be happy to pay more to live in their preferred area
- the benefits of higher density living includes better access to places and services, therefore reducing car dependence
- disadvantages to high-density living were diminished privacy, lack of space and increased noise and congestion
- they use a car to travel to most destinations, with a strong preference for walking as an alternative if opportunities were available
- the majority of surveyed participants consider owning a car important or very important – this increases in importance when having children or working across town.

2.2.4 Connection to final *ShapingSEQ*
Feedback received from the second round of community consultation activities did not indicate a strong divergence in views regarding the draft *ShapingSEQ*. However, it did confirm that peoples' views and lifestyle choices change during the course of their life.

Specifically, there was general agreement on the importance of:
- having good access to services and amenities, particularly greenspace
- housing diversity across the region
- living near employment
- planning to influence the health and wellbeing of communities
- transport infrastructure.

While the talk to the planner sessions indicated opposition to higher densities, the youth summit and community attitudes survey revealed that younger people are more positive towards this type of development. It also showed that they were willing to live in medium to high-density housing during their young adult years; however, as they progressed towards starting a family their preference changed to living in a house.

The findings from the non-statutory engagement suggest that *ShapingSEQ* needs to:
- provide opportunities for people to decide how and where they live based on lifestyle choices
- accommodate changes in peoples' living and lifestyle preferences throughout their lives
- be integrated with infrastructure planning, particularly transport infrastructure
- positively contribute to values important to the community, in particular greenspace, agricultural land and natural environment.

It is clear from feedback received that *ShapingSEQ* needs to continue to play its vital role in guiding the sustainable growth of the region.

The core principles that underpinned previous plans remain relevant, including:
- protecting agricultural land and greenspace from urban encroachment
- ensuring sufficient land is available to accommodate expected population and employment growth
- facilitating rural production activities in working landscapes
- coordinating infrastructure and services
- supporting healthy communities
- maximising the most efficient use of land
- protecting the environment.

How *ShapingSEQ* achieves these varies between reviews and is largely reflective of shifts in trends, changing demographics, community attitudes and preferences, and further research and analysis.

The consultation was essential in gauging the community's views on the strategies proposed by the regional plan, and have validated the direction the plan has set for managing the region's growth.

Feedback received on the regional plan's strategies directly correlate to the 'strategic issues' captured and responded to during the statutory consultation period (see section 3).

2.2.5 Indigenous and Traditional Owners

The draft *ShapingSEQ* encouraged the involvement of Indigenous and Traditional Owners in the planning process through regional strategies including:
- SEQ Aboriginal and Torres Strait Islander opportunities and social and economic issues are incorporated.
- Traditional Owners' values related to their connection to specific SEQ land and seascapes are incorporated.
- Native title is appropriately considered now, and into the future.

Native title is a matter that warrants close collaboration to ensure that stated aspirations and objectives in *ShapingSEQ* are collectively met.

The Australian Government commissioned the Queensland South Native Title Services (QSNTS) to conduct research to identify groups with established connection to country. This was seen as a priority first step in the formal native title process, which is ultimately decided by the Commonwealth Court.

The research results were not available until after the statutory consultation period closed. Therefore, to consider these matters, a network of Aboriginal and Torres Strait Islanders, including members from the SEQ Traditional Owners Alliance, attended workshops to advance the draft strategies.

Three workshops were held with representatives from SEQ's Traditional Owners and Aboriginal and Torres Strait Islander people from February to April 2017. Appendix 8 provides further details on these workshops.

Key feedback from participants included the:
- recognition of native title claims in SEQ
- need for spatial representation of Indigenous areas
- inclusion of principles that embed Traditional Owners in the landscape
- need for ongoing dialogue, particularly on implementation of the plan
- desire to make urban communities more culturally reflective, including design
- need to deliver cultural meeting places in the middle of cities and provide places to connect to country.

2.2.6 Connection of Indigenous and Traditional Owner engagement to the final *ShapingSEQ*

The draft *ShapingSEQ*, through the Sustain theme, provides strategies related to Indigenous and Traditional Owner issues. Through the engagement process, the department worked with a focus group to identify other areas that could better support Indigenous and Traditional Owners.

As a result, the following amendments were made to the final *ShapingSEQ*:
- Recognition of SEQ's first people and their connection to country.
- Recognition of native title in SEQ, and links to the Native Title Register.
- Inclusion of a map that identifies traditional Country areas for SEQ's Traditional Owners (as defined by QSNTS).
- Include references to traditional landscapes, cultural heritage and resource.
- Additional strategies that require the inclusion of Traditional Owner values when designing communities.

To help facilitate ongoing engagement on Indigenous cultural heritage matters, the department has agreed to regularly convene planning forums with SEQ Aboriginal and Torres Strait Islander peoples.

Participants from these workshops agreed to form a network of SEQ Traditional Owners to communicate with the region's Indigenous and Traditional Owners and the department.

3.   Submission review process

The SPA defined that the minimum statutory consultation period on a draft regional plan is 60 business days.

To provide the community a greater opportunity to contribute to the regional planning process, consultation was extended to 90 business days. During this period, the community was invited to provide written submissions about aspects of the draft *ShapingSEQ* and draft regulatory provisions.

The department established a submission review process built on previous regional planning consultation processes to:
- consider all properly made submissions in an objective, open and transparent manner
- provide advice to the Minister for Infrastructure and Planning in the preparation of the final *ShapingSEQ*
- enable the Minister to comply with the requirements of the SPA.

Table 3 and figures 2 and 3, provide further details on the submission review process.

The submission review process was managed by appointed classification officers and case managers. Classification officers, under the direction of the case managers, reviewed and classified issues (in DARZIN) from each submission received and considered.

Case managers:
- Were departmental officers assigned to manage one or more of the themes and sections of the draft *ShapingSEQ.*
- Were involved in the development of the draft *ShapingSEQ* through to its finalisation.
- Worked collaboratively with classification officers.
- Performed ongoing reviews of submissions and strategic issues throughout the review process.

In addition, an independent auditor was appointed (see section 5) to:
- provide advice on the submission review process
- ensure professional standards were maintained
- guarantee that all submissions were considered in a fair, equitable, open and transparent manner.

This submission review process required a number of steps to meet the requirements of the SPA, including:
- developing an administrative process for the receipt, lodgement and classification of submissions
- reviewing and summarising issues
- determining strategic issues
- undertaking routine independent checks of the submission review process and classified issues.

All submissions were treated as confidential by the department.

Table 3: Overview of the submission review process

Steps	Process
Step 1	Registration of submissions.
Step 2	Summary of submission issues and classification.
Step 3	Detailed issues analysis (including identification of strategic issues).
Step 4	Assessment of strategic issues, regulatory map change requests and preparing recommendations.
Step 5	Responses.
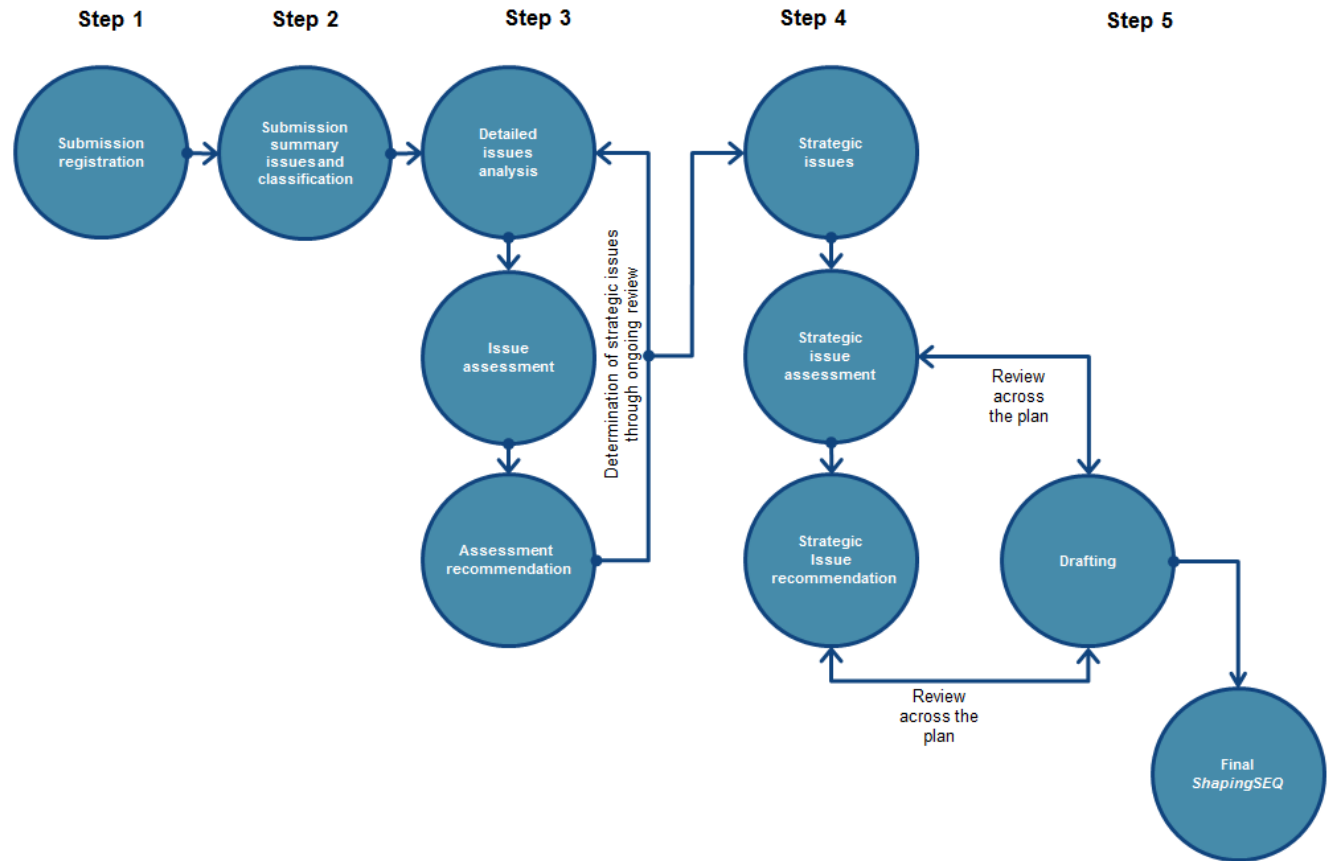
Figure 2: Submission review process diagram

3.1   Step 1 – Registration of submissions

The department received submissions on the draft *ShapingSEQ* through:
- post
- email
- online survey
- delivered in person to the Minister's office.

On receipt, each submission was registered in a database and the department's record management system.

The following information was recorded for each submission:
- The date received.
- Method of delivery.
- The submitter's name.
- The submitter's address and/or email address.

A unique submission number was allocated to each submission.

Duplicate submissions, where possible, were identified as a single submission. In instances where a submitter provided additional information (during the public consultation period) in support of a submission, this was attached and reviewed with the original submission.

In order to comply with the SPA and go beyond the formal requirements, the department adopted the following guidelines for considering submissions.

Properly made submissions are submissions that:
- include the submitter's name and address
- are made in writing and signed by each submitter (if received by email no signature is required)
- are received within the statutory submissions period (from 20 October 2016 to midnight 3 March 2017) or are received before 8 am on 13 March 2017 where an extension was granted by the department
- are not signed by the submitter but otherwise meet the above criteria.

Not properly made submissions are defined as submissions that do not meet the above criteria.

For the finalisation of *ShapingSEQ*, submissions identified as not properly made were also considered to ensure that all issues raised were taken into account along with properly made submissions.

In addition, submissions were further categorised:
- By submitter (public, consultant, elected representatives and community groups).
- As late if received after the close of submissions on 3 March 2017 but before 8 am on 13 March 2017 and were not granted an extension by the department.
- As a pro forma or petition (those that include a standard set of words signed by multiple individuals).
- As a regulatory map change request, including submissions requesting a change or maintenance of the land use categories of single or multiple parcels of land.

3.2   Step 2 – Summary of submission issues and classification

Case managers and classification officers classified identified issues raised in submissions based on the draft *ShapingSEQ* policies and programs.

Classified issues were recorded in the department's submissions database, DARZIN, and summarised by identifying:

- specific factual and wording changes
- similar or common issues and themes
- different views on the same issue.

Relevant factual and wording changes were incorporated in the final *ShapingSEQ* if they supported the intent of regional plan. Submissions that included a range of issues received a number of individual classifications.

In addition to the policies and strategies, the draft plan's regulatory provisions include regulatory maps that allocate all land in SEQ into one of three regional land use categories i.e. Urban Footprint, Regional Landscape and Rural Production Area, and Rural Living Area.

Submissions that sought a regulatory map change request were summarised and plotted in a Geographic Information System (GIS) mapping database.

The following information was recorded for each regulatory map change request:

- Submission number.
- The request type.
- The local government area.
- Locational details e.g. lot numbers, address and/or locality.
- The current regional land use category.
- Current use, zoning and strategic intent.
- A summary of state and local constraints.
- The requested regional land use category.

Figure 3 outlines the process used to record and assess regulatory map change requests.

Figure 3: Regulatory map change request process

3.3 Step 3 – Detailed issues analysis

Due to the quantity and diversity of issues raised, a comprehensive assessment was undertaken for identified strategic issues. Strategic issues were identified in accordance with the following criteria:

- Relates to a significant change in policy position in the draft.
- Relates to the underlying concepts and principles of the draft.
- Significant number of submissions raised the same or similar issues.
- Significant issues not covered in the draft.
- Significant difference of opinion between submissions.

A list of strategic issues was developed, continually refined and updated throughout the public consultation period for each section of the draft *ShapingSEQ*.

3.4 Step 4 – Assessment of strategic issues, regulatory map change requests and preparing recommendations

Detailed assessments were undertaken for each strategic issue identified. Strategic issues informed changes to the final *ShapingSEQ.*

Assessment of regulatory map change requests involved consideration of the overarching goals, outcomes and principles of the draft *ShapingSEQ*.

Meetings were held with representatives from each of the 12 SEQ local government areas to review and provide advice on issues raised through submissions, as well as any proposed regulatory map change requests in their area.

Case managers prepared recommendations for each strategic issue and regulatory map change request for consideration by the Minister for Infrastructure and Planning.

Recommendations were based on an understanding of *ShapingSEQ's* role in Queensland's planning framework and state and regional-scale issues that advanced the purposes of the SPA and *ShapingSEQ*.

The Minister for Infrastructure and Planning made the final decision on any changes to be made to the final *ShapingSEQ*, including changes to regional land use categories.

3.5 Step 5 – Responses

A letter or email of acknowledgment was provided. This response included:
- a submission number
- details of the process of reviewing submissions
- confirmation that they would be notified when the final *ShapingSEQ* was released.

In the weeks following the release of the final *ShapingSEQ*, all submitters will be notified of its release.

The department will also notify, in writing, all individuals who are affected by a change in regional land use category.

4.   Results of statutory consultation

In finalising *ShapingSEQ*, the Minister for Infrastructure and Planning has:

• considered all submissions in accordance with the process identified in section 3
• consulted on the content of the final *ShapingSEQ* with the SEQRPC.

The following sections of the report provide details on the results of the submissions reviewed and considered.

4.1   Who provided a submission on the draft *ShapingSEQ*

The public response to *ShapingSEQ* was significant, with 3324 submissions received and considered; of these:

• 3094 were considered properly made and 230 considered not properly made.
• 325 were provided through the department's online submission form.
• 1996 were pro forma submissions (or a standard set of words signed by individuals).
• Six petitions with 482 signatures.
• More than 2440 requested one or more changes to regional land use category boundaries.

Table 4.1 identifies the type of submitters who provided a submission about the draft *ShapingSEQ*, with the majority of submissions received from individuals (more than 86 per cent).

Table 4.1: Types of submitters

Type of submitter	Number	Percent
Private/individual	2873	86.4%
Industry groups	40	1.2%
Community organisations and NGOs	92	2.8%
Consultants	283	8.5%
Government (elected representatives, local governments and agencies)	36	1.1%
Total submissions	**3324**	**100%**

4.2   Origin of submissions

Table 4.2 and figure 4 show the origin of submitters in SEQ (note: submissions from outside the region or without an identifiable address have not been mapped), with more than 60 per cent (1972) of submissions received through pro-formas related to the Redland City local government area.

Table 4.2: Origin of submissions

Location of submitter	Number	Percent
Brisbane City	355	10.7%
City of Gold Coast	113	3.4%
Ipswich City	9	0.3%
Lockyer Valley Regional	31	0.9%
Logan City	133	4.0%
Moreton Bay Regional	46	1.4%
Noosa Shire	14	0.4%
Redland City	2049	61.7%
Scenic Rim Regional	16	0.5%
Somerset Regional	9	0.3%
Sunshine Coast	120	3.6%
Toowoomba (urban area)	27	0.8%
Other (outside the region or unknown location)	402	12.1%
Total submissions	**3324**	**100%**

Figure 4: Origin of submitters
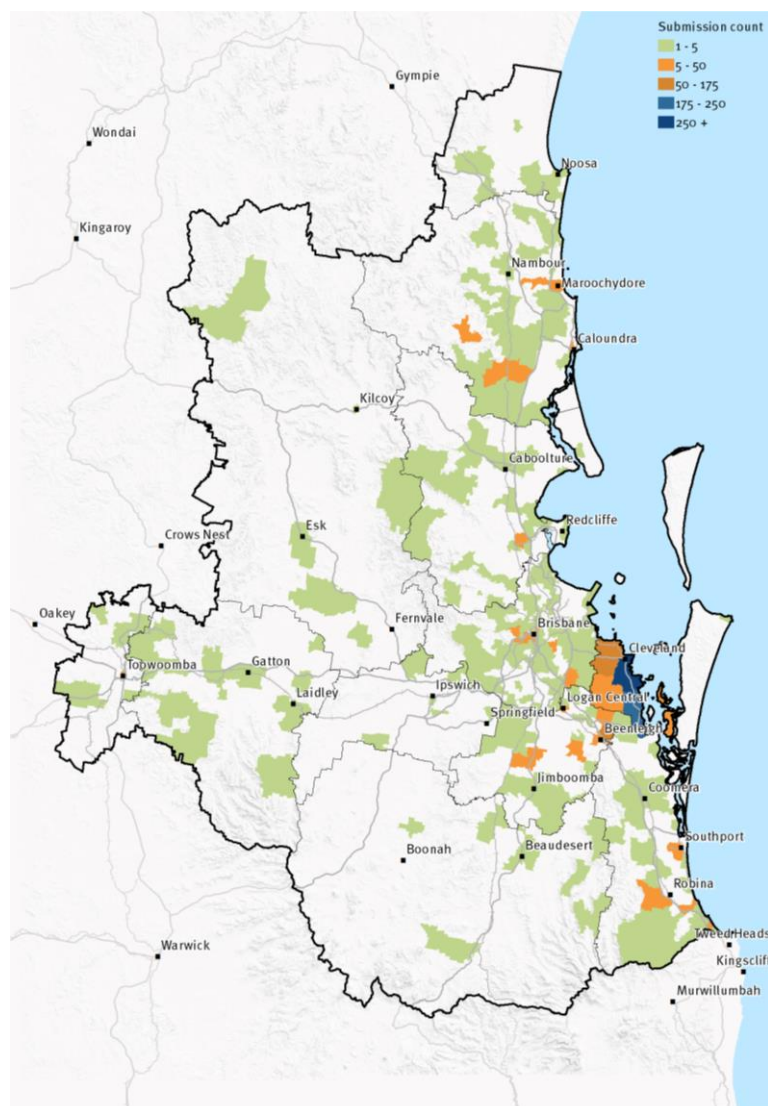
4.3 Issues raised and considered

4.3.1 All issues raised

Submissions received identified a range of local and state government matters. In total, submissions raised more than 30,000 individual matters related to all sections and themes of the plan. The Grow, Sustain and Connect themes received the greatest proportion of feedback.

In classifying the issues raised, it is acknowledged that:

- many submissions:
  - raised more than one issue; and/or
  - raised a number of common issues across submissions
- a number of submissions identified issues related to different sections of the plan.

This classification process was undertaken to ensure a thorough and robust consideration of the integrated nature of issues across all themes of the draft *ShapingSEQ*. A summary of all issues raised are provided in appendix 5.

Table 4.3.1: Number of issues classified

Section of draft *ShapingSEQ*	Number of issues classified
General	10
Shaping a new plan for SEQ	60
Chapter 1: SEQ today	110
Chapter 2: A vision for SEQ	85
Chapter 3: The next 25 years	
Part A: Goals, elements and strategies	25
Goal 1: Grow	12,380
Goal 2: Prosper	270
Goal 3: Connect	4440
Goal 4: Sustain	6790
Goal 5: Live	260
Part B:The regional growth pattern	210
Part C: Sub-regional directions – Metro, Northern, Southern and Western	2280
Chapter 4: Delivery	370
Chapter 5: Resource activity	20
ShapingSEQ's draft State Planning Regulatory Provisions	200
Regulatory map change requests (including no change, Urban Footprint, Rural Living Area, Regional Landscape and Rural Production Area, subdivision and zoning)	2690
Consultation	50
Other sections (glossary, local issues, theme papers, etc.)	330
Total	**30,580**

Note: The count of issues identified in this table may have been assigned to one or more different sections.

4.3.2 Strategic issues, assessment and decision

This process resulted in the identification of more than 200 strategic issues across the five themes of the plan.

The identified strategic issues, assessments and associated decisions are provided in appendix 3.

4.3.3 Regulatory map changes

Requests for regulatory map changes included one or more of the following:
- a change to the current or draft regional land use category; or
- the continuation of the current or draft regional land use categories; and/or
- the ability to subdivide their property; and/or
- a change in zoning.

A summary of regional land use category changes from the draft to the final *ShapingSEQ* is provided at appendix 4.

5. Independent audit

Dr. John Abbott, of John Abbott Planning, was appointed as an independent auditor to monitor the department's submission review process. Dr. Abbott's involvement incorporated reviews and advice throughout the following stages of the submission review process:
1. Inception and development.
2. Registration of submissions.
3. Classification of issues (including strategic issues).
4. Assessment of strategic issues.

This independent review ensured the requirements of the SPA were met, a robust and transparent process was followed, all submissions were appropriately considered, and professional standards were maintained.

Dr. Abbott's involvement included:
- Providing advice on:
  - the submission review process
  - identification of issues
  - identification of strategic issues
  - resourcing
  - linkages to the final plan.
- Attending meetings and briefings with the project director, project manager, case managers and classification officers:
  - during the registration and classification of submissions
  - to observe and discuss identification and reconciliation of strategic issues, resulting recommendations for changes to the draft *ShapingSEQ*, and integration of the submissions process with other policy work
  - on the review and assessment of regulatory map change requests and to observe plan editing meetings to see how recommendations (addressing submission strategic issues) were considered
  - the draft consultation report.
- Performing a number of reviews of selected submissions to ensure there was a consistent approach followed with regards to registration, and issue consideration and identification (accessed through the department's record management system and submission database – DARZIN).
- Throughout the process, providing suggestions for refinements to the submission review process.

Dr. Abbott concluded in his report that:

> 'The department has carried out a very high standard, professional and comprehensive review process, which is transparent and will be documented in a publically available consultation report. Submissions have been properly considered and assessed in accordance with the *Sustainable Planning Act 2009*, using appropriate professional expertise and in an objective, fair and equitable manner.'

6. Appendices

Appendix 1:   Submissions form
Appendix 2:   Submission classification list
Appendix 3:   Strategic issues, assessment and decisions
Appendix 4:   Finalised map changes
Appendix 5:   Summary of all issues considered and received
Appendix 6:   Consultation report, community conversations – round two
Appendix 7:   Consultation report, community conversations – round one
Appendix 8:   Engagement report – Aboriginal and Torres Strait Islander and Traditional Owners
Appendix 9:   Stakeholder meetings
Appendix 10: List of events
Appendix 11: List of acronyms

Appendix 1 – Submissions form

The following online form survey questions were made available to the public on the department's web site from 20 October 2016 to midnight 3 March 2017.

General questions:

Please select your age (options included <20, 20–29, 30–39, 40–49, 50–59 and 60–69).

Please indicate if you provided a submission to a previous SEQ Regional Plan (options included SEQRP 2005–2026, SEQRP 2009–2031, community conversations, other).

How do you feel about the plan's vision? (Options included: strongly disagree, disagree, neutral, agree, strongly agree).

Submission related questions (open text fields provided):

Forward and introduction (pages 4 to 12)

Chapter 1 – SEQ today (pages 13 to 20)

Chapter 2 – A vision for SEQ (pages 21 to 28)

Part A – Goals and strategies (pages 29 to 79)

Goal 1 – Grow (pages 32 to 41)

Dwelling and employment benchmarks (pages 36 to 37)

Goal 2 – Prosper (pages 42 to 55)

Goal 3 – Connect (pages 56 to 65)

Goal 4 – Sustain (pages 66 to 75)

Goal 5 – Live (pages 76 to 79)

Overall comments on the regional growth pattern (pages 80 to 86)

Request for regional land use category change

Metro sub-region (pages 89 to 97)

Northern sub-region (pages 98 to 104)

Western sub-region (pages 105 to 112)

Southern sub-region (pages 113 to 120)

Chapter 4 – Delivery (pages 121 to 138)

Chapter 5 – Resource activity (pages 139 to 142)

Glossary, bibliography and appendices (pages 143 to 149)

Draft State Planning Regulatory Provisions (SPRP) 2016 (pages 150 to 157)

Please provide any other comments you would like to make on or about the plan.

Appendix 2 – Submission classification list

The following is a list of headings used to classify issues raised in all submissions considered through the review of the draft *ShapingSEQ*.

1.	**Foreword**
2.	**Shaping a new plan for SEQ**
	• Structure
	• The need for *ShapingSEQ*
	• What's new in *ShapingSEQ*
3.	**Chapter 1 – SEQ Today**
	• Measuring our progress
	• SEQs relationships
	• Your views and ideas so far
4.	**Chapter 2 – A vision for SEQ**
	• A 50-year vision for SEQ:
	– Future opportunities and challenges
	– Our future region
	– Themes for our region
	• How *ShapingSEQ* works
	• Megatrends influencing change in SEQ
5.	**Chapter 3 – The next 25 years**
	• Part A: Goals and strategies
	– Goal 1: Grow
	▪ Areas that may be suitable for urban growth beyond 2041
	▪ Grow context
	▪ Dwelling supply benchmarks
	▪ Efficient land use
	▪ Focusing density
	▪ Grow mapping
	▪ Grow rural towns and villages
	▪ Housing diversity
	▪ Indicative residential densities
	▪ Missing middle
	▪ New communities
	▪ SEQ employment benchmarks
	– Goal 2: Prosper
	▪ Areas of regional economic significance
	▪ Prosper context
	▪ High performing regional economic framework
	▪ Knowledge and technology precincts
	▪ Major enterprise area and industrial areas
	▪ Prosper mapping
	▪ Regional activity centres network
	▪ Rural prosperity
	▪ Special uses
	– Goal 3: Connect
	▪ Active transport
	▪ An efficient movement system
	▪ Connect mapping
	▪ Connect context
	▪ Digital infrastructure
	▪ Integrated planning
	▪ Prioritised infrastructure investment
	▪ Priority region shaping infrastructure
	▪ Regional infrastructure networks
	– Goal 4: Sustain
	▪ Affordable
	▪ Climate change
	▪ Sustain context

- - - - Fair
        - Health and well being
        - Natural resources
        - Nature
        - Regional landscapes and natural assets
        - Safe
        - Sustain mapping
        - Traditional owners
      - Goal 5: Live
        - Live context
        - Great Places
        - Inspiration from local character
        - SEQ Great Places mapping
        - Valuing good design
        - Working with natural systems
        - Working with the weather
  - Part B: The regional growth pattern
    - Regional Landscape and Rural Production Area
    - RLUC mapping
    - Rural Living Area
      - Rural Living Area principles
    - Urban Footprint
      - Urban Footprint principles
  - Part C: Sub-regional directions
    - Metropolitan sub-region
    - Northern sub-region
    - Southern sub-region
    - Western sub-region

6. Chapter 4 – Delivery
- City deals
- Development Areas in SEQ
- Implementation
- Measuring progress
  - Infill/greenfield boundary
  - Land supply and development monitoring program
  - Measures that matter
  - Small area growth assumptions
- Relationship with other plans and policies
- Reviewing *ShapingSEQ*
- Roles
- Rural Precinct Planning

7. Chapter 5 – Resource activity
- Areas of Regional interest
  - Priority Agricultural Area
  - Priority Living Area
- Areas of Regional Interest mapping
- Relationship to RPI Act

8. Glossary

9. Appendix 1

10. Draft SEQRP 2016 SPRP
- Development Areas (SPRP)
- Dictionary
- Exemptions
- Material Change of Use
- Material Change of Use (thresholds)
- Reconfiguring a Lot

11. Theme papers
• Connect theme paper
• Grow theme paper
• Live theme paper
• Prosper theme paper
• Sustain theme paper
12. Proposed map change
• No change to land use category
• Request for ability to subdivide
• Request for zoning change
• Request for Regional Landscape and Rural Production Area change
• Request for Rural Living Area change
• Request for Urban Footprint change
13. Consultation comment

Appendix 3 – Strategic issues, assessment and decisions

This section provides a comprehensive summary of strategic issues raised and assessed through the submission review process.

Table 3.1 provides a guide to the location of strategic issues in this appendix, ordered by the sections of the draft *ShapingSEQ*.

Table 3.1   **Strategic issue headings and location in the report**

Plan section	Strategic issue heading	Page
Foreword **Shaping a new plan for SEQ Chapter 1: SEQ today**		28
Chapter 2: A vision for SEQ	• Vision • Megatrends influencing change in SEQ	29 29
Chapter 3: The next 25 years		29
Part A: Goals, elements and strategies		
Goal 1: Grow		30
	• Efficient land use • Dwelling supply planning benchmarks • Employment planning benchmarks • Focusing density • New communities • Potential future growth areas • Housing diversity	30 31 31 32 32 33 33
Goal 2: Prosper		34
	• Areas of regional economic significance (ARES) • High performance regional economic network • Knowledge and technology precincts (KTP) • Major enterprise and industrial area (MEIA) • Regional activity centres network (RACN) • Rural prosperity • Special uses	35 35 35 36 36 36 37
Goal 3: Connect		37
	• An efficient movement system • Public and active transport • Priority region shaping infrastructure • Prioritised infrastructure investment • Regional infrastructure networks • Digital infrastructure • Connect mapping	38 38 39 39 39 40 40
Goal 4: Sustain		41
	• Traditional Owners • Regional landscapes and natural assets • Nature and natural resources • Health and well being • Climate change • Safe • Affordable • Sustain mapping	41 41 42 43 43 44 44 44
Goal 5: Live		45
	• Valuing good design • Working with the weather • Working with natural systems • Great Places	45 45 46 46

Table 3.2: Strategic issues, assessments and decisions

The following provides detail on more than 200 strategic issues identified from all issues raised in considered submissions. Using the criteria outlined in section 3.3, the assessment of these, and the decisions determined, are reflected where appropriate in the final *ShapingSEQ*.

Note: References to the draft *ShapingSEQ* and final *ShapingSEQ* are identified as the 'draft regional plan' and 'final regional plan'.

Foreword: Shaping a new plan for SEQ and chapter 1: SEQ today

Strategic issues	Assessment	Decision
1. The final regional plan should reference, acknowledge and incorporate The Queensland Plan. 2. The draft regional plan contains too much information, is not user friendly and the language is non-committal and ambiguous. 3. There is a lack of alignment between the draft regional plan and other state government environmental priorities. 4. The final regional plan should be based on evidence and research. 5. The final regional plan should reinstate the previous plan's Desired Regional Outcomes (DROs).	• The draft regional plan broadly aligns with key areas of the Queensland Plan including creating a strong and prosperous region, taking a long-term approach to infrastructure provisions and creating healthy communities that respond to changing demographics. Therefore, it is not considered necessary to reference the Queensland Plan in the final regional plan. • It is acknowledged that the draft regional plan is a large document and contains a lot of information relevant to SEQ. To assist in useability, improvements have been made. • The draft regional plan was informed by representatives from a variety of state agencies, including those responsible for environmental matters, and it also advances the State Planning Policy (SPP), for instance biodiversity. The final regional plan has also been informed by other government environmental initiatives that were developed or undertaken since the draft was prepared e.g. Koala Expert Panel. • The draft regional plan was informed by the latest available information sources, including Australian Bureau of Statistics (ABS), independent land supply reviews, state and local government information e.g. planning schemes, state population and employment projections, and a variety of academic and industry publications. • The draft regional plan aimed to provide a more concise and integrated policy framework by reducing 12 DROs to 5 themes. However, the scope of issues and the range of matters covered by previous DROs are largely represented.	• Amend the draft regional plan to improve wayfinding, including a more comprehensive table of contents. • Amend the draft regional plan to include new strategies for koala conservation and sustainable management of the region's water. • Amend the draft regional plan to include new implementation action for koala conservation.

Chapter 2: A vision for SEQ

Strategic Issues	Assessment	Decision
Vision		
6. The 50-year vision received both support and opposition. 7. The final regional plan should include short, medium and long term planning horizons. 8. The 50-year vision should reference Traditional Owners and their role in planning for the region.	• The 50-year vision defines the SEQ community's long-term aspirations for the region, and was informed by local governments and the community. • The regional plan is a long-term strategic plan and provides a framework for managing growth over the next 25 years. • Further engagement was undertaken with SEQ Indigenous and Traditional Owners to discuss how the draft regional plan could better address Indigenous issues and include traditional cultural heritage matters, including acknowledgement in the vision.	• Retain the 50-year vision and 25-year horizon. • Amend the 50-year vision to acknowledge the region's Indigenous and Traditional Owners.
Megatrends influencing change in SEQ		
9. The final regional plan needs to consider megatrends influencing change in SEQ, in particular the depletion of fossil fuels and the impact of new technologies, including the uptake of new technologies.	• The regional vision takes into consideration the impact of megatrends on development and growth for the region. These megatrends include the consideration of resource dependency and climate change, consideration of new technology, including autonomous and electric vehicles and the digital economy.	• No change required.

Chapter 3: The next 25 years

Strategic issues	Assessment	Decision
10. The regional plan should include an overarching strategic map that shows the preferred future settlement pattern with development staging. 11. The level of direction set by the draft regional plan on significant regional land use issues received both support and opposition.	• In addition to the regional policy and the sub-regional direction maps, an overarching strategic map for 50 years would possibly be confusing and lead to speculation. • The allocation and staging of development beyond that identified in the regional plan e.g. major development areas; are investigated and determined by the state, local governments and other key stakeholders in response to land supply and development monitoring. • The regional plan provides an overarching framework to manage growth and relies on local planning instruments and management strategies to deliver this framework in a local context.	• Include more details in the final regional plan on land supply and development monitoring, including a process for how development areas are brought online.

Part A: Goals, elements and strategies: Goal 1: Grow

Strategic issues	Assessment	Decision
Grow		
12. Comments were made supporting and opposing population growth, specifically in Redland City, until communities are appropriately serviced with infrastructure and jobs. 13. The regional plan is a contradiction in focusing on a compact urban form and continuing to develop greenfield land, including expansion of the Urban Footprint. 14. The final regional plan should include details around the timing of delivery of housing. 15. The regional plan's figures should be reviewed when 2016 ABS Census figures and projections are available.	• The regional plan cannot control population growth so aims to responsibly manage and guide the growth sustainably. It includes strategies to ensure that the planning and delivery of infrastructure is coordinated and integrated with land use. • A core principle of the regional plan is to use land efficiently however the region's growth cannot be entirely accommodated in existing urban areas. Therefore, new communities are required and the regional plan's strategies ensure these areas are well located, planned and use land efficiently. • The draft regional plan allocated dwelling supply benchmarks for each local government to achieve over the life of the plan. • The land supply and development monitoring program will measure the delivery of housing development against the dwelling supply benchmarks. • The final regional plan dwelling supply benchmarks have been re-based against the 2016 ABS Census data.	• Update the final regional plan's dwellings and population figures to reflect 2016 ABS Census data.
Efficient land use		
16. There was confusion regarding the meaning of infill and greenfield development. 17. Infill development was opposed due to concerns raised over lack of greenspace and privacy, on street parking issues, and increased pressure on infrastructure. 18. The infill and greenfield (60/40) split received both support and opposition.	• The draft regional plan included definitions for infill and greenfield development. However, due to the extent of confusion expressed in submissions the final regional plan has replaced the terms 'infill' with 'consolidation' and 'greenfield' with 'expansion' to better reflect the nature of these forms of development. • A core principle of the regional plan is to use land efficiently. To achieve this in the long term, development needs to be focused in existing urban areas. This approach is fundamental to sustainably accommodating growth, the benefits of which are outlined in the Grow background paper. • The draft regional plan promoted a balance between infill and greenfield growth. The 60/40 region wide infill/greenfield split is an achievable extension of current trends that provides sufficient additional greenfield land while still supporting a	• Change terminology of infill and greenfield development to consolidation and expansion. • Retain the 60/40 consolidation/expansion split.

Strategic issues	Assessment	Decision
	compact urban settlement. It was based on a range of information sources and engagement with local governments and other stakeholders.	
Dwelling supply benchmarks		
19. The dwelling supply benchmarks received both support and opposition. 20. It was suggested that not all local governments require numeric benchmarks with clear principles able to be applied to planning schemes to accommodate a range of market responses and demands. 21. The population growth targets in the draft regional plan should be removed.	• The dwelling supply benchmarks are a core component of the regional plan and ensure local planning meets the projected housing demand to 2041. • To provide an adequate supply of land, the benchmarks are a necessary tool to ensure that each local government has a clear understanding of its expected planning task. This is also important to inform medium-long term infrastructure planning and the allocation of new growth areas as required. • Within the medium to long-term supply provided for by the regional plan and planning schemes, there should be adequate scope for market demand to choose locations for development. • The draft regional plan did not include population growth targets, however, dwelling and employment benchmarks assist in the orderly and sustainable development of the region, and advance the regional plan's goals. The removal of these benchmarks would not prevent the region's population increasing, but would negatively affect how the region supports its future growth and our ability to effectively plan for it.	• Retain the dwelling supply benchmarks at a regional and local government level. • Amend the Grow background paper to provide further explanation for the benchmarks and land supply.
SEQ employment planning benchmarks		
22. The SEQ employment planning benchmarks: • Are inaccurate. • Require clearer representation. • Do not match local government employment projections.	• The SEQ employment planning benchmarks reflect official state government employment projections. The intent of the benchmarks is to inform and guide land use and infrastructure planning, delivered predominantly through local government planning schemes and infrastructure plans. However for clarity, these benchmarks have been moved to the Prosper theme, and aggregated into land uses instead of the ANZSIC categories, and renamed as 'baselines' to reflect their dual role. • The SEQ employment planning benchmarks are a minimum, and local governments can plan for greater employment.	• Aggregate SEQ employment planning baselines (formerly benchmarks) into land uses for each local government area (LGA) in five year increments under the Prosper theme. • Provide clarity around their role and use.

Strategic issues	Assessment	Decision
Focusing density		
23. Comments were made supporting well located higher density development; along with comments opposing higher density development that generated impacts on amenity, parking and traffic, and open space. 24. The final regional plan should include a definition for 'other suitable areas'. 25. The final regional plan should address the need for greenspace, community facilities and cultural facilities in high-density areas. 26. The final regional plan should reconsider the indicative minimum densities for centres, as not all centres will be able to achieve the required densities.	• The draft regional plan recognised that high-density living is not desired by all members of the community. In response to this, it encouraged a compact urban form and increased densities around areas that have access to high-frequency public transport, employment, services and amenities. • The draft regional plan provided indicative minimum densities in and around centres to assist local plan making. • Other suitable areas for infill development are and will be identified by local governments as part of strategic and detailed local planning based on a range of factors including community expectations, infrastructure and services, existing constraints and adjacent land uses. • The regional plan ensures that local planning for communities is underpinned by good urban design and the provision of adequate and appropriate community infrastructure and services. • Centres play a key role in accommodating the future growth of the region. The draft regional plan included minimum densities for centres (ranging from 40 dwellings per hectare in major activity centres, to 400 dwellings per hectare in principle activity centres) that make best use of services, employment and infrastructure found in these areas. The minimum densities are a guide for local government planning.	• Clarify the minimum densities in and around centres are a guide for local plan making only. • Retain strategies that support focusing densities in appropriate locations.
New communities		
27. The final regional plan should provide further details on how greenfield areas are to be developed. 28. Comments were made opposing new communities offering a range of block sizes and housing designs, that don't fit the urban form or desires of the community.	• The draft regional plan set the outcomes desired for greenfield areas and relied on other planning tools for their delivery. Key aspects desired in greenfield areas include: integrated land use and infrastructure delivery and sequencing, efficient use of land, employment opportunities, desired densities and adequate access to services and amenities. • The draft regional plan encouraged a diversity of housing types across the region, including in new communities, and relied on finer grain planning to determine appropriate mix of lot types and sizes.	• No change required.

Strategic issues	Assessment	Decision
Potential future growth areas (PFGAs)		
29. Comments were made supporting and opposing identification of PFGAs in the draft regional plan. 30. Comments were made seeking the inclusion and removal of PFGAs, in particular southern Thornlands and Halls Creek. 31. The final regional plan should include a process and criteria to unlock PFGAs for development. 32. The final regional plan should clearly spatially define PFGAs.	• The PFGAs are not required to accommodate the dwelling supply or employment planning benchmarks. However, they may be required to support the region's future urban growth. The draft regional plan identified these areas to ensure they are protected from ad-hoc or inappropriate development that would compromise their future potential. • The PFGAs in the draft regional plan, including southern Thornlands and Halls Creek, have been retained on the basis they may provide expansion land supply. However, these are not a development commitment and their suitability for development will be determined through further investigations and as a result of the land supply and development monitoring program. • The final regional plan has included more details on how PFGAs may be unlocked for development. • That PFGAs cannot be spatially defined as the extent of these areas can only be defined as a result of future investigations.	• Retain all the PFGAs except Caboolture East in the final regional plan. • Provide further information on the process for unlocking PFGAs.
Housing diversity		
33. Comments were made supporting housing diversity and the missing middle concept. 34. Concerns were raised that housing diversity will lead to an unattractive built form and loss of character. 35. Comments were made that further details on the delivery of the missing middle be provided.	• The draft regional plan strongly supported good urban design, housing diversity and the missing middle, as means to accommodate density appropriate to local conditions. The final regional plan has been informed by initiatives developed by the Office of the Queensland Government Architect including a design competition, QDesign and QCompanion. • The draft regional plan aimed to protect local character, including the respectful treatment of heritage buildings and assets. However, the final regional plan could strengthen these provisions further. • The Department of Infrastructure, Local Government and Planning (the department) will continue to work with local governments on the delivery of the missing middle through the planning scheme alignment implementation action.	• Include the Density and Diversity Done Well Open Ideas competition as an implementation action. • Include delivery of QDesign and QCompanion documents as an implementation action. • Strengthen the strategies of the final regional plan relating to character and heritage.

Part A: Goals, elements and strategies: Goal 2: Prosper

Strategic issues	Assessment	Decision
Prosper		
36. There was support for the Prosper goal, including its strategies, which aim for the region to be more globally competitive. 37. The final regional plan should include an employment strategy for youth. 38. Suggests that no more population growth should occur until more jobs are delivered. 39. The final regional plan should better support and promote tourism. 40. The final regional plan should better support decentralisation of employment and local economies. 41. The final regional plan should support renewable energy. 42. The final regional plan should provide greater emphasis on increasing transport connections to facilitate greater economic activity. 43. The final regional plan should identify the implications for future workforces and provides direction on where employment will be located.	• The draft regional plan provided an appropriate land use response to managing growth sustainably across the region. A strategy for youth employment cannot be addressed through a regional plan. • The regional plan cannot control population growth so aims to responsibly manage and guide the growth sustainably. It includes strategies to ensure that the planning supports the economy and employment creation. • It is acknowledged that the final regional plan can better support and promote tourism. • Research on employment and economic areas in SEQ found that businesses tended to cluster or agglomerate around particular supporting infrastructure or other businesses. Therefore, business location decisions are based largely on market drivers and influences. The benefits of economic agglomeration or clustering are significant and are outlined in the Prosper background paper and provided for in the draft regional plan through the identified Areas of Regional Economic Significance (ARES). • It is acknowledged that localised employment is important to supporting the regional economy and will continue to be largely driven through economic development strategies and population growth. However, the regional plan is more focused on supporting high value/export orientated jobs that will promote the region's economic status nationally and globally. • The draft regional plan supported renewable energies under the Sustain theme. Other state government initiatives supporting renewable energies in Queensland are being pursued by other agencies e.g. Biofuels road map and climate change mitigation. • The draft regional plan identified key infrastructure that supports the ARES and provided a basis for consideration in the government's State Infrastructure Plan and Regional Transport Plans. It is agreed that greater emphasis be provided to link the Prosper and Connect themes in the final regional plan.	• Include additional strategies supporting tourism and its role in the economy. • Include a map that reinforces the important relationship between infrastructure, particularly transport, and economic clusters.

Strategic issues	Assessment	Decision
	• The draft regional plan provided an overarching framework that supports economic growth and relies on other economic development tools and market forces to drive employment creation. The Prosper background paper identified the drivers that directly influence the location of business and employment.	
Areas of regional economic significance (ARES)		
44. Support was provided for the identification of ARES. 45. The final regional plan should identify additional ARES and better define them. 46. Concerns were raised that ARES may undermine the existing centres network. 47. The final regional plan should identify all centres as ARES.	• ARES have been determined using 2011 ABS Census data and reflect economic circumstances at that point in time. Investigations identified established economic clusters, including areas that were emerging or had the potential to emerge into an ARES. Further evaluation identified an additional ARES at Meadowbrook-Loganholme. • It is recognised that further information is required regarding the outcomes sought for ARES and to ensure planning considers broader geographical areas with respect to economic growth. • It is acknowledged that the term ARES needs to be more clearly defined to better reflect the nature of the economic agglomerations in the region. • ARES identify existing locations where high value or export orientated businesses cluster. Their intent is to reflect broader geographical areas, which may include some centres, and are subject to further local planning to determine the appropriate types of activities and uses. It is not intended to promote inappropriate or out-of-centre development.	• Include an additional ARES at Meadowbrook-Loganholme • Include additional content that provides further direction regarding the outcomes sought for each ARES. • Amend references to ARES to Regional Economic Clusters (RECs) to better reflect the nature of the region's economic agglomerations. • Include information to reinforce that AREs are shown conceptually and are subject to further local planning. • Adjust the boundaries of the ARES to better reflect underlying land uses.
High-performing outward-focused economy		
48. Support for acknowledgement of the influence of changing technologies on the economy. 49. Request the final regional plan support diversity of uses and employment opportunities.	• The Prosper theme of the draft regional plan supported a diversity of economic activity and employment opportunities through its strategies.	• No changes required.
Knowledge and technology precincts (KTPs)		
50. Support for the identification of KTPs. 51. The final regional plan should include additional KTPs.	• Additional KTPs have been considered for inclusion in the final regional plan where they appropriately reflect the outcomes sought through the Prosper theme.	• Include additional KTPs in Caboolture and Redcliffe.

Strategic issues	Assessment	Decision
Major enterprise and industrial areas (MEIAs)		
52. Support for identification of MEIAs. 53. The final regional plan should include additional or remove identified MEIAs.	• Additional MEIAs have been included where they appropriately reflect the outcomes sought through the Prosper theme.	• Include additional MEIAs in Park Ridge and North Maclean.
Regional activity centres network (RACN)		
54. There was support for the continuation of the RACN. 55. The final regional plan should include additional centres and reconsider elevation of some centres in the RACN. 56. The final regional plan should encourage business centres beyond the inner city. 57. There was opposition to the need for a centres review.	• The draft regional plan contained strategies which require development to be consistent with the prescribed role and function within the RACN, with local planning schemes to determine appropriate development assessment measures to protect the RACN. • The draft regional plan identified centres in each LGA. Centres in the RACN are promoted to deliver employment and services to meet local demands and needs. • Preliminary investigations identified that the current RACN may be too large and make investment prioritisation difficult. It was also acknowledged that some centres were not performing at the level prescribed under previous regional plans. Therefore, a centres review is considered appropriate with any changes to a RACN category to be determined through further investigation.	• Retain the current RACN. • Retain as an implementation action the RACN review.
Rural prosperity		
58. Comments were made opposing the location of hard to locate industries in rural areas. 59. Comments made opposing restrictions on land use in the Regional Landscape and Rural Production Area (RLRPA). 60. There was support for development in existing rural townships to avoid further fragmentation of land.	• Industrial areas generate significant economic activity in SEQ. These areas are critical to the region and will continue to be supported and promoted. While not all hard to locate industries are required to be located in rural areas, those that are associated with rural production or require significant buffers to sensitive uses may need to be in rural areas and in such cases will undergo development assessment processes. • A core principle of the regional plan is the protection of rural and regional landscape areas from inappropriate development that may adversely impact these areas. This includes restricting urban development within the RLRPA.	• Retain outcomes and strategies under Prosper theme for rural prosperity.

Strategic issues	Assessment	Decision
Special uses		
61. The final regional plan should include additional special use areas. 62. The final regional plan should define special uses.	• The purpose and intent of special uses are outlined in the Prosper background paper; however, it is acknowledged that further clarity on special uses is required in the final regional plan. • Special uses generally have specific locational requirements and fulfil a special purpose important to the regional economy. New areas have been considered in the context of this and supported where appropriate.	• Include a definition of special uses in the final regional plan. • Include additional special uses in Metro and Western sub-regions.

Part A: Goals, elements and strategies: Goal 3: Connect

Strategic Issues	Assessment	Decision
Connect		
63. The final regional plan requires a dedicated infrastructure plan and program. 64. Clearer direction should be provided on the delivery and funding of social infrastructure, particularly schools. 65. The final regional plan should include greater recognition of growth implications for water and sewer infrastructure. 66. Suggest there should be no further population growth until local transport strategies are implemented and adequate communication infrastructure is provided.	• The annual update of the State Infrastructure Plan Part B: Program will include regionally significant infrastructure priorities to support delivery of the final regional plan. However, further clarity regarding the relationship between the State Infrastructure Plan (SIP) and the regional plan could be provided. • The importance of social infrastructure to support growth is recognised under the Sustain and Connect themes. The delivery of social infrastructure is the responsibility of a range of stakeholders, including state government agencies, in response to identified community needs. The SIP Part B: Program will provide for coordinated delivery of social infrastructure across these agencies. • The importance of providing appropriate infrastructure, including water and sewer infrastructure, to support growth is recognised under the Connect theme. Regionally significant water and sewer infrastructure is identified and recognised in the SIP. • Local government transport plans were considered in the development of the Connect mapping and the list of priority region-shaping infrastructure. Local transport strategies will continue to be delivered by councils and in consultation with the Department of Transport and Main Roads (DTMR).	• Include further details about the relationship between the regional plan and the SIP. • Include additional information and details in the Connect and Sustain background papers recognising the importance of social infrastructure, water and sewer and how these are planned for and delivered.

Strategic Issues	Assessment	Decision
An efficient movement system		
67. Existing infrastructure needs to be improved before further growth is considered. 68. The final regional plan should address road congestion. 69. The regional plan should provide for improved public transport.	• The draft regional plan, under the Connect theme, provided a framework to prioritise investment decisions regarding infrastructure planning and delivery in a manner that best optimises the existing and planned infrastructure network to support growth. Increased delivery of infrastructure, including improved provision of services, will occur as growth occurs. • The regional plan relies on other instruments to coordinate the timing and delivery of infrastructure, including the SIP. • The draft regional plan prioritised public and active transport as the preferred modes of travel to allow for an efficient and sustainable use of existing infrastructure. This will encourage a reduction in the mode share of private vehicles, to help manage road congestion.	• Retain strategies of the Connect theme that support public transport investment and prioritisation.
Public and active transport		
70. There was support for improvements to and funding of public and active transport networks and infrastructure. 71. The final regional plan should identify active transport priorities. 72. The final regional plan should support the supply of public transport to greenfield areas and centres not recognised in the RACN.	• The draft regional plan recognised public and active transport as key elements of the Connect theme and supports these as favoured options for a range of travel trips. This is further supported by the identification of a network of high-frequency public transport services on Connect maps that will support growth to 2041. • Active transport networks are generally identified at a local level which makes it difficult to recognise the active transport network on a regional scale. It is considered that the strong policy support for active transport in the regional plan will provide the basis for increased planning and investment across all levels of government. • The draft regional plan identified regionally significant infrastructure and a network of high-frequency public transport services to support the region's growth to 2041, which will inform infrastructure planning. However, it relies on other tools to investigate the demand for additional services and the appropriate transport solutions and the final regional plan should include further details regarding these tools.	• Retain strategies of the Connect theme that support public and active transport services and networks. • Include further information that highlights the importance of active transport. • Include details on the relationship of the final regional plan with regional transport plans and the state infrastructure plan.

Strategic Issues	Assessment	Decision
Priority region-shaping infrastructure		
73. The final regional plan should include additional region-shaping infrastructure. 74. The final regional plan should include a prioritisation framework, including timeframes, to better assess costs and benefits for delivery of priority region-shaping infrastructure.	• Priority region-shaping infrastructure is deemed to be fundamental to the realisation of the region's preferred settlement pattern and to the efficient movement of people (to access employment) and the movement of goods. These require commitment and funding from across multiple levels of government and are required to support the region's expected growth. Additional infrastructure has been identified as priority region-shaping where applicable. • The SIP Part B: Program is a key instrument that will help identify the timing and delivery of transport infrastructure, including prioritisation of infrastructure investment for the region.	• Retain table of priority region-shaping infrastructure. • Include additional priority region-shaping infrastructure as applicable.
Prioritised infrastructure investment		
75. More investment is needed to improve and increase the levels of infrastructure required to support population growth. 76. The final regional plan should include, identify and increase funding for local level infrastructure. 77. The final regional plan should provide further detail on Catalytic Infrastructure Funding.	• The draft regional plan, under the Connect theme, provided a framework to prioritise investment decisions regarding infrastructure planning and delivery in a manner that best optimised the existing and planning infrastructure network to support growth. Increased passenger transport services and infrastructure, including improved provision of active transport, will occur as growth occurs. • The regional plan identifies regionally significant infrastructure required to support growth. Local infrastructure will continue to be identified, planned and delivered through appropriate local government planning and funding mechanisms. • The draft regional plan recognised the importance of catalytic funding to support the delivery of infrastructure and that in particular circumstances infrastructure constraints are a critical issue. In seeking to support development over the life of the regional plan, catalytic infrastructure will be considered as one potential tool to help facilitate Underutilised Urban Footprint.	• Include reference to catalytic infrastructure as a potential action to assist in the progression and resolution of Underutilised Urban Footprint.
Regional infrastructure networks		
78. The final regional plan should recognise the role of transport infrastructure in supporting access to jobs and services.	• The draft regional plan included strategies that acknowledged the important role infrastructure plays in supporting economic growth and providing access to employment. This is reflected in the priority region-shaping infrastructure.	• Retain Connect elements related to an integrated and efficient movement system. • Retain transport connections shown

Strategic Issues	Assessment	Decision
79. Key infrastructure commitments are required to support population and economic growth.	• The Connect theme also identified the strategic passenger transport system and strategic road and freight system that include the connections and services required to support the region's population and economic growth to 2041.	on Connect maps.
Digital infrastructure		
80. The final regional plan should identify improvements to digital infrastructure required to support growth. 81. The final regional plan should include information about the region's readiness for digital disruption and technological development.	• The draft regional plan encouraged a robust digital infrastructure network through its strategies. However, the final regional plan can provide the narrative and strengthen the strategic importance of digital infrastructure. These changes have been incorporated under the Prosper theme, and are outlined in the Prosper background paper. • Other government initiatives that have a more direct influence on delivery of high-quality, reliable and affordable internet services across the state, including in SEQ, have been included in the implementation section of the final regional plan. Initiatives such as Queensland Digital Infrastructure Plan will support the outcomes of the regional plan regarding digital infrastructure.	• Retain Connect strategies related to digital infrastructure. • Include the Queensland Digital Infrastructure Plan as an implementation action under delivery.
Connect mapping		
82. A number of mapping amendments were requested: • Include additional connections and services • Amend existing connections and services to take in other areas • Amend existing connections and services to align with local transport strategies.	• The strategic transport network includes priority region-shaping infrastructure and current or desired future trunk infrastructure. The network has been determined based on investigations on the network's capacity and in consultation with the DTMR. The Connect maps are not intended to identify every transport connection. Services at a local level will continue to be planned for and delivered through transport strategies and DTMR, in consultation with councils. • The draft regional plan interchangeably used 'passenger transport' and 'public transport'. To ensure consistency and accuracy in a transport planning sense, the final regional plan will refer to 'passenger transport connections' on the connect map and within strategies and the sub-regional directions. • The Connect maps have been reviewed and discussed with the DTMR and local governments and have been amended to: – Ensure greater clarity and remove confusion in terminology.	• Change 'public transport' to 'passenger transport' and remove references to 'future', as the network is to illustrate outcomes at 2041. • Include additional connections and refined alignments as applicable to the Connect maps.

Strategic Issues	Assessment	Decision
	– Ensure alignments are accurate (where known). – Include additional high frequency passenger transport connections required to support the region's growth to 2041.	

Part A: Goals, elements and strategies: Goal 4: Sustain

Strategic issues	Assessment	Decision
Sustain general		
83. There was concern that the draft regional plan does not address the principles of ecologically sustainable development (ESD). 84. The final regional plan should identify regional biodiversity in the context of international agreements such as the RAMSAR convention and Sustainable Development Goals.	• The principles of ESD are reflected in the overarching goal for Sustain that in turn reflect the definition for ESD under the *Planning Act 2016*. • It is agreed that the Sustain theme could be strengthened by including linkages to international agreements.	• Include an acknowledgement of international agreements such as the RAMSAR Convention on Wetlands of International Importance and the World Heritage Convention Concerning the Protection of the World Cultural and Natural Heritage.
Traditional Owners		
85. The final regional plan should include acknowledgement of Traditional Owners. 86. Improved engagement with Aboriginal and Torres Strait Islander people is required in the regional planning process.	• The department undertook further targeted consultation during the consultation period to inform the final regional plan. Refer to the *ShapingSEQ* Aboriginal and Torres Strait Islander and Traditional Owner Engagement Report regarding the outcomes of this consultation and changes made to the draft regional plan.	• Refer to the *ShapingSEQ* Aboriginal and Torres Strait Islander and Traditional Owners Engagement Report.
Regional landscapes and natural assets		
87. The final regional plan should include references to North Stradbroke, Moreton Bay and Bribie Islands. 88. The final regional plan should emphasise the importance of Moreton Bay, including Pumicestone Passage, and the quality of water received from	• The draft regional plan recognised the importance of the region's islands, including Bribie, North and South Stradbroke, Moreton and Southern Moreton Bay Islands. • The final regional plan is committed to the improvement of the health of our regional waterways and Moreton Bay. This is reflected in the Sustain strategies and implementation actions that support the delivery of programs such as catchment management and creek bank stabilisation through the collaborative arrangements of the SEQ Natural Resource	• Retain the regional strategy in Sustain regarding IUB. • Retain implementation action to determine the extent of the northern IUB and identify additional means of securing it for the long-term.

Strategic issues	Assessment	Decision
catchments. 89. There was support for the identification of inter-urban breaks (IUB). 90. The final regional plan should include additional IUBs and they should be better defined and protected. 91. The IUBs should be recognised for biodiversity values and their extent increased.	Management Plan and Resilient Rivers. • Inter-urban breaks are non-urban areas separating major urban areas. On this basis, only two IUB are identified. • The department will continue to work with Moreton Bay and Sunshine Coast local governments to refine the values and extent of the northern IUB. This includes any additional tools necessary to ensure its long-term security. • The draft regional plan protected the values of IUB, which may include biodiversity values, whilst providing for a range of activities compatible with their predominantly rural or natural character.	
Nature and natural resources		
92. No further population growth should be considered until the long-term impacts of our consumption levels of water, including the North Stradbroke aquifer, are identified. 93. There is a need for the restoration of water quality, for fisheries to be stabilised and for Moreton Bay to be protected from pollution associated with growth. 94. The final regional plan should include greater emphasis on the security, supply and availability of water given the nominated population growth. 95. The final regional plan should address the principles of total water cycle management (TWCM). 96. There was support for the identification of regional biodiversity corridors. 97. The final regional plan should include more effective koala conservation measures, including	• The final regional plan focuses strongly on the improvement of the health of regional waterways, aquifers and Moreton Bay. This is reflected in the Sustain strategies and implementation actions that support the delivery of programs such as catchment management and creek bank stabilisation through the collaborative arrangements of the SEQ Natural Resource Management Plan and Resilient Rivers. • The draft regional plan acknowledged the importance of water security and supply through identifying water supply catchments. However, the final regional plan could strengthen the importance of protecting water supply catchments and ensuring water security through additional strategies. • It is agreed the final regional plan should encourage SEQ to be a water sensitive region and promote TWCM and integrated catchment management. These will be further explored during the implementation of the final regional plan, including how bulk water supply strategies and the SIP work together to manage water supply for the region. • Work is currently being undertaken by the Koala Expert Panel (KEP) that will inform ongoing state and regional planning processes and will identify appropriate mechanisms to improve health of koala population in the region. This includes essential koala habitat. The department has consulted with the KEP when finalising the regional plan and additional strategies	• Amend Sustain theme to encourage SEQ as a water sensitive region, and promote the principles of TWCM and the sustainable management of water catchments and resources. • Include a new element for koala habitat that aims to identify and protect areas to support viable koala populations. • Include an implementation action for the Department of Environment and Heritage Protection to prepare and lead the development of a SEQ Koala Conservation strategy.

Strategic issues	Assessment	Decision
identification and protection of habitat within and outside of the Urban Footprint. 98. Need to stabilise and increase Koala populations before population growth is considered. 99. There was concern about the effect of urban expansion on the regional biodiversity values and natural resources of SEQ.	encouraging koala conservation have been included. • Population growth cannot be avoided but the regional plan aims to responsibly manage and guide the growth sustainably. It includes strategies to ensure that the planning supports and facilitates environmental conservation outcomes. When identifying new Urban Footprint, analysis was undertaken that excluded areas with major constraints to development, this included existence of significant environmental values. However, environmental values can and do exist within the Urban Footprint and any impact upon these values are assessed through local plan making or other regulatory frameworks including development assessment.	
Health and wellbeing		
100. The final regional plan should include additional strategies to maintain, protect and enhance greenspace and social infrastructure. 101. There was support for adequate recreation, sporting and social infrastructure. 102. There is a need for more parklands, community and sporting facilities before population growth is considered.	• The draft regional plan promoted urban greenspace (including recreation, sporting and social) as a critical component of liveability, particularly in existing, future and compact urban areas. • The Live and the Sustain themes promote strategies and actions for the maintenance and enhancement of environmental values and greenspace for a variety of urban forms. • The draft regional plan identified regional greenspace network and strategies under the Sustain theme aimed to protect and enhance the region's greenspace network to meet the recreational and outdoor needs of the community. To ensure greenspace requirements continue to meet the community's needs, the department will work with stakeholders through implementation of the final regional plan.	• Include an additional greenspace delivery mechanism to ensure the community has access to a range of quality, open space and recreational opportunities.
Climate change		
103. There was support for the Climate Change elements of the draft regional plan. 104. The final regional plan should support Water Sensitive Urban Design (WSUD) and sustainable building design. 105. The final regional plan should	• WSUD is promoted under the SPP, with state and local governments already required to deliver strategies through appropriate planning instruments. • The draft regional plan promoted disaster risk management planning, adaptation strategies and avoidance of exposure to high-risk areas. These will assist to minimise SEQ's vulnerability to development constraints and natural hazards based on climate change considerations aligned to the SPP -	• No change required.

Strategic issues	Assessment	Decision
include disaster management strategies that more closely align with climate change considerations.	Planning for safety and resilience to hazards. • The draft regional plan incorporated considerations of the effects of climate change through the vision and Sustain strategies. This will support a coordinated response to climate change through programs like the Queensland Climate Adaptation strategy (Q-CAS).	
Safe		
106. The final regional plan should include flooding as a hazard.	• The draft regional plan identified hazards such as salinity, landslide and bushfire, however omitted flooding.	• Include flooding as a hazard.
Affordable living		
107. There was support for emphasis on affordable living. 108. There were concerns there will not be enough affordable housing to support the growth. 109. The final regional plan should identify adequate land supply to assist affordability. 110. The final regional plan should include a program for public housing supply that is well designed and well located.	• The draft regional plan focused on affordable living, of which housing is one critical element. It requires a holistic, integrated response with input and support from all levels of government, industry and the community to be achieved. • The final Urban Footprint has been appropriately sized to accommodate the region's projected growth to 2041, including the anticipated number of dwellings required to accommodate the future population. • The final regional plan refers to other government initiatives that will support delivery of affordable housing, including the Queensland Housing strategy.	• Retain strategies in the Live and Sustain themes to continue to support affordable living, high quality design and the inclusion of social infrastructure and greenspace in development. • Retain reference to Queensland Housing strategy as an implementation action.
Sustain mapping		
111. The final regional plan should identify regional biodiversity corridors in the Urban Footprint.	• To avoid the inherent conflicts between urban development and regional biodiversity values and corridors, these are only mapped in the RLRPA and the Rural Living Area (RLA). This will enable the most efficient and effective use of resources to protect regional biodiversity and maximise conservation outcomes for SEQ.	• No change required.

Part A: Goals, elements and strategies: Goal 5: Live

Strategic issues	Assessment	Decision
Live general		
112. There was support for the Live theme and associated goal and strategies. 113. There was support for implementation actions associated with heritage, local character identification and urban greening. 114. It was suggested that elements of the Sustain theme would better align with the Live theme and conversely, elements of Live would better align with the Sustain theme.	• A strong interrelationship exists amongst all the regional plan's themes. The Live theme explores ways to improve the quality of design and amenity in our urban areas. The Sustain theme promotes social and environmental sustainability. Sustain works with the live theme to promote good design and amenity that is in tune with the environment to support the health and safety of communities.	• Retain the elements and strategies under Live and Sustain themes.
Valuing good design		
115. There was support for the SEQ design manual (now titled QDesign and QCompanion). 116. The proposed SEQ design manual should be supported by implementation measures to mandate good design outcomes.	• An implementation action of the final regional plan is for the Queensland Government Architect to work with the department and other key stakeholders to deliver the QDesign and QCompanion (formerly SEQ design manual in the draft regional plan). These documents will provide a common basis for, and examples of, excellence in subtropical design and urban greening initiatives to improve sustainability, climate change resilience and community health. • The draft regional plan included reference to a measure that matter for trends in urban design quality. This will be developed with the Queensland Government Architect's Office and align with delivery of QDesign and QCompantion.	• Retain implementation actions for delivery of QDesign and QCompanion that provide a common basis for, and examples of, excellence in subtropical design and urban greening initiatives to improve the region's sustainability, climate change resilience and community health.
Working with the weather		
117. There was support for the regional plan's focus on SEQ's climate-derived character delivering new models of subtropical, energy-efficient living.	• The final regional plan aims to deliver new models of subtropical, energy-efficient living and encourages design to work with the weather and support SEQ's climate-derived character.	• No change required.

Strategic issues	Assessment	Decision
Working with natural systems		
118. The final regional plan should include a register of heritage trees and landscapes to ensure their protection and enhancement. 119. The final regional plan should include targets to better promote urban greening networks. 120. The final regional plan should include elements and strategies addressing the protection of vegetation in the Urban Footprint and Priority Development Areas.	• Clearing protected vegetation and the protection of heritage areas is considered to be adequately regulated through legislation including the *Vegetation Management Act 1999* and *Queensland Heritage Act 1992*. Aspects of biodiversity protection not covered by other state planning (e.g. SPP) are addressed under the Sustain theme, specifically through identified regional biodiversity networks. • The draft regional plan promoted retention and planting of native vegetation and large shade trees in public spaces and along streets to integrate urban greening networks into our urban environments. The final regional plan will allow councils to determine how best to deliver outcomes in response to local needs and demands, meaning it may not be appropriate for a regional plan to focus on or set targets. • As directed by the SPP, local governments must preserve areas identified as matters of state environmental significance within the Urban Footprint through their planning schemes.	• No change required.
Great Places		
121. There was support for recognition of Great Places, however their role and how they will be supported requires clarification. 122. The final regional plan should include additional Great Places, including those identified as tourism, entertainment and recreation places, and those containing regional landscape values.	• The final regional plan has clarified the purpose and intent of Great Places, including how the regional plan will support Great Places. • Great Places in the draft regional plan were nominated by local governments based on their place-making programs and aspirations for future Great Places. Great Places are intended to identify examples within the region showcasing good urban quality design outcomes. Additional Great Places have been included where they appropriately reflect the outcomes sought through the Live theme.	• Provide additional explanation of the purpose and intent of Great Places. • Include additional Great Places.

Part B: The regional growth pattern

Strategic issues	Assessment	Decision
The regional growth pattern general		
123. The regional growth pattern received support and opposition.	• The purpose of the regional land use categories is to establish the spatial framework for the preferred settlement pattern and provide context for the regulatory provisions. These broad classifications are further defined into land uses by detailed local planning, which is accepted as best practice.	• No changes required.
Regional Landscape and Rural Production Area (RLPRA)		
124. There was support for protection of the RLRPA from inappropriate development. 125. The RLRPA should be separated into two categories: traditional industrial scale agriculture and peri-urban landscape.	• The intent of the RLRPA is to support development and economic growth of rural communities and industries and protect these from inappropriate development. This is a core principle of the regional plan. • The approach of broad classification of land and relying on more detailed planning at the sub-regional level by local governments is accepted as best practice. The range of land use categories is considered acceptable for advancing the purpose of the regional plan.	• No change required.
Urban Footprint and principles		
126. The final regional plan should not expand the current Urban Footprint. 127. The final regional plan should allocate at least 25 per cent of the Urban Footprint for public open space. 128. The final regional plan's Urban Footprint should have areas affected by constraints removed, including flood prone areas. 129. Urban Footprint principles should seek to protect amenity and landscape values as well as natural resources. 130. Clarification should be provided on whether new areas in the Urban	• The capacity of the Urban Footprint was assessed through a number of investigations and policy considerations. In preparing the draft regional plan, the state government drafted principles for defining the boundary of the Urban Footprint in consultation with a range of stakeholders. The final Urban Footprint is consistent with these principles. • The Urban Footprint is not an urban zone and includes a range of urban uses, including housing, industry, community facilities as well as sport, recreation and urban open spaces. The regional plan relies on other instruments to determine the most suitable zone for land, including public open space. • Land in the Urban Footprint may be unsuitable for urban purposes due to constraints such as flooding. The regional plan relies on other instruments to appropriately manage such constraints. Further, under the Urban Footprint principles areas	• Include further information regarding the treatment of new urban areas under Delivery.

Strategic issues	Assessment	Decision
Footprint comply with all the principles. 131. Proposed changes to the Urban Footprint should only occur in consultation with local governments and at a frequency of no less than five years.	with an unacceptable risk from natural hazards are excluded. • New areas to the Urban Footprint must have regard to all of the principles as well as a range of other factors. The final regional plan includes further information regarding the treatment of new areas under Delivery, including minor adjustments proposed by councils through local plan-making processes. • Urban Footprint changes gazetted under the regional plan can only be amended during a review process. These are anticipated to be no less than five yearly.	
Rural Living Area (RLA) and principles		
132. All existing rural residential areas should be included in the RLA. 133. There was support for and opposition to including regional biodiversity values in the RLA principles. 134. Comments were made that the RLA principles are too restrictive.	• The RLA provides for further rural residential development in suitable locations to provide housing and lifestyle choice, while limiting its impact on other values, functions and opportunities throughout SEQ. • The RLA does not include all existing rural residential zoned land in SEQ, as this form of development is wide-spread, and has not always been well-planned or located. • Allowing further subdivision and development of all zoned areas would lead to increased loss of vegetation, conflict with existing or future productive rural activities, and in many areas impact on the region's ability to accommodate future urban growth and major infrastructure needs. • Given the very-low density nature of rural residential development, many lots contain significant and valued vegetation that forms part of SEQ's broader regional biodiversity network.	• Limited additional areas of RLA have been included where it adjoins and consolidates existing RLA.

Part C: Sub-regional directions

The strategic issues for the sub-regional directions are to be read in conjunction with all other parts of appendix 3. A strategic issue raised against the sub-regional directions section of the draft regional plan have been identified and addressed under other sections in appendix 3.

Strategic issues	Assessment	Decision
135. There was support for the sub-regions and the sub-regional directions (SRD). 136. Concerns were raised that the sub-regions were too large to be	• The SRDs are a core component of the final regional plan's policy framework as they ensure planning is consistent and coordinated across local government boundaries. • The sub-regions have been identified based on shared	• No change to the make-up of the sub-regions. • Change reference of indicative infill corridors to urban corridors to better

Strategic issues	Assessment	Decision
adequately planned for. 137. It was unclear from the SRD maps the role of the indicative infill corridors. 138. The outcomes under Grow and Connect did not align with the SRD mapping. 139. The Western SRD should outline the role it plays in securing the region's water supply and quality.	characteristics and formed in consultation with local governments. • Indicative infill corridors were re-assessed to better align with the objective of the plan, being to focus density in appropriate locations, and to ensure a consistent approach across the sub-regions. • The sub-regional outcomes have been reviewed and amended to be consistent with the final regional plan's mapping and priority outcomes for each sub-region. • The Western SRD plays a significant role in supplying regional water, this should be acknowledged.	reflect their role and function. • Amend the SRD map to illustrate urban corridors that meet the objectives of the final regional plan. • Amend outcomes under the SRDs to align with the final regional plan mapping. • Amend Connect outcomes to reflect priority region-shaping infrastructure as priorities for each sub-region. • Include references to the role the Western sub-region plays in supplying water.

Chapter 4: Delivery

Strategic issues	Assessment	Decision
Delivery general		
140. There was support for a more committed implementation program and action, including new mechanisms to deliver the final regional plan. 141. The final regional plan should prioritise and stage infrastructure to achieve the vision. 142. The final regional plan should provide a clear line of sight between the themes and Delivery chapter. 143. Clarification of funding arrangements to implement the regional plan is needed.	• The draft regional plan included a range of new measures and reintroduced actions including land supply and development monitoring and measures that matter. These have been refined and additional delivery actions and information included where appropriate to advance the final regional plan. • The final regional plan provides a level of prioritisation by identifying priority regional-shaping infrastructure. It relies on other instruments and tools to progress and further plan delivery of necessary infrastructure for SEQ. • It is agreed that the Delivery components of the draft regional plan could be improved through better integration with the rest of the regional plan, including presenting a clear program of work linked to each theme. • Implementation is subject to ongoing consideration of funding through the government's budget process. The government has committed $10 million of funding over two years from 2017-18 to enable a strategic environmental assessment and provide for land monitoring across SEQ.	• Include additional delivery actions and information and realign them with the themes.

Strategic issues	Assessment	Decision
Roles and governance		
144. The regional plan should advocate a consistent whole of government commitment to its strategies and principles. 145. There was support for continuing the role of the South East Queensland Regional Planning Committee (SEQRPC) post adoption of the final regional plan. 146. The final regional plan should establish clear and accountable governance arrangements.	• The draft regional plan was prepared as a whole of government initiative with implementation to be progressed on this basis. • Extensive engagement has occurred across government with key agencies providing additional resources and support. The integration of other government initiatives into the draft and final regional plans illustrates how the government will holistically deliver outcomes for the region. • The SEQRPC played a critical role in the preparation of the draft regional plan through providing support and agreement across state and local government during its development. It is supported that the SEQRPC should maintain its role in implementing the regional plan. • It is agreed that the final regional plan include more details regarding roles and governance arrangements.	• Include further details regarding the roles of key stakeholders and governance arrangements for implementing the regional plan, including the on-going role of the SEQRPC, councils, the department, the community and industry.
Implementation actions		
147. There was support for a number of key implementation actions included in the draft regional plan. 148. The final regional plan should consider and address the challenges of land fragmentation in its assumptions regarding development. 149. There was support for a commitment to undertake the Strategic Assessment for matters listed under the *Environment Protection and Biodiversity and Conservation Act 1999*. 150. The final regional plan should resolve issues of infrastructure delivery to infill and greenfield locations. 151. The final regional plan should provide a better definition and	• The draft regional plan recognised the challenges of developing fragmented land and this was considered in developing the regional plan's dwelling supply benchmarks. Ongoing investigation of this issue will form part of the land supply and development monitoring program and investigation of Underutilised Urban Footprint areas. • The government is committed to preparing a Strategic Assessment for the region and this is recognised in the funding allocation in the 2017-2018 budget. • Infrastructure has a catalytic affect to support growth. The draft regional plan included a broad list of infrastructure solutions which support growth in infill and greenfield locations. It relied on other instruments and tools to progress and further plan delivery of necessary infrastructure for SEQ, including the SIP. This approach is appropriate for the final regional plan. • It is agreed that Underutilised Urban Footprint required a clearer definition. • The draft regional plan identified the importance of aligning planning schemes and LGIPs in delivery of the regional plan. Over time as planning schemes and LGIPs are updated they	• Retain key implementation actions including: strategic assessment, city deals, planning scheme alignment, state and local infrastructure planning alignment, Underutilised Urban Footprint and northern IUB investigation. • Include definition of Underutilised Urban Footprint. • Include clarification that the proposed small area growth assumptions are an advisory tool for integrated infrastructure planning, as well as a comparative baseline for monitoring development.

Strategic issues	Assessment	Decision
mapping of "under-utilised land". 152. The final regional plan should include a process for aligning Planning Schemes, Local Government Infrastructure Plans (LGIPs) and other related planning documents and guidelines. 153. The proposed small area growth assumptions are not supported if imposed on local government. 154. The proposed small area growth assumptions should be consistent with growth assumptions developed by local governments to support their LGIPs	will be brought into alignment with the regional plan's strategies and actions. Importantly ongoing monitoring will provide a consistent basis to assess state and local planning with the regional plan. • The small area growth assumptions are intended as an advisory tool to support coordinated planning in alignment with long term strategies. They will not be imposed on local governments. Clarification has been provided in the final regional plan. • The small area growth assumptions will be updated over time in alignment with best practice and associated land supply information. They also need to recognise the dwelling supply and employment planning benchmarks and consistent growth assumptions of the final regional plan, and as far as practicable be to the 2041 horizon. They may not be the same as the LGIP assumptions, particularly in the longer term.	
Land Supply and Development Monitoring Program (LSDMP)		
155. The final regional plan should include mechanisms to bring forward greenfield land and unlock infill sites if dwelling supply benchmarks are not being met. 156. Further investigation or a review should be undertaken into densities and land supply used to inform the draft regional plan. 157. The LSDMP is supported but it should: • include more detail on what, when and how the Program will be monitoring • resolve inconsistencies between growth modelling assumptions • monitor all employment land uses	• The final regional plan has included more details regarding a number of mechanisms that could be used to bring forward greenfield land and unlock infill areas. This includes the role of LSDMP. • The land supply information that supported the draft regional plan included broadhectare study data based on longstanding methods. This has been supplemented by assumptions for potential new growth areas, with all assumptions reviewed by two reputable urban economics firms in terms of realistic yields and take-up by 2041. • The implementation of the LSDMP includes improvements over time to assumptions underpinning land supply databases and greater regional consistency based on the findings of best practice research, including of methods in other states. The best practice research will inform approaches to ongoing assumptions about density, land suitability, land availability and take-up over time. • The provision for the LSDMP to inform a range of solutions to address identified land supply shortfalls (both residential and	• Include additional information on land supply and monitoring in the final regional plan, including its intent and key features. • Include further details regarding minimum 15 years supply of land and this relates to the 25 years of supply provided for by the regional plan.

Strategic issues	Assessment	Decision
- recognise all constraints to development - consider land availability and likelihood of development related to factors such as yield, existing use and fragmentation - recognise the limitations of the Existing Urban Area (EUA) boundary - clarify the basis for identifying what supply is able to be serviced - recognise local circumstances in relation to land ownership and development release strategies and planning intentions - measure actual net dwelling growth - have regard to the role of secondary dwellings and ensure these and other forms of housing are appropriately measured - be publicly available through an online monitoring system - include housing affordability, development input costs and a range of other measures, and - report as frequently as quarterly. 158. An independent Housing Supply Council should be established to report against the regional plan's benchmarks and make recommendations to government on	non-residential), including changes to the Urban Footprint if required, is appropriate. If greenfield land identified in the regional plan come to fruition in a timely manner there should be no need for such changes in the expected five-year review period of the regional plan. However, it is important to retain the flexibility to address any issues in the delivery of the future land supplies. - Relevant local governments will be involved in all aspects of the process leading to any recommendation to expand the Urban Footprint. The final regional plan has provided further explanation outlining the circumstances under which minor adjustments to the Urban Footprint may be considered. - The draft regional plan allowed local governments to propose minor urban zoning changes outside the Urban Footprint if justified against the regional plan's goals, elements and strategies and the Urban Footprint principles. - The method of measuring whether land can be serviced will be resolved as part of implementing the LSDMP, this may include land which is: - located within the Priority Infrastructure Area (PIA), - subject to necessary infrastructure agreements, or - otherwise supported by existing or planned infrastructure. - A LDSMP is proposed to include: - local governments and the development industry as key stakeholders in its development. Such consultation and collaboration has commenced - local circumstances about land supply and its realistic take up over time - all types of land supply and development, including for employment uses, subject to the limits of available information as it is updated over time - an annual report on a number of measures, including available development approval data. For residential subdivision and multiple dwelling approvals this will be drawn from the Queensland Government Statistician's Office	

Strategic issues	Assessment	Decision
actions required. 159. An industry reference group should be formed to review findings and propose necessary policy actions. 160. Further clarity was requested on the provision of 25 years of supply in the Urban Footprint, and the objective for 15 years of supply to be zoned and able to be serviced at any point in time.	– identifying impediments to delivery of planned supply and making recommendations about and tracking progress on planning or infrastructure changes. Given the need to consult on such recommendations with local governments and infrastructure providers, annual reporting is the most practical and is sufficient to address medium-long term land supply issues, and publication on line. • The dwelling supply benchmarks have been set with regard to the ability to accommodate growth within and outside the EUA boundary. Measurement of progress towards accommodating the benchmarks should also be in relation to the same boundary. In this respect there are no limitations of the boundary. • To the extent regionally-consistent data is available, it is proposed to measure actual net dwelling growth. It would be appropriate for the best practice research for the LSDMP to assess the approach to measuring development in special cases (e.g. secondary dwellings and self-contained dwellings which may be used primarily for visitor accommodation). • The LSDMP could report to an independent board such as a Housing Supply Council, including local government, development industry reference group and other representatives as appropriate. Any such options will be considered as part of the finalisation of the LSDMP. • The draft regional plan identified 25 years of supply to meet projected demand to 2041. However, local governments are required to plan for, at any given point, 15 years of supply within the Urban Footprint. Further details are included in the final regional plan.	
Infill/greenfield boundary		
161. The regional plan should revise the EUA boundary to better reflect actual land use and housing types as a basis for setting benchmarks. 162. The figure illustrating the EUA boundary should remove the islands	• The EUA is a regional scale measurement tool and is not intended to provide a basis for land use planning decision-making. The Grow background paper explained the EUA in further detail. • The islands are part of the statistical EUA boundary. While they include extensive conservation/rural/natural areas, which have	• Include as a key feature of land supply and monitoring, investigation into whether a more refined spatial distinction can be made between infill and greenfield. • Improve legend of the EUA map.

Strategic issues	Assessment	Decision
from the area and include a more legible legend. 163. The EUA should be revised to reflect best practice to guide appropriate assumptions about density, land suitability and availability, and its take-up over time.	no bearing on dwelling development or supply, most of the area planned for urban development on the islands is existing urban. The legend can be made more legible. • With better availability of detailed land supply and development information, a more refined spatial distinction between infill and greenfield may be practicable. Investigating this, with a view to informing the next review of the regional plan, is identified as one aspect of the implementation of the LSDMP.	
Consistent growth assumptions		
164. The use of a consistent set of growth assumptions by local government is supported provided that those assumptions are also used by the state government and its agencies. 165. The growth assumptions do not appropriately reflect constraints affecting realistic supply of land.	• A consistent set of growth assumptions will provide the basis for both state and local governments to plan for the same expected growth to 2041. • The realistic take-up assumptions have been informed by market knowledge and specialist advice. It should be noted that infrastructure has a catalytic affect to support growth. Where these assumptions prove to be incorrect or require refinement, a framework for its revision is included as a feature of the LSDMP.	• No change required.
Measures that matter		
166. Support was provided for the Measures that matter. 167. Measures that matter should capture all goals within the final regional plan and provide tangible measurable goals for our preferred future. 168. Additional Measures that matter are required. 169. The measures need to include technical measuring criteria, specific measurable targets rather than just the direction of change, and mechanisms to trigger further changes in policy. 170. The Measures that matter should	• The draft regional plan included measures intended to monitor progress for all goals. • The Measures that matter are intended to provide a small but meaningful set of indicators of trends. Additional measures have been included where they can be practically implemented in terms of available data and where they show progress of the final regional plan's goals. • All measures do not need to provide specific measurable targets, but most indicate the preferred direction of change from current/recent statistics. • The intent of these measures is to show progress of the regional plan's goals. Comparisons with other city regions may be undertaken to inform future reviews and will rely on Census data as a consistent means of data collection and basis for comparison. • Data for the Measures that matter will be drawn from	• Include additional Measures that matter as appropriate.

Strategic issues	Assessment	Decision
include performance measures that allow for comparisons with other city-regions in Australia. 171. The Measures that matter should be collected and reported on by an independent accountable body.	established authoritative sources and can be appropriately prepared for reporting within the department.	
Relationship with other plans and polices		
172. The final regional plan needs to better align with other state plans, specifically the SIP.	• The draft regional plan described the relationship with a number of other plans and programs. However, it is agreed that this needs to be expanded and further details provided, particularly regarding other plans and programs that the regional plan relies on to help deliver outcomes for the region.	• Include further details and description of plans and programs that advance the outcomes of the regional plan and assist in its implementation.
Measuring our progress		
173. A state of the region report or other assessment of progress against the current SEQRP 2009 targets is required to establish a sound foundation for the draft regional plan. 174. The final regional plan should include a framework for performance monitoring; including a practical structure around how it will be undertaken and how target setting and validation will be achieved.	• Analysis supporting the regional plan review and preparation of the draft regional plan is contained in the background papers and associated materials they reference. There is no need for a whole State of the Region Report as the foundation for the draft regional plan is already established through this body of knowledge. • Through the LSDMP and Measures that matter there will be regular reporting regarding progress within the region. This information will also be used to inform future reviews.	• No change required.

Chapter 5: Resource activity

Strategic issues	Assessment	Decision
175. Coal Seam Gas (CSG) or coal mining should not occur where it negatively impacts agricultural land. 176. Support for guidelines that assist local government in implementing resource activity policy in planning schemes.	• The draft regional plan prioritised agricultural uses over resource activities in PAAs. • The department already provides a number of guidelines and fact sheets explaining the *Regional Planning Interests Act 2014*. A technical note was also prepared and accompanied the draft regional plan. • It was determined not to map SEAs in SEQ as significant	• No changes are required.

Strategic issues	Assessment	Decision
177. The final regional plan should include Strategic Environmental Areas (SEAs) to reflect the variety of important environmental areas. 178. Identified Priority Agricultural Area (PAA) do not adequately reflect agricultural resources. 179. The identification of the whole of SEQ as a Priority Living Area (PLA) implies that development outside the Urban Footprint will be supported. 180. The PLA should refer to environmental values and biodiversity.	environmental areas are currently protected under other legislation that prohibits resource activities (e.g. *Nature Conservation Act 1992*). It is considered identification of these areas as SEAs would not afford additional protection. • PAAs have been identified based on a methodology that incorporates clusters of various priority agricultural land uses, it is not intended to include every agricultural activity. This is explained in the technical note that accompanied the draft regional plan. • The PLA is identified for the purposes of assessing resource activities. It has no association with or relevance to urban activities or the Urban Footprint. The PLA is also not designed to be used to reflect or protect environmental values.	

Draft State Planning Regulatory Provisions 2016

Strategic issues	Assessment	Decision
Draft State Planning Regulatory Provisions		
181. Comments made supporting and opposing the existence and operation of the plan's State Planning Regulatory Provisions (the regulatory provisions). 182. There was support for the final regulatory provisions to reduce regulation of tourist activities. 183. The regulatory provisions should provide clarification on the use and interpretation of the regulatory provisions. 184. Comments made supporting and opposing rural residential development being permitted in the RLRPA, including rural precinct planning.	• The regulatory provisions are critical to supporting the regional plan, and in particular, the implementation of regional land use categories. It should be noted that the regulatory provisions have been transitioned to *Planning Regulation 2017* to align with the requirements of the *Planning Act 2016.* • A range of tourist activities have been assessed and it is considered that the approach of the draft regulatory provisions is appropriate to promote tourism in rural areas whilst preserving the intent of regional policy. • It is agreed that clarification should be included in guidance material to ensure the intent of the regulatory provisions are clear. • A core principle of the regional plan is the protection of rural and regional landscapes from further fragmentation, including from rural residential development. • Opportunities exist for local governments to lead rural precinct planning or planning scheme amendments to create	• Include additional information to assist in the interpretation of the regulatory provisions. • Clarify rural activities are supported through refinement of the relevant definitions. • Clarify the future planning intent of development areas.

Strategic issues	Assessment	Decision
185. Comments made supporting and opposing the use of the regulations to facilitate infill development 186. The final regulatory provisions should provide opportunities for rural value adding activities/agribusiness. 187. Clarification and further information was requested regarding the application of the development area provisions.	economically diverse and sustainable rural areas. A guideline will be prepared explaining how rural precinct planning is to be implemented under the regional plan. • The draft regulatory provisions permitted a dwelling house, a dwelling unit, a caretaker's residence and dual occupancy (if both dwellings are owned by the same person on one land title) outside of the Urban Footprint. These types of development are considered appropriate. • The Prosper theme encouraged rural value adding activities to ensure rural prosperity. The regulatory provisions support the outcomes of the Prosper theme. • Further details regarding implementation of development areas have been included in the final regional plan. To avoid confusion, development areas under the SEQRP 2009 have been repealed.	
Reconfiguring a Lot		
188. The 100 hectare subdivision limit in the RLRPA received support and opposition. 189. Comments made supporting and opposing the use of prohibited development in the regulatory provisions. 190. The final regulatory provisions should support family subdivision.	• The existing subdivision thresholds have been in place since 2004 and have proven successful in limiting rural land fragmentation and supporting long-term rural production. This limit has been retained. • The draft regulatory provisions included a range of exemptions to the 100 hectare subdivision limit including uses facilitating sustainable agricultural land management. Where not exempt reconfiguring a lot in the RLRPA may not occur. This existing policy position prevents this type of development outside the Urban Footprint. The re-introduction of prohibited development clarifies this existing policy position and creates certainty regarding activities which are supported by the regional plan. • Permitting family subdivision under a regional plan would undermine the regional policy intent by allowing additional rural land fragmentation.	• No changes are required.
Material Change of Use (MCU)		
191. Comments made supporting and opposing the use of prohibited development for an MCU. 192. There was support for decreased	• The re-introduction of prohibited development clarifies the existing regional plan policy position that a MCU for particular residential development and shopping centres are not supported in the RLRPA or RLA.	• New provisions have been created for a service station adjacent to a state-controlled road to ensure that heavy vehicle parking and rest areas

Strategic issues	Assessment	Decision
regulation of service stations, including increased thresholds and a changed definition for associated outdoor area. 193. There was support for increased protection for biodiversity, including the outcomes of the koala expert panel. 194. The final regional plan should support aged care facilities in the RLRPA. 195. There was opposition to the naming and operation of the cumulative activity provisions. 196. There were requests for changes to the thresholds where multiple activities are proposed. 197. The final regional plan should regulate IUB. 198. The overriding needs test should be more flexible and allow for urban development, including residential development outside the Urban Footprint. 199. There was support for public input (local and regional) during the assessment of proposals against the overriding needs test. 200. The final regional plan should provide further justification of activity thresholds. 201. There was support and opposition to amending activity thresholds.	• Increased gross floor area (GFA) is not required for service station functions but the current outdoor area for larger service stations, along state controlled roads, could be amended. • The draft regulatory provisions included consideration of impacts on natural values including regional biodiversity values and corridors. However, these values could be clarified in the assessment criteria. • A specific exemption for aged care across the entire RLRPA and RLA is not supported and would be an undesirable outcome for potential residents of an isolated aged care facility. It is agreed that the regulatory provisions should support an ageing population by delivering innovative approaches to aged care accommodation and means to address this have been addressed. • It is agreed that the intent of the cumulative assessment provisions is to regulate a combination of uses. The drafting of these provisions and the relevant thresholds have been reviewed to ensure this intent is able to be implemented effectively. • The draft regional plan provided for the protection of IUB. In addition to this, the regulatory provisions regulate activities outside the Urban Footprint, which may include uses within IUB. • The overriding needs test has proven successful in supporting the regional growth pattern. It is considered that any proposed changes to replace or increase flexibility of the overriding needs test will undermine the overarching intent of the regional plan. • All applications that are assessed against the overriding needs test are impact assessable and are therefore required to undertake a period of public consultation. • These thresholds provide a necessary balance between the exemption and regulation of a range of development scenarios across SEQ that maintains the intent of regional policy.	for motorists can be facilitated. • Residential care facilities are now considered a community activity with a maximum GFA of 5000m^2. Above this size they remain prohibited development • The consideration of regional biodiversity values, including koala habitat, will be facilitated by linking the relevant assessment criteria to the Sustain theme, Table 11b. • Cumulative activity provisions have been renamed to combined uses, with redrafting to simplify and improve interpretation.

Strategic issues	Assessment	Decision
Exemptions		
202. There was support and opposition for a greater variety of uses and scenarios to be exempt.	• An assessment was conducted on uses suggested in submissions to determine if the list should be amended form the draft version.	• A material change of use for a utility (except for a transport service), a crematorium, or a landing has been made exempt. Reconfiguring a lot is also exempt where no new lot is created, or where only one new lot is created for an environment facility.

Other sections and elements

Strategic Issue	Assessment	Decision
Consultation		
203. The consultation on the regional plan was viewed by some as effective and others as ineffective. 204. Consultation on the regional plan should continue while it is in its draft format.	• The draft regional plan was supported by a significant number of consultation events to inform the community. This report has outlined the entire engagement program, including its objectives and reasons for using particular methods and activities.	• No change required.

Appendix 4: Finalised regulatory map changes

No.	Locality	Regulatory map reference	SEQRP 2009-2031	Draft *ShapingSEQ*	Final *ShapingSEQ*	Response
Brisbane						
1	Bardon	19	Urban Footprint	Urban Footprint	Regional Landscape and Rural Production Area/ Urban Footprint	• Site owned by council • Supported by council • Consistent with the planning scheme (conservation zone) • Adjoins Regional Landscape and Rural Production Area
2	Port of Brisbane	19	Urban Footprint/ Regional Landscape and Rural Production Area	Urban Footprint/ Regional Landscape and Rural Production Area	Urban Footprint	• Nominated by Port of Brisbane • Located between areas of port land already within the Urban Footprint • Consistent with Port of Brisbane Land Use Plan
3	The Gap	19	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint	• Nominated by council • Logical expansion of the Urban Footprint • Physically suitable and unconstrained • Reflects established aged care
City of Gold Coast						
4	Ormeau	25	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint	• Supported by council officers • Logical expansion of the Urban Footprint • Within an area identified under council's planning scheme for future investigations • Physically suitable and constraints can be appropriately mitigated or managed • Does not compromise the integrity of the southern interurban break

No.	Locality	Regulatory map reference	SEQRP 2009-2031	Draft *ShapingSEQ*	Final *ShapingSEQ*	Response
						• Appropriately located close to existing services, employment and public transport
Ipswich City						
5	Ebenezer	23	Urban Footprint	Urban Footprint	Regional Landscape and Rural Production Area/Urban Footprint	• Council requested removal of this site from the Urban Footprint • Adjoins the Southern Freight Rail Corridor, part of the Melbourne to Brisbane Inland Rail project • The department has determined partial removal of the area from the Urban Footprint is appropriate. This area is constrained with matters of state environmental significance • Council's local area planning identifies environmental values across part of the site • Area is vegetated and contains essential habitat, endangered and of concern remnant vegetation • Adjoins existing Regional Landscape and Rural Production Area and includes an existing koala hospital • The area of land to be retained in the Urban Footprint includes land owned by Economic Development Queensland (EDQ) and Department of Transport and Main Road (DTMR)

No.	Locality	Regulatory map reference	SEQRP 2009-2031	Draft *ShapingSEQ*	Final *ShapingSEQ*	Response
						• EDQ has an existing approval over its land for industrial uses and industrial subdivision • DTMR has interests in the area regarding the future rail freight corridor and future intermodal facility • Both EDQ and DTMR have been consulted and support partial removal of land from the Urban Footprint
Lockyer Valley Regional						
6	Laidley	17	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint	• Nominated by council • Reflects historical residential subdivision approval • Logical expansion to the Urban Footprint
7	Plainland	17	Rural Living Area	Rural Living Area	Urban Footprint	• Nominated by council • Logical expansion to a broader area included in the Urban Footprint in the draft ShapingSEQ • Physically suitable and unconstrained • Consistent with council's future planning intent • Appropriately located close to existing services, employment and infrastructure
Logan City						
8	Eagleby	25	Urban Footprint/ Regional Landscape and Rural Production	Urban Footprint/ Regional Landscape and Rural Production	Urban Footprint	• Supported by council officers • Small portion of existing lot is included in the Regional Landscape and Rural Production

No.	Locality	Regulatory map reference	SEQRP 2009-2031	Draft *ShapingSEQ*	Final *ShapingSEQ*	Response
			Area	Area		Area • Change made to rationalise Urban Footprint boundary with the cadastral alignment of the lot • Reflects existing caravan/ relocatable home park
Moreton Bay Regional						
9	Cedar Creek	14	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Rural Living Area	• Nominated by council • Consistent with council's planning scheme (rural residential zone) • Reflects existing rural residential subdivision pattern and provides opportunities for further consolidation in the Rural Living Area
10	Dayboro	13, 14	Urban Footprint/ Regional Landscape and Rural Production Area	Urban Footprint/ Regional Landscape and Rural Production Area	Rural Living Area/ Urban Footprint	• Nominated by council • Council requested some areas within the Urban Footprint be removed and included in the Rural Living Area due to difficulty in servicing the area with water • Council also requested additional areas be included within the Rural Living Area to reflect council's planning scheme (rural residential zone) and existing rural residential subdivision pattern
11	Wamuran	10	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint	• Nominated by council • Consistent with council's planning scheme and future planning intent for the township

No.	Locality	Regulatory map reference	SEQRP 2009-2031	Draft *ShapingSEQ*	Final *ShapingSEQ*	Response
12	Woodford	9	Urban Footprint/ Regional Landscape and Rural Production Area	Urban Footprint/ Regional Landscape and Rural Production Area	Rural Living Area/ Urban Footprint	• Nominated by council • Council requested some areas within the Urban Footprint be removed and included in the Rural Living Area due to difficulty in servicing the area with water • Areas included in the Rural Living Area are consistent with council's planning scheme (rural residential zone) • Reflects existing rural residential subdivision pattern and provides opportunities for consolidation in the Rural Living Area
Redland City						
13	Birkdale	20	Regional Landscape and Rural Production Area	Urban Footprint	Regional Landscape and Rural Production Area	• Nominated by council for inclusion in the Urban Footprint in draft ShapingSEQ • Further assessment was undertaken in response to a number of submissions received, including concerns raised by Department of Environment and Heritage Protection • While located in close proximity to existing services, infrastructure and employment, the site is constrained with matters of state environmental significance and possibly matters of national environmental significance. • Area is vegetated and contains essential habitat (koala),

No.	Locality	Regulatory map reference	SEQRP 2009-2031	Draft *ShapingSEQ*	Final *ShapingSEQ*	Response
						endangered and of concern remnant vegetation • The department has determined the site's inclusion in the Urban Footprint is premature until detailed site investigations have been completed • Council's preferred future use of the site for community facilities and the Planning Regulation allows community facilities in the Regional Landscape and Rural Production Area
14	Southern Redland Bay	25	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint	• This area was considered for inclusion in the Urban Footprint in response to a number of submissions • Council's draft planning scheme identified this broader locality within an area to be investigated for future urban growth • Logical expansion to the Urban Footprint adjoining the Southern Redland Bay major *expansion* area • Development approvals and infrastructure planning over the major *expansion* area will deliver employment, services and infrastructure that will also benefit this area • Site is physically suitable and constraints on the site can be mitigated or appropriately

No.	Locality	Regulatory map reference	SEQRP 2009-2031	Draft *ShapingSEQ*	Final *ShapingSEQ*	Response
						managed • A high frequency public transport connection from Southern Redland Bay connecting to the busway in Logan identified in the Strategic Transport System, in ShapingSEQ, will also service this area
Scenic Rim Regional						
15	Tamborine Mountain	29	Rural Living Area	Rural Living Area	Urban Footprint/ Rural Living Area	• Nominated by council • Logical expansion to the Urban Footprint • Physically suitable and unconstrained
Sunshine Coast						
16	Beerwah	7	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint	• Supported by council officers • Logical expansion to the Urban Footprint • The site is located internal to the Beerwah East Major Development Area and will form part of the Major Development Area to ensure it is subject to the detailed land use and infrastructure planning processes (structure planning) • This change is considered logical and necessary as the site's inclusion will ensure a coordinated approach is undertaken to manage constraints across the entire Major Development Area and determine a sustainable long

No.	Locality	Regulatory map reference	SEQRP 2009-2031	Draft *ShapingSEQ*	Final *ShapingSEQ*	Response
						term growth pattern
17	Chevallum	7	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint	• Supported by council officers • Logical expansion to the Urban Footprint • Physically suitable and unconstrained • Site adjoins an area included in the Urban Footprint under the draft ShapingSEQ
18	Landsborough	7	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint	• Supported by council officers • Logical expansion to the Urban Footprint • Physically suitable and constraints can be appropriately mitigated and managed • Area adjoins the Beerwah Major Development Area, and is bounded by Urban Footprint to the north, east and west
19	Mapleton	7	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint	• Logical expansion to the Urban Footprint • Physically suitable and constraints can be appropriately mitigated and managed • Supports planned future growth of Mapleton township • Site adjoins an area included in the Urban Footprint under the draft ShapingSEQ
20	Maroochy River	4	Rural Living Area	Rural Living Area	Urban Footprint/ Rural Living Area	• Supported by council officers • Logical expansion to the Urban Footprint • Part of the area is constrained

No.	Locality	Regulatory map reference	SEQRP 2009-2031	Draft *ShapingSEQ*	Final *ShapingSEQ*	Response
						and is to be retained in the Rural Living Area • Area included in the Urban Footprint is physically suitable and constraints can be mitigated or appropriately managed
21	Montville	7	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint/ Regional Landscape and Rural Production Area	• Nominated by council • Logical expansion to the Urban Footprint • Part of the area is constrained and is to be retained in the Regional Landscape and Rural Production Area • Area included in the Urban Footprint is physically suitable and unconstrained • Reflects future planning intent and supports planned future growth of Montville township
Toowoomba Regional						
22	Wellcamp	16	Regional Landscape and Rural Production Area	Regional Landscape and Rural Production Area	Urban Footprint	• Nominated by council • Logical expansion to the Urban Footprint • Reflects existing urban uses and is consistent with council's future planning intent identified in the West Toowoomba Land Use Investigation study • Physically suitable and unconstrained

No.	Locality	Regulatory map reference	SEQRP 2009-2031	Draft *ShapingSEQ*	Final *ShapingSEQ*	Response
23	Westbrook	21	Regional Landscape and Rural Production Area	Urban Footprint	Regional Landscape and Rural Production Area	• Nominated by council • This area is included in the West Toowoomba Land Use Investigation study that identified a potential future transport corridor in this area • Removal of this area from the Urban Footprint will ensure development does not jeopardise the future planning of this corridor • This area adjoins Regional Landscape and Rural Production Area and is consistent with council's future planning intent (rural zone)

Appendix 5 – Summary of all issues received and considered

The following section provides a summary of all issues raised as part of the submission process for the draft *ShapingSEQ*.

Where similar issues were raised by more than one submitter, and across multiple sections of the plan, these have been summarised once. Although it is not possible to provide a detailed assessment of each issue raised, it is important to note that every issue was considered in the finalisation of *ShapingSEQ*.

Foreword

Comments were made:
- Opposing local government input in creating the regional plan.
- Supporting the proactive nature of the regional plan.

It was suggested that the foreword be amended to acknowledge diverse, accessible and affordable housing as one of the most important issues facing South East Queensland (SEQ).

Shaping a new plan for SEQ

Comments were made:
- Supporting the collaborative approach to implementing the regional plan.
- That the language in the plan was non-committal and ambiguous.
- That the regional plan does not clearly articulate how it relates to Toowoomba and the extent of Toowoomba.
- That there was a lack of evidence provided on the review of the *South East Queensland Regional Plan 2009–2031* (SEQRP 2009).

It was suggested that the:
- implementation actions do not relate to the stated strategies and goals
- the regional plan should be better acknowledge *The Queensland Plan*
- regional plan does not align with broader Queensland Government commitments regarding environmental protection
- regional plan was a strategic directions document and not a plan.

There was a desire to see improved regional mapping quality.

Structure

It was suggested that the regional plan:
- does not cover all needs of the people
- does not reflect the views, knowledge and planning of other Queensland departments and agencies
- include clear legal terms to ensure it is appropriately reflected in local government planning schemes
- lacks clarity in some areas, the background papers do not provide good evidence and that the regional plan include a liability index.

There was a desired to see the plan maintain the Desired Regional Outcomes (DROs) from previous plans.

The need for *ShapingSEQ*

Comments were made about Quandamooka Yoolooburrabee Aboriginal Corporation being the only Traditional Owners in the region who have recognised native title over parts of their country through Federal Court determination. They are seeking consultation opportunities to discuss a range of matters, including the expansion of the Urban Footprint into Quandamooka Country without prior and proper consultation.

It was suggested that future regional plans align with Census release timings.

There is a desire to see a plan for the whole of Queensland.

What's new in *ShapingSEQ*

Comments were made:

- about the lack of Traditional Knowledge and omission of previous work on Indigenous landscapes
- supporting the section 'What's new in *ShapingSEQ*' but requesting that item 8 on biodiversity be moved to item 1 to increase its prominence.

It was suggested that:

- environmental fragmentation should be specifically mentioned as a key issue in preserving biodiversity in the region
- the regional plan include statistics on preferences for low and high density housing, and older generation's openness to higher density closer to services, employment and public transport.

There was support for the plan, however there are omissions including water resources, coastal resources and contribution of biodiversity in the Urban Footprint.

There was strong support for the plan's emphasis on the need to protect and sustainably use our natural assets.

Your views and ideas so far

Comments were made:

- opposing the regional plan
- raising concerns about the rising costs of welfare and obesity, and recommending a multi-pronged approach to dealing with them – it was suggested that population growth will need to be monitored to avoid an overreliance on welfare
- recommending that the regional plan define performance based planning and noted that it contradicts community expectations and interests
- suggesting that the current state of the region was desirable and this should not be changed
- supporting the inclusion of summaries and statistics on community conversations round one
- that there is desire to restore some of the oversight mechanisms provided for in the previous SEQRP 2009, particularly relating to State of the Region reporting
- that water supply and sanitation planning linkages could be more strongly represented in plan.

Comments were raised about local government planning schemes not reflecting regional plans for a number of years after implementation.

Confirmation was requested that dwelling targets for Brisbane will be met by apartments.

It was suggested that current local government's planning schemes are failing to mitigate the adverse impacts of growth; and that the Queensland Government should conduct a review of local government planning's schemes.

It was suggested that the regional plan:

- does not represent integration with local government views, including the identification of South Logan and Mundoolun Potential Future Growth Areas (PFGAs), the lack of relationship between the regional plan and a State Infrastructure Plan or Transport Plan and any instrument to facilitate the delivery of the missing middle
- focuses on developing solutions and include the opportunity to partner with the private sector.
- places further pressure on existing infrastructure and could be detrimental to character housing and the existing lifestyle of areas
- should be based on evidence and research
- was more focused on the needs of the community and heavily on development rather than protecting the environment
- was not specific to the region and could be relevant to any developed country.

The reasoning for such a high projected population was requested.

Future opportunities and challenges

Economic growth needs to align with sustaining the region's biodiversity.

Population growth will impact on the environment and amenity of the region's natural landscapes.

The regional plan needs to specifically recognise biosecurity as a future opportunity and challenge.

Chapter 1: SEQ today

It was suggested that:

- changes were required to reframe language to connect 'activity centres' not just the 'city', and to include reference to financial sustainability
- the boundary of SEQ should be the Great Dividing Range
- the introduction should include references to the unique social, economic and environmental linkages of the region
- the regional plan should include better linkages with the Southern Downs Regional Council, specifically with regards to attracting a skilled labour force and investment
- there should have been less input from local governments due to their pro-development stance and that the Australian Government should have had input to explain the practical contribution of the Smart Cities Plan.

Seeks to ensure measures are in place for co-operative planning between neighbouring regions.

Chapter 2: A vision for SEQ

As part of the vision the final regional plan should:

- address megatrends and the impacts of technology on the region
- include water and sewerage infrastructure within the Connect vision
- mention maintaining inter-urban break as part of the 50-year vision for the region
- recognise the importance of public and active transport as part of the vision
- reference accessibility
- reference Traditional Owners, their connection and role in planning for the region.

Comments were made that the regional plan is a step back from the focus on sustainability included in the previous regional plan.

It was suggested that the vision:

- articulate future form of and demand for services and infrastructure, and demographics and communities in the region
- does not align with elements and strategies in the regional plan
- for Grow should include the protection of natural assets
- for Live did not emphasise sub-tropical design for everyday places, houses and urban spaces
- for Sustain should reference affordable and accessible living options
- include notions of adaptability, resilience or flexibility
- provide more detail on the opportunities and challenges facing the region, the kind of community we aspire to, and how Brisbane will be different to now
- reference financial sustainability due to ties with affordable living and smart investment in infrastructure
- should identify attributes that relate to sub-tropical, climate resilient living.

The Connect conversation should refer to 'providing access to the activity centre' rather than the 'city'.

It was suggested that the regional plan:

- lacks policies and strategies to support the vision, are optimistic and unachievable
- should address carbon emissions at local, regional and state levels
- should recognise and address significant challenges to achieving the vision.

The 25-year vision is more realistic than the 50-year vision.

The mapping provides context but no certainty on relevant objectives and outcomes sought under the regional plan.

The statement that SEQ will lead subtropical living lacks substance.

There is support for the 50-year vision in the regional plan.

Megatrends influencing change in SEQ
Concern on how megatrends will be addressed.

The depletion of liquid fuels should be included as a megatrend impacting the region.

The final regional plan needs to consider megatrends influencing change in SEQ.

It was suggested that the regional plan should:
- consider the impact of new technologies, including the uptake of new technologies
- consider the impact of falling oil supplies on the region
- identify attributes of 'subtropical climate resilience' and include strategies to establish it
- reflect the significance and differing needs of the young and ageing in our community.

Chapter 3: The next 25 years
Comments were made about the regional plan's lack of mentioning technological changes, including drones, electronic vehicles and changing demographics.

It was suggested that the:
- figures in the regional plan were imprecise and that information on the assumptions made to produce the figures should be made available
- order of the goals is incorrect, and that in order of priority they should be Sustain, Live, Connect, Grow and Prosper
- regional plan further emphasise health and wellbeing outcomes
- regional plan include specific strategies to strengthen the involvement of the community planning for their local area
- Southern Moreton Bay Islands be represented in the themes of the regional plan.

There is concern that the regional plan is providing direction on matters it can't or shouldn't influence such as matters contained in Grow, Prosper, and Live.

Part A: Goals, elements and strategies – Grow
Comments were made:
- raising concerns that population growth will increase pressure on infrastructure provisions and decrease open space, resulting in decreased liveability
- raising concerns that the regional plan would encourage growth beyond the projected 5.4 million
- stating that accommodating growth is desirable but ecologically sustainable growth is the key
- raising concerns that greenfield development will lead to a loss of peri-urban areas
- suggesting that in 25 years Australia will be overpopulated with an increasing number of welfare dependants
- wanting to ensure that adequate infrastructure to service the Shoreline development is in place prior to population growth in the area
- further infill development would negatively affect the quality of life of Brisbane
- that the regional plan should contain guidance on providing new greenfield areas and additions to the Urban Footprint with adequate water supplies
- that the delivery of infrastructure and management of impacts for Priority Development Areas in Brisbane has been inadequate and that ratepayers are subsidising the impacts
- that the regional plan does not go far enough in ensuring that complete communities are established.
- that housing diversity was of key importance in delivering complete communities, and that this should be articulated through local planning schemes.

Comments were made opposing:
- continued greenfield growth due to its impact on future sustainability and infrastructure requirements
- infill development (particularly in Redland) due to its impacts on transport infrastructure, water supply and social issues
- intensive animal industries encroaching on residential communities
- the Grow theme being given the highest priority and suggesting the regional plan suffered due to a lack of consideration for climate change and whether growth is sustainable
- unsustainable population growth in the Sunshine Coast region, with a particular interest in Lake Weyba.

Comments were made opposing population growth:
- due to its impact on the environment and until a carrying capacity study (determined based on natural systems), is completed and the existing population is provided with the services, infrastructure and jobs it requires
- believing it is not prosperous for a community
- due to the limited short-term economic benefits and the impacts to the natural environment, natural resources, job market and infrastructure. It was suggested that a sustainable future for the region will be facilitate by avoiding population growth and focusing on the growth of eco-tourism, science and technology, renewable energy and climate resilient adaptive agriculture.

Comments were made supporting:
- City Deals, smart growth, Caboolture West and regional shaping infrastructure such as the Cross River Rail
- growth and suggesting that more needs to be done to maximise the use of existing infrastructure
- strategies to create healthy, connected communities with a sustained and balance growth in population and the economy. It was suggested that the Springbrook National Park be identified as a Great Place
- the Grow theme but questioning its implementation and delivery
- the provided population and dwelling projections for Noosa
- the review of the regional plan's figures when the 2016 Australian Bureau of Statistics (ABS) Census figures and projections are made available.

Concerns were raised about the:
- effect of urban expansion on the biodiversity and natural resources of SEQ
- impact that population growth has on existing infrastructure and services, including road and public transport, local employment, schools, hospitals and open space. Specific example provided was Redland.

It was suggested that:
- an equal emphasis should be placed on development and biodiversity and environmental growth
- decentralisation is encouraged
- developers should contribute substantially to the infrastructure required to facilitate their development
- further population growth in Redland will lead to more congestion
- local governments can only deal with population growth in a 10-year period
- population growth targets are removed
- the regional plan should include goals, elements and strategies that relate to planning for an ageing population
- the Brisbane–Logan–Gold Coast inter-urban break (IUB) is protected
- the regional plan does not include an assessment of growth capacity or examine whether growth is inevitable or desirable
- the regional plan facilitate employment opportunities from home and the immediate community and opposing new industrial land outside the Urban Footprint and removed from existing urban areas
- the regional plan includes sections discussing how population projections are translated into new urban expansion areas and future urban growth areas
- the regional plan should consider measuring growth in other ways, such as growth of leisure time and happiness.

It was suggested that population growth should:
- correspond to areas with existing infrastructure and services

- should not be allowed to occur in Redland until the required roads, transport services and employment opportunities are provided.

It was suggested that the Grow theme:
- element 1 should include a strategy to minimise impacts on natural assets and natural resources and focus development in locations that do not support matters of environmental significance; it was also suggested that the regional growth pattern should specify that significant vegetation includes matters of local and state environmental significance
- element 4, strategy 1, be amended to include the word accessible
- include a definition for 'other suitable areas' under element 2, strategy 3
- include additional context points relating to when housing needs to be provided and delivering housing sequentially with growth
- element 1, strategy 5 of Grow include consideration for ensuring existing infrastructure can cope with additional demand
- element 2, strategy 5 include consideration of social infrastructure
- should target more demographic groups than youth.

Questions were asked on how the plan addresses social cohesion where densification occurs.

The regional plan should be stronger on water security and waste water management given the projected population growth.

Grow mapping
Comments were made about the cartography of maps, requesting that shading, border and patterns be reviewed to provide greater clarity and legibility.

Comments were made supporting housing diversity and the missing middle as ways of accommodating growth while retaining local greenspace.

It was suggested that Carseldine station should be identified as a transit oriented development and undergo master-planning to assist with decentralising the future growth of Brisbane.

Map 2 incorrectly identifies Logan Central activity centre as 'Logan'.

Dwelling supply benchmarks
Comments were made that:
- the emerging employment growth potential of Bromelton, the warehousing/transport jobs expected for Scenic Rim appear understated by an order of magnitude, and this suggests that the population and dwelling figures for Scenic Rim may also be understated
- the fact of there being sufficient land within the Urban Footprint to accommodate the dwelling supply benchmarks for Logan was raised as a factor supporting the removal of the Mundoolun PFGA
- the final regional plan needs to confirm that dwellings supplied in any existing and future Priority Development Areas (PDAs) will contribute towards the dwelling supply benchmarks for Brisbane
- there should be no growth allowed in Redland until identified points in relation to jobs, transport, and habitat and water pollution are accomplished
- work towards a plan based on housing type (attached vs detached) targets by location rather than just location using statistical boundaries.

Comments were made:
- questioning the level of growth identified for Sunshine Coast, that the modelling used and points out that predictions made in the SEQRP 2009 overestimated population growth and that growth will sacrifice ecological sustainability
- questioning why Lockyer Valley, Scenic Rim and Somerset have no infill dwelling supply benchmarks
- supporting the exclusion of the Scenic Rim (and other rural localities) from the indicative residential densities of element 3, strategy 3 of the Grow theme
- that small infill targets for Lockyer Valley, Scenic Rim and Somerset would assist in encouraging rural towns and villages to change attitudes and respond to demographic change
- that the assumptions about dwelling occupancy rates, overall jobs relative to population and the rate of

- jobs growth in the construction and manufacturing sectors are wrong (higher than expected), and lead one to question other analyses relied on for the plan
- that the basis for allocating significantly more dwelling and population growth to Brisbane than under the Queensland Treasury projections was identified for other local government areas should be formally outlined
- that the dwelling supply benchmarks for Sunshine Coast are supported
- to review the dwelling supply benchmarks in consultation with service providers to ensure timing of development supports efficient use and affordable extension of existing infrastructure
- to revise the infill dwelling supply benchmarks to be 40 per cent of total additional dwellings across SEQ to protect the aesthetics of existing residential areas.

It was suggested that:
- a population capacity should be determined for the Gold Coast based on its sensitive and unique environmental characteristics
- an increase in the greenfield dwelling supply benchmark in Moreton Bay is needed to better reflect historical trends and avoid posing risks to housing affordability in the area
- consideration should be given to revising dwelling supply expectations for Toowoomba upwards, in view of increasing economic and infrastructure outcomes for the region
- dwelling supply benchmarks and densities should be increased further in areas with good public transport and employment opportunities. Further explanation is required on how the 25-year land bank is expected to work, the robustness of the dwelling supply benchmarks and whether a benchmark is the same as a target
- that the provision overall of 25 years of supply and the requirement for 15 years of supply to be zoned and able to be serviced at any point in time is a positive element of the plan
- the greenfield dwelling supply benchmarks should be increased, particularly on the Gold and Sunshine coasts
- the level of growth identified for Noosa Shire compared to the region as a whole is inequitable and will reinforce inequality of house pricing, in conflict with the aim of not placing upward pressure on land and housing prices
- the overall 60/40 infill/greenfield split for the dwelling supply benchmarks is supported to maximise use of available capacity in existing infrastructure and minimise the environmental impact from network expansion
- the plan should focus growth more on the coast than inland to match with market desire and the more equitable climate of coastal areas – this would reduce energy usage and the impacts of climate change
- the population figures for the Gold Coast are incorrect and should be revised based on an unbiased study
- the population, dwellings and jobs tables in the sub-regional directions should use the same base year for all figures to avoid confusion
- there is no need for all local governments to have numeric benchmarks; but rather for the plan have clear principles applied to planning schemes, which will accommodate a range of market responses and demands, and then let the market decide locations.

The dwelling supply benchmarks should:
- be changed for Noosa to better reflect Unity Water Analyses
- be revised for Toowoomba to reflect an infill/greenfield percentage split of 20/80, subject to the proposed Existing Urban Area (EUA) boundary also changing to better reflect actual existing urban use
- be revised from 60/40 to 50/50 because demographic research suggests continued demand for a high proportion of detached houses
- reflect a 90 per cent infill and 10 per cent greenfield split
- should be reduced for Logan to better reflect recent rates of dwelling growth.

The following additional strategies are proposed for the Grow theme:
- Develop a revised methodology to identify infill and greenfield benchmarks (element 1). The approach, advocated by Spatial Economics, is current best practice to guide appropriate assumptions about density, land suitability and availability for development and its take-up over time. The EUA in *ShapingSEQ* does not satisfy this criteria and should be revised accordingly.
- Use the outcomes of the structure planning of new urban areas as the basis for agreed planning assumptions for housing and employment to be used by government agencies, and local government in planning for infrastructure and services (element 3).

Focusing density

Comments were made:

- about increasing densities and additional development in locations such as Morningside, Hawthorne, Carseldine QUT, Kelvin Grove, the light rail on the Gold Coast, Paradise Point, the rail corridors at Graceville/Chalmers, Brisbane, Redland – these will have an impact on the quality of life, congestion, parking, the lowering of property values, open space and community spaces
- noting that the 15 dwelling/hectare target is the same for infill and greenfield areas
- questioning the extent of greenfield dwelling targets for Logan and the need for the Lanefield/Grandchester, Mundoolun and Beaudesert East PFGAs within the life of the plan; and suggested that it would be better to increase densities in existing growth areas
- requesting that high density areas include community facilities and services, including parks, schools and cultural facilities
- that ad-hoc development patterns in suburbs has eroded their character and that high density development increases the risk of mental health issues and disease
- that higher density around centre areas may result in the creation of high-rise schools
- that new Urban Footprint and Rural Living Areas might become isolated if not made self-sufficient or connected by transport corridors
- that the greenfield density calculations in the regional plan are much lower than those identified in Toowoomba's local government infrastructure plan process, and as a result a higher density than anticipated in the regional plan will be achieved by Toowoomba.

Comments were made opposing:

- blocks less than 600 m^2 in size due to a lack of supporting local infrastructure such as car parking and a rise in negative social issues
- focusing density around rail corridors to alleviate congestion and suggesting shuttle buses to surrounding suburbs to increase public transport usage
- increased density in Redland due to lack of tertiary education and no industry
- infill development in Brisbane and suggesting more development west of Brisbane, more regional cities
- medium-density housing in areas of high-scenic amenity
- small box development and requesting more consideration for the provision of adequate social infrastructure and negative effects of higher density, including a lack of on street parking
- unit blocks due to their lack of aesthetic appeal and suggesting decentralisation to allow residents to live close to employment.

Comments were made raising concerns:

- about the government distorting the marketplace to favour large developers through opening up additional greenfield land
- about the impact of development to the north of Brisbane from Chermside to Carseldine and Petrie
- about the negative effects of being located near an area where density is to be focused
- over the impact of higher densities on social aspects, including health, sleep and crime rates.

Comments were made supporting:

- density and questioning if the regional plan adequately addresses the need for services such as schools and medical services
- focusing density around transport hubs
- increased infill and density at the Sunshine Coast
- increasing densities close to cities and around train stations
- infill and higher densities, but only around coordinated transport facilities and services –Redland was provided as a specific example
- infill development over the expansion of the Urban Footprint and requesting that high-pressure gas transmission pipelines be clearly identified in the regional plans policy and mapping
- infill development to protect rural production areas
- the proactive approach to population growth and further housing in Brisbane
- the missing middle and wanting a greater encouragement of small lots arounds transport nodes and parks
- urban greening as a subtropical design feature and mechanism for mitigating urban heat islands.

Comments were made about the Grow theme, including:

- a lack of mapped areas around activity centres to ensure density is being achieved

- a lack of timing regarding when densities around identified centres must take place
- historical examples of local government's non-compliance with minimum centre densities required under the previous regional plan.

Concerns were raised about higher densities in the Newstead area placing unsustainable pressure on road networks, and that the infill targets for Brisbane will lead to negative outcomes for traffic and services such as garbage collection.

It was stated that higher densities in central locations will be canvassed for the new Noosa planning scheme. It was stated that there would be more significant opportunities for new dwelling opportunities in infill areas compared to greenfield areas.

It was suggested that:
- a density of 20 dwellings per hectare be established to encourage walking, and 33–43 dwellings per hectare to support local services and public transport usage
- all PFGAs should be removed from the regional plan due to their possible impact on habitat and vegetation and replaced with more infill development
- Coolangatta should be recognised as an additional infill growth area for the southern sub-region due to its identification as a major regional activity centre, and presence of existing and planned infrastructure
- further increases in Queensland's population will negatively affect housing affordability
- growth should be accommodated through satellite towns serviced by adequate transport corridors, and not through density increases in inner city areas
- height limits should be increased in inner city areas
- in order to facilitate a more compact urban form greater focus is required on affordable housing and housing diversity
- increased density in Newstead will lead to parking rage
- the 60/40 infill/greenfield ratio was too aggressive and that greenfield development could also deliver housing diversity
- the regional plan does not identify sufficient locations in Brisbane to accommodate population growth
- the regional plan embraces growth, and should protect important and culturally valuable assets of each city
- the regional plan should protect and reinforce 'green wedges' and inter-urban breaks to encourage a compact urban form.

It was suggested that density should be:
- focused in Capalaba, Redland and not the Thornlands/Redland Bay area
- increased around Stafford Shopping Centre, Ferny Grove and Upper Kedron, Brisbane
- increased in an around the Alderley/Enoggera corridor.

The population projections for the Gold Coast cannot be supported.

Efficient land use
Comments were made:
- to facilitate more walkable neighbourhoods
- about protecting rural residential areas, including the biodiversity they contain
- drawing a comparison between the urban form, density and pollution generated by SEQ and Los Angeles.

Comments were also made about the region being overdeveloped when compared to the northern regions of Queensland:
- regarding the assessment of constraints on underutilised urban land
- regarding the confusion about the use and definition of the terms infill and greenfield
- requesting more land be realised in outer suburbs, particularly where close to train and bus transport
- suggesting growth be encouraged in Nambour, Ipswich and Beaudesert to take pressure off Brisbane
- that local government don't consider development against the strategic framework of their planning schemes, particularly for regional and rural areas
- that proposed processes for unlocking underutilised urban land are inappropriate, and that local

governments should lead this implementation action through their own detailed structure plan and master plan processes
- that small lot housing would result in a decrease in the value of surrounding houses – it was suggested that population increases should be accommodated in inner city areas and that new communities lacked appropriate parking facilities and consideration of privacy, noise, light and ventilation
- that the infill/greenfield limit would be more desirable if additional greenfield land was not added to the Urban Footprint at each revision of the regional plan.

Comments were made opposing:
- further population growth in Redland until existing communities are provides with services, infrastructure and employment
- lots under 300 m^2 in inner city areas
- small blocks due to their lack of appropriate sub-tropical design elements (sunlight and passive cooling) and amenity issues – it was suggested that older areas be preserved and free of small blocks
- the expansion of the Urban Footprint by 8200 hectares
- further density in Brisbane City.

Comments were made supporting:
- a compact urban form for the economic, housing and infrastructure provision benefits it provides
- higher densities as a way of achieving affordable living
- housing diversity and suggesting that more should be done to encourage more sustainable practices, including on-site power generation, urban farming, and car sharing and integrated on-site treatable sewerage
- the focus on infill development and planning for density increases along transport corridors
- the infill and greenfield targets as a way of allowing local governments and infrastructure providers to plan effectively.

It was suggested that:
- a 40 per cent greenfield ratio is too high
- both state and local governments locate greenfield sites outside of existing city areas
- future growth in Brisbane should be moved to the outer suburbs, supported by appropriate infrastructure, as opposed to continued density in Brisbane
- the regional plan's requirement to keep available 15 years of serviceable land conflicts with Local Government Infrastructure Plans (LGIP) requirements that restrict LGIPs to be for 10 years only
- satellite cities are the only option to accommodate population without compromising lifestyles
- the first strategy of the Grow theme should be avoiding the fragmentation of productive rural land and regional landscapes with high biodiversity values
- the Grow theme has been given the highest priority without justification and sufficient discussion is not included on the capacity of the regional to accommodate growth
- the regional plan does not include high enough infill targets and commitments to transit oriented developments
- the regional plan includes an unrealistic reliance on fragmented and underutilised greenfield land, with a specific focus on the Sunshine Coast and Gold Coast. It was further suggested that additional greenfield land on the Sunshine Coast and Gold Coast be identified; and that the Queensland Government work with industry to develop a plan to unlock underutilised and fragmented Urban Footprint land
- the regional plan omits sections of the SEQRP 2009 regarding accommodating growth around transportation choices, and making development contiguous to existing communities
- there are too many greenfield growth areas in Noosa and the Sunshine Coast.

Seeks identification of additional IUBs including, Bald Hill Flats, Noosa, Western Corridor (Ipswich to Toowoomba), the South-West Corridor (Mt Lindesay Highway), located between Granger Road and the Logan River and from the Logan River south to Camp Cable Road, removing the Logan South new growth area.

The regional plan should include strategies to ensure urbanisation does not occur in areas that are prone to bushfires.

The submitter believes there is a loophole in the regulatory provisions that allows a preliminary approval over rural land.

Housing diversity

Comments were made:
- requesting Granny Flat restrictions to be relaxed
- on the amenity of areas and providing a diverse range of dwelling types.

Comments were made opposing:
- housing diversity due to concerns it will lead to unattractive built forms and a loss of character
- small lot housing due to its lack of open space and the resultant loss of larger, more functional park areas – it was suggested that other built forms could allow for higher density living preventing the loss of park areas.

Comments were made supporting:
- housing diversity and the missing middle
- the beneficial redevelopment of character buildings.

It was suggested that:
- affordable small housing needs to be made easier to build through a reduction in regulations and red tape
- it was also suggested that the regional plan emphasise 'moveable housing' as a means of providing affordable housing and allowing for climate change retreat
- housing diversity should not be limited to new housing types; and that traditional housing types, and tin and timber building materials, are attractive to many in the community
- suburbs will become bland and sterile places with apartments as the only dwelling type
- the regional plan emphasise the Tiny House movement, involving the construction and renting out of small dwellings in existing backyards.

Growing rural towns and villages

Comments were made opposing:
- infill development in Kholo, rural Ipswich and Toowoomba
- high-density living and providing concerns that the regional plan will reduce large block living in rural communities
- new communities offering a range of block sizes and housing designs if it does not fit the urban form or desires of the community – it was suggested there is little demand for small blocks in Rural Living Areas (RLA).

Comments were made supporting the growth of rural town and villages and noting that planning undertaken for these areas in Logan will mean the local planning scheme will consider them urban areas for the purpose of the regulatory provisions associated with the regional plan.

Comments were made that aged care facilities were a business opportunity in ageing rural communities such as Esk and Kilcoy.

It was suggested that Withcott should be identified as a growth area, and that there are further opportunities for the expansion of regional townships.

New communities

Comments were made:
- about increased infrastructure planning for greenfield areas that cross multiple local government areas
- comparing PFGAs to Identified Growth Areas under the SEQRP 2009
- about the lack of spatial description or area maps with concerns that higher density and infill development would lead to a lack of open space areas
- questioning the lack of infill targets for the Somerset, Scenic Rim and Lockyer Valley local government areas.

Comments were made opposing the implementation of the minimum residential densities around Coolum due to negative effects on the area's amenity and lifestyle opportunity

Concerns were raised about the Toondah Harbour PDA and its impacts on the Moreton Bay Marine Park and associated RAMSAR wetlands. It was also suggested that the Cleveland business centre will be diminished due to new business at Toondah Harbour.

It was suggested that:
- greenfield areas need to be more self-sufficient, in particular by providing adequate employment for its residents
- major greenfield development place pressure on the cost-effective delivery of infrastructure and that there is a greater need to protect peri-urban areas and townships
- natural environmental values and functions should be protected and preserved from greenfield growth
- the regional plan omits sections of the SEQRP 2009 regarding the planning and delivery of development areas
- the regional plan should include a network of regional open space from Noosa to the border, including Redland.

It was suggested that the Beerwah East Major Development Area (MDA) be removed from the plan due to its impact on the Pumicestone Passage, associated Ramsar Wetlands, and the nearby inter-urban break.

It was suggested that the Greenbank, Halls Creek, Elimbah, Beerwah East, Beerwah West, Caboolture East, Southern Thornlands, Southern Logan, Mundoolun and Undullah areas be removed from the regional plan on environmental grounds.

The regional plan should promote strong disincentives for greenfield development.

There is a need to improve public transport with all new housing sites having a parking station and bus exchange station nearby.

There was support for a greater focus on Moreton Bay and the quality of water being received from the catchments.

Areas that may be suitable for urban growth beyond 2041
Comments were made questioning the need for the Lanefield/Grandchester, Mundoolun and Beaudesert East potential future growth areas within the life of the plan and suggesting that it would be better to increase densities in existing growth areas.

Comments were made supporting PFGAs, in particular Mundoolun, Southern Thornlands and Caboolture East.

It was suggested that:
- PFGAs open up expectations and that a better process is to allow local government's make recommendations to the Minister for any required extension
- an additional two to three PFGAs be provided.

There were requests for additional PFGAs, including:
- an area between Verrierdale, and Peregian Springs on the Sunshine Coast
- canelands area of northern Gold Coast (Norwell/RockyPoint)
- Rosewood
- Sandy Creek investigation area
- Toowoomba
- Upper Brookfield.

There were requests for the removal of PFGAs, including:
- Caboolture East – as it compromises the IUB
- Elimbah – as it compromises the IUB
- Halls Creek – as it compromises the IUB and important local natural values and is not required to meet

growth to 2041, is unsuitable for urban development due to its impact on the Pumicestone Passage and is not at risk of fragmentation
- Logan South – due to a lack of infrastructure, and associated cost to provide the necessary infrastructure, and due to flooding and land fragmentation constraints
- Mundoolun – in order to protect the koala habitat and the belief that its identification is a precursor to inclusion in the Urban Footprint at the first five-year review of the regional plan
- Southern Thornlands – in order to protect the koala habitat. Alternatively, requests were received included it in Urban Footprint.

Indicative residential densities
Comments were raised that the indicative dwelling densities around Principal and Major Activity Centres are too low, particularly when compared to other examples across Australia.

Missing middle
Comments were made:
- concerning the facilitation of the missing middle in centre and infill growth corridor areas where character, landscape and heritage assets are present
- that the missing middle should be a focus of the regional plan and be included in strategies and measures that matters to ensure that they are being provided, and that they form part of the planning scheme alignment implementation action.

Comments were made opposing small housing lots, stating they do not enable affordable living or accommodate population growth and instead lead to overcrowding and negative effects on quality of life.

Comments were made supporting the missing middle but noting that their implementation on the ground will be subject to the requirements of local planning schemes.

It was suggested that:
- innovative medium-density urban developments need to be sought to reduce urban sprawl and protect the region's natural values
- ongoing consultation between the Queensland Government and local governments needs to take place to ensure the proper implementation of the Grow theme, specifically in regards to indicative minimum residential densities around centres and the missing middle concept
- the missing middle designs should include narrow and small lot housing designs
- the missing middle should be deployed to outer suburbs to contain urban sprawl
- without a state process for the inclusion of the missing middle, mid-rise will dominate as a built form.

Part A: Goals, elements and strategies – Prosper
Comments made that the regional plan:
- needs to clarify the role of all governments in delivering the Prosper policies
- should acknowledge the economic value of the region's natural assets, particularly for tourism
- should facilitate employment opportunities from home and avoid locating industrial land outside the Urban Footprint
- should promote education that is not just university based.

Comments were made that education infrastructure needs to be prioritised to support growth.

Concerns raised that the regional plan:
- does not adequately address the issue of providing access to jobs and services from major greenfield growth areas in Moreton Bay
- has an increasing reliance on jobs in Brisbane.

Comments were made opposing an industrial area in North Maclean.

It was suggested:
- that a stronger focus on the economic role and importance of geographical location of the health sector is required

- that the role of clean water and air should be referenced in the Prosper goal
- to include local freight networks under economic enabling infrastructure for South West Industrial Corridor.

Comments were made requesting:
- Highfields in Toowoomba be recognised in the regional plan as a major economic hub
- Next Generation Tourism Planning guidelines are referenced in the regional plan and endorsed as best practice for tourism planning
- Station Creek equine precinct in Kilcoy be recognised in the regional plan
- the regional plan support diversity of uses and employment opportunities
- the regional plan to better support decentralisation of employment; specific places mentioned were Ipswich, Beaudesert and Nambour.

There was support for:
- strategies that prioritises and protects the Port of Brisbane, related freight network and assets
- strategy 2, element 2: Areas of regional economic significance under the Prosper theme
- the identification of areas of regional economic significance and the increased emphasis on economic growth in the regional plan.

SEQ employment benchmarks
Amend the presentation of the employment planning benchmarks to show ANZSIC categories for each local government in five year increments from 2011 to 2041.

Clarification is requested on how local governments are to use total regional employment projections. It is suggested that the final plan better describe the role of employment benchmarks from a land use strategy.

Comments were made that:
- the regional plan should consider scenario planning for jobs and give more direction on where jobs will be located
- that the regional plan should place more emphasis on decentralising employment
- more jobs are needed to remain prosperous – specific examples mentioned were Redland, Sunshine Coast, and Toowoomba.

Comments were made that the employment planning benchmarks:
- are inaccurate, too low and do not reasonably equate to the rate of growth of the projected population e.g. Gold Coast, Ipswich, Logan, Western sub-region, Scenic Rim, Bromelton
- do not reflect any significant change to the journey to work pattern.

It was suggested that population growth should not be allowed to occur until the appropriate infrastructure and employment was provided. Specific examples mentioned include Redland.

There were requests for the inclusion of tourism on its own for the purposes of the employment planning benchmarks.

There was support for a consistent set of growth assumptions for employment growth outlined in the regional plan – however, it is important that the state government and its agencies also use these assumptions.

Areas of regional economic significance (ARES)
Amend definition of rural precincts to include 'not be used to facilitate urban or rural residential development or exclude certain types of agriculture'.

Clarification was sought over the role and function of the freight investigation link along the Centenary Highway.

Clarify how ARES are to be implemented and the role of local government.

Comments made that:
- cross-regional public transport links are required to support growth of ARES
- greater emphasis on the importance of the capital city to the regional economy is needed, particularly the role it plays in attracting knowledge workers
- outdoor recreation should be recognised as a planning policy matter in its own right.

Implementation actions in the final plan need to include details on how ARES will be implemented. Suggest the preparation of an economic development plan for ARES that would include sequencing, information for sectors and how businesses will be promoted.

It was suggested to include water infrastructure in strategy 4, element 2.

It was suggested that following areas be identified as ARES, including:
- all agricultural areas of Lockyer Valley
- Australia Zoo
- Meadowbrook
- Helensvale.
- the activity centre designated within the Greater Flagstone PDA Development Scheme.

Recent research shows a concentration of knowledge intensive activities in the fringe localities of CBDs, but within five kilometres of major Australia cities. The Prosper background paper or the regional plan needs to acknowledge this trend.

Rename South West Industrial Corridor to the Western Industrial Corridor as it relates to Logan, as mentioned in the SEQRP 2009.

Requests for reference to the North Stradbroke Island economic development strategy in the final regional plan.

The Cross River Rail Innovation and Economic Development corridor (CRRIEDC) dilutes the importance of the capital city centre. The importance of the capital city centre broadly should outweigh the benefits of any one transport project.

The final regional plan needs to provide for jobs in proximity to new communities and outside Brisbane Central Business District. Examples mentioned include Yarrabilba and Greater Flagstone.

There was support for:
- ARES identified in the Ipswich LGA
- the identification of linkages between Coolangatta and Tweed, however seek Tweed to be formally recognised in the Coolangatta ARES
- growth to the west of Toowoomba as a freight/export hub.

The western sub-regional directions should acknowledge the significant contribution that defence makes to the economy.

Regional Activity Centres Network (RACN)
Comments made that:
- linkages between activity centres and ARES should be promoted more
- major activity centres will be removed from the network through the centres review process
- the regional plan does not sufficiently protect the centres network from out of centre development.

Concerns raised that declaration of the capital city centre, or parts of it, for PDAs will compromise the ability of council to implement initiatives.

It was suggested that:
- Caboolture West activity centre be removed from Prosper map
- Coomera activity centre should be elevated to a principal activity centre in the final regional plan
- Fernvale and Lowood should be made principal rural activity centres
- large format retailing should be considered in new greenfield communities

- the centres network review be completed prior to release of the final plan and that representatives from industry and community including Brisbane Development Association be included in working groups
- the centres review should include transit orientated developments and identifying location of jobs at a finer grain-level.

There was support for:
- inclusion of Greater Flagstone as a Major Regional Activity Centre
- inclusion of Noosa as a major activity centre
- Jimboomba to be recognised as a major business centre
- mixed-use housing to promote local hubs
- the centres review to be undertaken in partnership with local governments, industry and landowners
- the designation of Maroochydore as a principle activity centre.

High-performance regional economic network
Concerns were raised that there is not line of sight from the megatrends to its impact on the workforce.

Comments were made that gateway infrastructure (airports in particular); is critical to supporting tourism sector and contributes to their experiences.

It was requested the regional plan include support for local economies as the foundation of regional resilience.

It was suggested that:
- a new strategy is included under element 1: 'work with industry to ensure planning enhances visitor experiences and include in implementation to integrate forecasts, plans and investments are aligned to optimise benefits
- employment strategy for youth be included.

There was support for the:
- strategy to support the growth of traditional economic industries including the creative industries
- Prosper theme and its goal for positioning the region to be more globally competitive – particularly applauding the emphasis on knowledge and technology precincts but would like greater emphasis on ports and airports
- outcomes of element 1: High-performing outward focused economy.

Knowledge and technology precincts (KTP)
Comments made that greater emphasis be made on the connections between University of Sunshine Coast, University Hospital and Maroochydore City Centre.

It was suggested that planning for knowledge and technology precincts will require collaboration and investment from multiple partners, private sector and all levels of government.

Suggestions were made for additional KTPs, including:
- Brisbane Convention and Exhibition Centre and Hub 4101 in the South Brisbane KTP
- Redcliffe and Caboolture hospitals as standalone KTP
- St Andrews hospital in Toowoomba ARES
- TAFE Queensland Logan Campus as a core educational facility for Meadowbrook KTP
- Toowoomba Enterprise Hub as a KTP.

Major enterprise area and industrial area (MEIA)
Comments were made seeking clarification over the role of the Underwood-Slacks Creek Industrial Corridor.

It was suggested that:
- Gatton North MEIA be identified as major region-shaping infrastructure
- Sippy Downs and Forest Glen West be removed as enterprise and industry areas
- Toowoomba Enterprise Hub be used instead of Charlton Wellcamp.

Requests to include additional MEIAs, including:
- an area from Maroochydore to Caloundra on the Sunshine Coast
- Berrinba to Crestmead
- Loganholme
- Marsden–Kingston
- North Maclean
- Park Ridge.

There was support for excess major industrial land to be converted to residential to support population growth. Specific areas mentioned include Morayfield and Elimbah East.

Prosper mapping
Greater economic focus is needed between Southport and Coolangatta.

The Prosper maps should include:
- Ebenezer intermodal facility on Prosper map 2
- future light rail links to Robina.

Rural prosperity
Comments were made that do not support hard to locate industries in rural areas.

It was suggested that:
- a definition for 'value-adding' activities mentioned strategy 2, element 7 under Prosper be provided
- the regional plan should identify the importance of water supply for rural production
- the Prosper theme should acknowledge the economic value of the environment.

It was requested that transferable dwelling entitlements are considered as part of the rural precinct planning process.

Suggests were made to expand the scope of policies under Rural Prosperity to cater for small to mid-scale producers and emerging local artisanal food production.

There was support for:
- development in existing rural townships to avoid further fragmentation of land
- protecting land for agricultural purposes
- the emphasis on the role of infrastructure to enabling the economy, particularly in rural areas
- the prosper theme and its goal for positioning the region to be globally competitive.

Special uses
Amend wording for Kilcoy Beef processing facility as a special use.

It was suggested that:
- Lakeside Precinct is included as a special use in the Metro sub-region direction (SRD)
- the SEQ region should be a leader in the film industry
- the special uses definition requires tightening as it is too generic and may allow undesirable uses.

Part A: Goals, elements and strategies – Connect
Comments were made that:
- any reduction in subsides should be directed to reducing usage by private motor vehicle
- Important transport initiatives, including mode share targets, shared mobility strategies, region-shaping corridor prioritisation, and integrated network reviews have not been addressed in Goal 3: Connect
- it is necessary to identify, preserve and develop road, rail and shipping corridors that optimise the safe and efficient movement of freight through SEQ
- principles to support land use and transport integration are not reflected in Goal 3: Connect
- stronger links between the regional plan and state and local government infrastructure plans are required as it is imperative that the regional plan provides the mechanism for planning, prioritising and

funding regional infrastructure
- SEQ needs a region specific infrastructure program that identifies regional infrastructure required to support growth that provides for the planning and delivery of this infrastructure and is monitored in conjunction with the proposed Land Supply Development Monitoring Program (LSDMP).
- the delivery of infrastructure to support the land use pattern in *ShapingSEQ* is not affordable
- the Goal 3: Connect maps do not clearly show how transport will support Regional Activity Centres and do not demonstrate a commitment to providing connections between centres
- the identification of the Manly to Cleveland rail line as future passenger transport trunk corridor on Goal 3: Connect maps 3 and 3a is of critical importance
- the strategies supporting Goal 3: Connect, element 1: An efficient movement system do not provide any support for interim passenger transport services to support growth in greenfield growth areas, specifically Greater Flagstone and Yarrabilba. Request amendment of Strategies to recognise the importance of providing interim passenger transport services
- there is a critical need to provide infrastructure to support population and employment growth, specifically in Moreton Bay, Redland, Gold Coast, Sunshine Coast
- there is a critical need to provide public transport services to support greenfield growth areas and centres not recognised in the RACN to support mode shift, specifically in Ipswich.

Connect policy should:
- develop and implement a shared mobility strategy
- include a substantial community engagement program as a core strategy
- link mode share targets to government transport infrastructure investment
- monitor and publicly communicate mode share targets
- prioritise region shaping passenger transport corridors and services
- propose existing trunk bus corridors for progressive transit prioritisation
- set clear mode share targets.

Comments were made that the regional plan does not identify a number of critical projects previously identified in the SEQ 2009 Infrastructure Plan and Program and the 2011 State Infrastructure Plan, including:
- the Manly to Cleveland rail line duplication
- improved road links between Redland City and the Port of Brisbane and Gateway Motorway.

Integrated land use and transport policy should include the following elements:
- decentralisation of employment/self-containment
- changing travel behaviour/ promotion of public and active transport
- travel/parking demand management
- bus/rail inter-change improvements
- intelligent transport systems
- incentives for off-peak travel
- green infrastructure policy
- stimulate transit oriented development at rail stations.

It was suggested that :
- a commitment to government-funded social infrastructure is required, specifically for the southern end of the local government area around Fernvale
- a coordinated approach to delivery of infrastructure and development of land will ensure land use changes are not advancing more rapidly than infrastructure provision. Suggest monitoring the relationship between land use change and infrastructure delivery
- heavy rail services are required in the Greenbank area
- implementation of Gold Coast Transport Strategy 2031 needs to be undertaken before growth can be supported
- improvements to public transport are required to support growth, specifically in Ipswich
- inland rail should connect with the northern areas of the Southern Downs Regional Council local government area to transport freight and provide a location for an intermodal transport point for the region
- outcomes for Connect in the Western sub-region should be consistent in the description of the Inland Rail project and its relationship with Southern Freight Rail

- passenger transport connectivity between the local government area of Southern Downs Regional Council and major population and service centres in the east should be prioritised by *ShapingSEQ*
- the regional plan should consider land transport market reform, user charging and demand management when finalising the plan
- the regional plan should include strategies for infrastructure provision to major greenfield areas across multiple local government areas
- table 11 'Inland Rail from Melbourne via Toowoomba and Lockyer Valley' should be amended to read Inland rail from Melbourne via Toowoomba, Lockyer Valley, Ebenezer and Bromelton to properly reflect the full extent of the Inland Rail alignment
- targeted investment in transport infrastructure for the Sunshine Coast and serious actions that include real and targeted investment in critical transport infrastructure
- that *ShapingSEQ* could be improved by additional detail demonstrating how regional land use planning policy will achieve integration with transport infrastructure
- the Kingsford Smith Drive to Skygate future passenger transport trunk service pre-empts the Airport Area Transport Study currently being undertaken by Brisbane Airport Corporation, Brisbane City Council and Department and Transport and Main Roads (DTMR)
- the Relationship to Regional Policy column referring to Inland Rail in table 11 include reference to intent for the corridor to accommodate passenger services
- the term 'freight link investigation' shown in Goal 3: Connect map 3b is explained
- water and sewer infrastructure should be more strongly represented in Goal 3: Connect and Background Paper 3: Connect.

It was suggested that the following elements be included:
- A SEQ-specific infrastructure plan as a sub-section of the State Infrastructure Plan.
- Reference to the National Airports Safeguarding Framework in Goal 3: Connect.
- Social infrastructure under a stand-alone goal or element to reinforce the importance of social infrastructure in supporting communities.
- West Moreton Bypass, West Petrie Bypass, East Petrie Bypass, Strathpine East Bypass, Extension of Diamond Jubilee Way to Deagon Deviation, Bruce Highway Upgrade, Intermodal Terminal at Elimbah and road freight corridor investigations in Narangba and Strathpine to Brisbane.

It was requested that:
- a social infrastructure definition is included in the glossary
- consideration is made for a future passenger transport trunk service between Victoria Point and Mount Gravatt/Eight Mile Plains to improve connectivity for residents
- further information is provided on how social needs are to be considered in the infrastructure planning process
- 'Port Limits' be recognised in Goal 3: Connect maps to highlight the significance of shipping channels, berths and swing basins
- recognition of the need for transport infrastructure to support the transformation of the coastal corridor on the Sunshine Coast
- the APA Group is consulted regarding any changes to land use near the Brisbane to Roma high-pressure gas pipeline
- the Brisbane Metro is recognised in Goal 3: Connect maps 3 and 3a, and table 11
- the Dedicated Rail Freight Corridor to the Port of Brisbane should be identified in *ShapingSEQ* and the State Infrastructure Plan as a high-priority project
- there is a better demonstration of how transport links will support Regional Activity Centres and ARES, particularly cross-regional links.

There was concern:
- about the lack of mention of CAMCOS and North Coast Rail Line in draft *ShapingSEQ*. There is a lack of emphasis on inter-urban and intra-urban public transport
- that no specific elements or strategies are included for public transport. Public transport should be recognised as its own element on Goal 3: Connect.

There was support for:
- Goal 3: Connect, element 5: Regional infrastructure networks strategy 1 – Ensure land use and built form support the efficient use of existing regional infrastructure networks, and cost-effective augmentation of infrastructure for energy, water and sewerage to meet needs

- the indicative infill corridors shown on the SRD maps. Questions how the corridors will be implemented in land use planning policy and whether the corridors will prioritise development around transit stations or the whole corridor.

There was support for the use of existing infrastructure with investment in new infrastructure being focused in areas where significant deficiencies are identified.

An efficient movement system

Comments were made that:

- additional infrastructure is required to support population growth, specifically in north Brisbane, Redland and West End
- existing infrastructure needs to be fixed before growth is considered, specifically in Redland.
- increased density along transport corridors will impact already overused corridors and increase congestion
- public transport needs to be provided to Flagstone
- supports catchments that are well-planned
- the busway from Buranda to Cleveland needs to be completed
- the relationship between *ShapingSEQ* and the State Infrastructure Plan is not clear
- there is a need for the provision for very fast trains within 100 kilometres of Brisbane CBD
- there is a need to offer greater connectivity between Noosa and Maroochydore, Sippy Downs and Kawana
- transport in Brisbane is not good enough and more efficient means of travel to the Gold Coast and Sunshine Coast are required
- upgrading of rail infrastructure and services to Cleveland is required
- Upper Kedron is not well-serviced with retail and needs a Westfield Shopping Centre.

It was suggested that:

- a rail station at Kenmore to service western suburbs is included
- a western ring-road should be considered to avoid freight being forced through southern Brisbane along Logan Road
- an additional paragraph be included after 12a recognising the delivery of the rail line extension at Keidges Road and School Road as a very high-priority
- an additional strategy in Goal 3: Connect be included that supports the planning, delivery and protection of safe and efficient flight paths – include a map in Goal 3: Connect to illustrate the existing and planned flight paths for airports
- building along train lines encourages modal shift and addresses congestion and should be promoted in *ShapingSEQ*
- Goal 3: Connect, element 1: An efficient movement system strategy 1: maximise the use of existing transport infrastructure to support the desired regional settlement pattern and economic network. It is also believed that delaying construction of new infrastructure will result in capacity being reached before action is taken.
- Goal 3: Connect needs to make it clear that congestion reflects a strong economy and the best response is congestion management not road expansion
- improvements to passenger transport are required to support population growth, specifically on the Gold Coast, south-west Brisbane, Redland, Jimboomba, north coast rail line, Moggill-Bellbowrie.
- there is a need to redefine the role and design of road corridors to express the benefits of green infrastructure strategies. There is no specific mention of minimising the impact of infrastructure and working with our ecological systems
- road congestion could be relieved by improved passenger transport options, specifically in Chermside.
- the regional plan should encourage car sharing
- the regional plan should focus on an integrated transport system where car use is neither needed nor allowed and active and public transport should be prioritised
- the commuter rail link between Salisbury and Beaudesert should be fast-tracked
- the indicative infill corridor extending from Southport on the Gold Coast should serve to inform and prioritise the Kawana to Maroochydore connection.

Raised concerns about CityCat services offered near West End.

There were requests for:
- improve public transport connection to Prince Charles Hospital
- improve public transport in the north-west of Brisbane, particularly the rail line toward Samford
- a number of local level or detailed infrastructure projects
- an eight lane outer ring-road or highway to support traffic movements in Brisbane
- greater provision and prioritisation of public transport services to the Noosa Hinterland, particularly Cooroy
- cheaper, quicker water transport links between the Southern Moreton Bay Islands and the mainland
- inclusion of a parallel arterial road system to support the Pacific Motorway and remove short trips from the Motorway.

There was opposition to development along transport nodes as the services are not frequent enough to be effective.

Digital infrastructure
Comments were made that:
- improved digital infrastructure is required to support population growth on the Gold Coast
- limited information has been included in Connect about readiness for digital disruption and technological development
- the government should be more involved in ensuring efficient digital infrastructure is available across South East Queensland to support business in rural areas
- the level of assessment and requirements place on telecommunication facilities should be reduced.

It was requested to include the following corridors on Goal 3: Connect map 3b:
- Airport Link.
- Inner City Bypass.
- Kingsford Smith Drive.
- Legacy Way.

It was suggested that:
- the regional plan should commit to the international submarine broadband cable connection
- *ShapingSEQ* should encourage free Wi-Fi in hubs across SEQ.

There was support the utilisation of existing infrastructure and targeting of new infrastructure in element 4: Prioritised infrastructure investment.

Prioritised infrastructure investment
Comments were made:
- that the Sunshine Coast Light Rail is a priority for the Sunshine Coast rather than Cross River Rail or the North Coast rail line duplication
- future public transport trunk services are shown along corridors that do not have dedicated infrastructure or priority measures for public transport operation. Priority measures should be provided where high frequency services are identified on Connect maps 3 and 3a
- that heavy rail should be extended to the border before light rail extensions
- Mt Lindesay is of significance for freight and commuter trips and should be prioritised for upgrade
- new development should be required to pay the full cost of supporting infrastructure directly.

It was suggested that:
- the duplication of the Beerwah to Landsborough rail line should be recognised as a critical project
- the regional plan needs to provide dates for the funding and delivery of upgrades to the Mt Lindesay Highway and the Salisbury to Beaudesert rail line
- additional infrastructure is required to support population growth, specifically at Spring Mountain, Greenbank, Jimboomba, Meringandan, the Gold Coast, Redland, the Sunshine Coast, West End, Chermside, and Mount Gravatt
- industry should be involved in determining an appropriate infrastructure strategy for Caboolture West and there should be a commitment from all parties to source innovative funding for catalyst infrastructure

- investment in the Cleveland rail line is required to offset planned growth along the corridor
- improvements to passenger transport are required to support population growth, specifically extending rail infrastructure to Service AURA in Caloundra West
- Principal Cycle Network Plans should be prioritised according to how they contribute to accessibility and reduce congestion
- renewable energy is prioritised for investment.

There were requests:
- to include Woodridge Station as a high-frequency service and priority region shaping infrastructure in table 11
- for commitments to infrastructure investment
- for a western ring road to alleviate traffic from southern Brisbane/Logan road network that follows the alignment of Esk-Gatton Road, Brisbane Valley Highway and connects to the D'Aguilar Highway.

Active transport

Comments were made that Goal 3: Connect does not mention active transport and public transport links to open space and recreational experiences. Access to these areas should be supported through the establishment of regional trails for walking, cycling and horse riding.

It was suggested that:
- active transport infrastructure needs to be improved to support growth, specifically on the Sunshine Coast
- active transport priorities should be identified on Goal 3: Connect maps and priority infrastructure reflected in table 11
- planning reform should require all transport projects to incorporate or enhance active travel using the AusRoads Road Design Guide
- education facilities need to be supported by efficient travel options, and public and active transport needs to be encouraged.

It was recommended that:
- a statewide strategy is developed to achieve a more balanced transport system that provides Queenslanders with a greater choice of accessible and affordable travel modes, and builds physical activity and social connectedness into our everyday lives
- the regional plan champions the Living Streets concept to encourage design of streetscapes that foster active transport
- the unused rail corridor south from Bethania to Yarrabilba via Logan Village be used as a rail trail for pedestrian and cycle access.

It was requested that:
- a cycle path from Bellbowrie to Western Freeway is included and there is provision for cycle lanes on any new bridges
- more robust wording be used to support Goal 3: Connect element 3: Active transport (e.g. Strategy 3 is reworded to read: 'Design new urban communities to ensure active and public transport are the most convenient and easiest way to move around').

Connect mapping

A number of updates to Connect mapping were requested including:
- a future passenger transport trunk corridor should be considered between St Lucia and Indooroopilly
- a link from Brassall to Yamanto via Riverlink, Ipswich CBD and the University of Southern Queensland
- a link from Nerang to Broadbeach
- a link from Redbank Plains to Goodna
- a link from Robina to Burleigh Heads and Southport
- a link from the Central Business District (CBD) to Highfields
- a future road corridor between Greater Flagstone and Yarrabilba, the Southern Infrastructure Corridor
- all relevant corridors and services, specifically Brisbane Metro and the busway
- high-frequency passenger transport routes within the Toowoomba Urban Extent be shown as future passenger transport trunk corridor/service or as passenger transport investigation
- identification of intermodal terminals at Ebenezer and Elimbah and confirmation of the inland rail

- corridor
- showing the location and extent of SEQ infrastructure projects in detail to facilitate alignment and improve land use and transport integration
- the Brisbane River be shown
- the inclusion of the South East Busway extension to the Logan Hyperdome and be included as priority region shaping infrastructure in table 11
- the link from CBD to Brisbane West Wellcamp Airport via University of Southern Queensland and Westbrook
- the proposed Sunshine Coast rail link
- the Salisbury to Beaudesert Rail Corridor and the connection further south to a future Undullah station
- the southern extension of the North South Urban Arterial, the Strathpine East Arterial and an indicative link to Caboolture West.

Comments were made that:
- a conceptual map showing major trunk passenger networks and key feeder services is included
- consideration of a route from Beaudesert northward through Mundoolun and Yarrabilba to Loganlea station and health hub
- do not support the North West Transport Corridor
- further detail around each of the corridors should be identified and what mechanisms they will be protected under be included
- map 3b is misleading and not easy to comprehend
- only the northern portion of the North South Urban Arterial is identified – this is not the highest priority for the region
- show the light rail corridor extending to the Queensland/New South Wales border
- the Beerburrum to Nambour section of the North Coast Rail Upgrade be shown as a future passenger transport trunk corridor
- the future passenger transport trunk corridor between Brisbane CBD and Warner is considered highly improbable and lacks justification
- the future passenger transport trunk corridor between Ipswich–Ripley–Springfield should pass through Yamanto, and Strathpine and Toowong should be amended to connect to the Brisbane CBD not Toowong
- the map label for Logan has been incorrectly assigned to one of the centres in Logan City rather than Logan Central
- the rail line between Ipswich and Rosewood be recognised as an existing passenger transport trunk corridor. There is sufficient demand and commuter patronage to warrant the provision of high-frequency services to Rosewood
- the reference to the extension of high-frequency passenger transport trunk corridor should be removed from Broadbeach to Coolangatta (as light rail or other service) as priority region shaping infrastructure in table 11
- the schematic recognition of the Park Ridge Connector is not supported by a description that explains the rationale and significance of the Park Ridge Connector
- the Southern Infrastructure Corridor ends north-east of Yarrabilba when it should connect to the Pacific Motorway as shown in the SEQRP 2009.

Concerns were raised about the future passenger transport trunk corridor shown between the South East Busway and Browns Plains. It is not clear why this link has been included and how it has been identified.

There were requests for:
- a tunnel through Mount Nebo
- an investigation into an alternative toll truck route bypassing the Gold Coast to Grafton
- more detail on the alignment of the North West Transport Corridor
- more east-west connections to reduce reliance on the Logan Motorway – suggest inclusion of Beenleigh to Springfield via Park Ridge and Crestmead
- recognition of the need for a high-frequency passenger transport route through the Toowoomba Urban Extent to Brisbane, connecting the region east-west
- the term 'Extension of passenger transport trunk corridor to Ripley Valley' to be added.

Integrated planning

Comments were made that:

- adequate infrastructure must be planned and delivered at the same time Priority Development Areas are declared
- Goal 3: Connect does not include strategies to support safe and convenient accessibility and support interrelationships between transport and land use
- Goal 3: Connect does not include strategies to support transit-oriented development
- Goal 3: Connect element 2: Integrated planning should include a clearly stated intention regarding high-biodiversity value areas
- improved public transport and infrastructure is required on North Stradbroke Island to support a self-sufficient community
- requesting a heavy rail station at Australia Zoo.

Concerns were raised that:

- there are no timeframes provided for delivery of transport infrastructure within the 2041 planning horizons – transport infrastructure priorities should be resolved and included in the plan
- value capture will increase cost of development.

It was suggested that:

- further analysis is required to determine long-term potential to link transport infrastructure investment to land supply to ensure employment options are matched with sufficient housing supply
- there is a critical need to provide infrastructure to support population and employment growth to avoid pressure being placed on council to fund and delivery major infrastructure, specifically in Brisbane
- transport and water supply should be differentiated in Goal 3: Connect. Request water supply planning be a new element with supporting strategies.

There was support for the use of the DTMR's Fauna Sensitive Design Manual.

Priority region shaping infrastructure

It was suggested that:

- existing city shaping infrastructure is at capacity, specifically in Moreton Bay
- no support has been provided in draft regional plan for additional rail stations to support growth areas
- new city shaping infrastructure should include high-capacity radial public transport, cross-town road links and interventions to create employment nodes in strategic locations
- $200 million be allocated to a Regional Project Fund to unlock development areas constrained by investment in trunk infrastructure
- the regional plan identify regional water supply and sewerage infrastructure in Goal 3: Connect to protect existing and future strategic infrastructure such as water storage catchments, desalination plant sites and sewerage treatment plants
- the regional plan includes a description that explains the rationale and significance of the Park Ridge Connector for the communities of Park Ridge, Greater Flagstone and Yarrabilba
- the regional plan includes principles that support prioritisation of infrastructure based on the capacity to unlock growth opportunities
- the state government adopt a position on 'value capture', which differentiates between infill and greenfield projects and does not involve new costs that will affect housing affordability
- there was general support of the elements and strategies for planning and delivering regional infrastructure and services, however there is a continuing deficiency in the planning and delivery of all infrastructure in infill and greenfield areas.

Request additions to table 11 regional shaping infrastructure including the:

- an upgrade to the Brisbane to Caboolture rail corridor
- Bruce Highway upgrade
- Gatton North Major Enterprise and Industrial Area.
- Mt Lindsay Highway upgrade/realignment to the Queensland/NSW border
- Linkfield Road/Telegraph Road investigation
- listing of regionally significant park n ride locations
- new parallel runway and proposed cruise ship facility

- road freight corridor investigations in Narangba, Morayfield and Burpengary
- Salisbury to Beaudesert Rail Corridor
- Strathpine East Arterial between Bald Hills and Kallangur
- West Petrie Bypass (improved connectivity between Old North Road and Narangba Road).

There is a critical need to provide infrastructure to support population and employment growth, specifically in Moreton Bay.

There were requests for:
- a change to the alignment of the North West Transport Corridor
- commitment to Sunshine Coast Multi-Modal Transport Corridor
- further information regarding the delivery of the Eastern Busway and the associated service improvements
- heavy rail stations at Merrimac and Hope Island be included in Goal 3: Connect.

Regional infrastructure networks

It was suggested that:
- key infrastructure commitments are required to ensure Bromelton State Development Area is realised as an intermodal and industrial node of regional significance
- the regional plan needs to provide dates for the funding and delivery of upgrades to the Mt Lindesay Highway and the Salisbury to Beaudesert rail line
- the wording needs to address interim passenger transport in Greater Flagstone and Yarrabilba to support growth. It is requested that the wording include descriptors for interim high-frequency bus and park n ride.

There were concerns about increased traffic on Kinross Road presenting a safety hazard for residents.

Part A – Goals, elements and strategies – Sustain

Comments were made that:
- environmental guidelines in development areas should be overseen by a special supervisory body in each centre
- growth especially increased densification should not occur at the expense of urban vegetation and greenspace
- implementation is the key to achieving the aspirations in the regional plan
- population growth costs money which does not improve the liveability of the region
- the protection of natural assets and biodiversity conservation provide social and economic benefits
- threats to ecosystems are not addressed in sustain.

Concerns were raised that:
- green tape, specifically EPBC and offset requirements is restricting housing affordability
- development on the Sunshine Coast Hinterland includes loss of scenic amenity
- extensive greenfield developments place pressure on infrastructure delivery and the social, cultural, environmental and landscape values of peri urban communities/towns and those within the Urban Footprint
- flooding is occurring as a result of poor water and drainage systems
- fracking and its detrimental effects on Queensland
- government planning decisions have resulted in a decrease in the quality of life in Redland
- not enough attention has been given to the links between land use particularly related to growth and aquatic systems
- regional water availability will be inadequate to service the planned increase in regional population especially with the impacts of climate change
- the regional plan fails to address ecologically sustainable development
- the Sustain theme does not address threats to ecosystems
- the Sustain theme focuses on biodiversity and not sustainability
- sustainable housing will not be adopted by developers without government intervention
- the combination of social and environmental sustainability weakens both agendas
- the regional plan does not contain specific strategies for the integrated land uses, water supply, sewage treatment and disposal or recycling of treated sewage effluent

- the regional plan does not provide a clear outline as to how natural systems will be sustained
- the Urban Footprint is shown over the entire coastal area east of Sunshine Motorway from Coolum to North Shore of Maroochy River which includes greenspace areas
- there are not enough National Parks in SEQ and that values should be identified and protected first before determining how many people can be accommodated in the region
- there will be a lack of parking at transport hubs and off-street parking for multi-unit dwellings.

It was suggested that:
- a 10:90 ratio for greenfield/infill is more appropriate to ensure undeveloped, biodiverse greenspace surrounds the urban zone
- a SEQ Strategic Assessment should be undertaken carefully to ensure it does not lead to increased development impact
- areas of inter-urban breaks that have already been compromised should be developed while undisturbed natural areas should be preserved
- Goal 4: Sustain should be Goal 1 and renamed Environmental Protection
- stronger and more effective koala conservation measures are required to address impacts from population growth, development and roads impacting on the viability and connectivity of koala habitat
- sustainability and environmental assets should be the first level of planning.

There was disagreement:
- that the rate of vegetation loss has decreased in absolute terms
- with the offsets policy for koalas.

There was support for:
- elements and strategies under Sustain
- planning and approval mechanisms that support the creation and maintenance of strong, active, healthy and complete communities
- proposals in the regional plan to reduce carbon emissions
- regional sustainability initiatives including offsite stormwater management
- the protection of regional biodiversity corridors and values
- the definition of regional biodiversity values and the benefits listed for the northern IUB
- the strategies for the accommodation and consolidation of regional urban growth.

There were requests:
- for the acknowledgement of the tributaries of Pumicestone Passage
- for stronger protection of vegetation communities including Matters of Local Environmental Significance (MLES)
- for stronger protection to be given to Regional Biodiversity Values (RBV)
- for the removal of offsets as a tool for vegetation management
- that the Regional Open Space Scheme be reinstated
- the Sustain theme should be reserved for environmental considerations only
- the Sustain theme includes information and strategies including Toowoomba
- that development applications are rigorously assessed for matters of state environmental significance
- that strategies be included to address development of land affected by military noise
- that the plan identifies the most important areas first, and then makes space for development
- to include of policies to address climate change in coastal areas
- to include the wording highly fertile and arable soils when describing the natural assets of SEQ
- to see nuclear energy as an alternative to solar/wind/coal energy.

There were suggestions that the regional plan:
- does not reference Moreton Bay as a recognised natural asset
- encourage support for landholders to protect and maintain bushland
- needs to provide sufficient space for living, food, water and the environment
- needs strong implementation governance for each theme, policy and strategy needs to be related to a map, specific policy for water management is required, the measures that matter requires an independent and evidence-based process, and each policy and strategy needs to be related to an implementation action
- seems to be more concerned about the needs of the community than protecting our environment.

There were suggestions that the regional plan should:
- clearly state the delivery mechanisms that will be used to reconnect biodiversity corridors in the Urban Footprint
- do more for the maintenance and enhancement of accessible greenspace
- enhance the measures that matter for monitoring
- fund biodiversity actions
- identify the role that regional biodiversity plays in international agreements such as Ramsar wetlands
- include a new strategy to focus urban development in locations that do not support matters of environmental significance, including biodiversity corridors and threatened species
- include an action to refine core habitat and corridors at both regional and local scale and investigate and implement mechanisms to protect and enhance these areas
- include an element to optimise the regions water resources using total water cycle management strategies
- include designated greenbelts on the edge of towns/villages
- include policies and initiatives that meet the Sustainable Development Goals Australia has signed up to and show progress on meeting these goals
- include protection of landscape heritage
- include references to Resilient Rivers and the Regional Water Grid initiatives
- include Strategic Environmental Areas (SEA) and the fish habitat reserves in the Noosa River
- include strategies to protect the northern inter urban break and biodiversity areas from impacts of development
- include stronger policies on freshwater and marine fisheries
- include the need for regional waste management and clean air and water resources
- list strategy 4 in element 7: Climate change as strategy 1
- map RBVs and RBCs, especially in the Urban Footprint
- require that agencies undertake open space management plans for all public open space systems
- split Sustain element 9 into Community Safety and Disaster Management
- strengthen the protection of biodiversity values and water quality, especially Pumicestone Passage
- support an enhancement of policies on domestic dogs and the impact on koalas in particular.

Natural resources

Comments were made:
- about the need to provide buffers around farmland at Beerwah and Landsborough
- to protect rich agricultural land and industries in Redland.

Concerns were raised:
- about the potential impact of growth on the North Stradbroke Island Aquifer
- for security of water supply and extraction of underground water on Tamborine Mountain
- for the impacts of Coal Seam Gas (CSG) on the environment particularly soil and water
- that farming land is being sold to overseas investors
- that IUBs do not provide a high-level of connectivity for biodiversity corridors and that the protection of local areas such as Oxley Creek Common is important for the protection of biodiversity
- that National Parks will be exploited for inappropriate commercial and accommodation uses
- that regional water availability and agricultural land will be inadequate to service the planned increase in regional population
- that thresholds and tipping points for fisheries is complex and poorly understood
- that total water cycle management and energy demand management were missing and that there needed to be stronger links to Q-CAS.

It was suggested that the regional plan:
- includes stronger policies on freshwater and marine fisheries
- needs to protect existing and proposed bulk water supply infrastructure and water quality including groundwater
- should have a strategy to address sustainable land management of landscapes and waterways
- should include outdoor recreation strategy, SEQ Natural Resource Management (NRM) Plan, SEQ Ecological Sustainability Framework, and Trails program

- should include strategies for more greenspace and social infrastructure and to protect biodiversity areas from impacts from development
- should include the principles of total water cycle management
- should report on water quality and address sediment control
- should strengthen protection of water and recharge areas for aquifers
- should support best practice management of rural areas.

Support for regional biodiversity values and housing design that creates choice.

There was opposition to coal mining and coal seam gas.

There were requests for:
- a greater commitment to the protection of forests and rural land uses
- natural assets to be retained to eliminate degradation and assist rehabilitation of the environment
- protecting agricultural land and biodiversity in the Elimbah area
- reinstating Desired Regional Outcomes (DROs) from former plan including 1.1 [related to Ecological sustainable Development (ESD)], 1.3 and 1.4 (related to Climate Change), 1.5 (related to Oil Vulnerability), 2.2 (related to Koalas), 3.2 (greenspace), 4.1 (related to SEQ NRM plan), 4.3 (related to Ecosystem services) and 6.3 (related to Strong Communities)
- renewable energy sites to be identified and protected from encroachment and incompatible development
- urban areas to take account of green spaces, water catchments etc.

There was some support for the promotion of local production of food and strategies to encourage retailers to buy local produce.

Climate change
Comments were made:
- on the need for design manual and minimum requirements in new homes for Water Sensitive Urban Design (WSUD)
- that renewable energy and energy efficiency needs more focus in *ShapingSEQ*
- that responsibility for private development along the beachfront should lie with the owner when extreme events impact occur
- that there was a need to address coastal hazards
- to establish energy corridors in areas with least disturbance to bushland.

Concerns were raised:
- for the vulnerability of the Gold Coast to flood impacts
- over energy and resource dependency with increased population
- over loss of vegetation, flora and fauna, increased heat island effects
- that sea level rise will force people inland impacting on dwelling targets for coastal areas
- that the regional plan is not doing enough to address peak oil
- that the regional plan pays little attention to mitigation or adaptation to climate change
- that there is little or no regard to the possible impacts of climate change.

It was suggested that:
- a regional climate change management strategy be developed
- all new dwellings without access to mains water supply should have rainwater tanks
- climate change must be the starting point for planning and strategies in the regional plan
- climate change refugia be include
- mapping be included of ideal renewable energy sites
- to encourage backyard and balcony gardens to alleviate pressure on growing areas that will come under pressure from climate change
- western sub-region should become an Anglo/European style National Park.

There were requests for:
- addressing energy efficiency in business
- energy efficient technology/innovation incorporated in new developments
- implementation of a Zero Net Emissions target

- more emphasis on designing housing in low lying areas to be flood designed
- more investment in renewable energy
- new housing to incorporate renewable energy.

There were requests that the regional plan should:
- adopt a coastal retreat strategy preventing any further residential or retail development close to the coastline
- align disaster management strategies with climate change considerations
- have more regard for climate change and sea level rise
- include a behaviour change to implement climate change element
- promote sustainable building design
- protect riparian zones as refugias for wildlife
- reference sustainable land management.

Fair

Development decisions should be transparent and consider cumulative impacts.

It was requested:
- that mechanisms are included for community engagement in planning
- to acknowledge community groups such as catchment coordinating committees
- to develop underutilised land for the benefit of the public.

It was suggested that the regional plan should acknowledge the involvement of community groups in NRM and society.

There were concerns that:
- public transport was not accessible for people of all ages and abilities
- the offset framework is not working as intended including a lack of transparency in terms of collection and use of funds
- there is not enough public access to the Brisbane River
- urbanisation impacts on sustainability and that the Environment Court should assess applications for development.

Nature

Development should not be at the cost of natural assets and more emphasis should be put on biodiversity and environmental growth.

It was suggested that:
- conservation strategies recommended by Traditional Owners of Stradbroke Island should be supported
- more land needs to be set aside for conservation
- not enough biodiversity assets and corridors have been identified and protected
- the regional plan requires additional information on the biodiversity corridor in Southern Redland
- urban corridors should be located in areas of least disturbance to bushland.

It was suggested that the regional plan should:
- accept all recommendations from the koala expert panel and implement them immediately
- enhance strategies to protect National Parks from other uses
- include appropriate performance indicators
- include the following as landscape areas and natural assets: Mt Coolum national and Noosa National Park in landscape areas
- map RBVs and RBCs in the Urban Footprint and RBVs should be Matters of State Environmental Significance (MSES) not only considered for MLES
- protect areas of high biodiversity
- protect biodiversity values in the Regional Landscape and Rural Production Area (RLRPA) including biodiversity corridors (e.g. through legislation)
- protect more remnant vegetation as koala habitat
- protect wildlife by protecting essential habitats

- provide more detail on the importance and protection of river precincts in SEQ
- take an expanded role in funding and providing additional land for nature conservation, regional biodiversity corridors and new natural open space areas in high growth localities.

There was opposition to the Maroochy River Sand mine and Twin Waters West in the Urban Footprint.

There were concerns:
- about population increases, increase in housing density, loss of environmental values and agricultural land
- not enough being done to protect environment and biodiversity
- of the impact of domestic pets on biodiversity
- of the impacts of growth on biodiversity at urban fringes
- over how many trees being cleared in greenfield development
- that the Department of Environment and Heritage's (DEHP) Nature refuge grant program is unaffordable for landholders
- that koalas, waterways and water supply are not adequately protected and that there is an over reliance on water supply from the North Stradbroke Island aquifer
- that RBVs are not recognised in the Urban Footprint and this undermines the effort and knowledge of the community in NRM
- that state cannot afford necessary infrastructure and that the infrastructure charging regime is inadequate to support the acquisition of natural networks and biodiversity areas
- that the destruction of farmland is destroying biodiversity and should not be allowed
- that the offset framework is constraining the delivery of affordable housing
- that there are no SEAs designated in SEQ
- that there is not enough detail on implementation for biodiversity and sustainable growth targets
- that urban expansion is leading to a loss of vegetation, flora and fauna, increased heat island effect and changes to the environment
- that vegetation in the Urban Footprint is not protected and the standing of corridors is vague
- that wildlife is not being acknowledged in urban areas
- the plan is overly focused on koalas at expense of other species.

There were requests for:
- all levels of government to commit to ensure the natural environment and biodiversity are maintained in SEQ
- buffer zones to be strengthened around National Parks and Urban Footprint
- clearing of forests and dredging and harbour development to stop
- enhanced the protection of mangroves
- fauna crossings to be integrated into the regional biodiversity network
- gazettal of bioregional corridors and inter-urban breaks
- inclusion of local areas in biodiversity values mapping
- land with essential habitat be purchased by government and preserved
- more ecological planning at the landscape level to identify corridors and a network of fauna infrastructure
- more land for passive recreation and wildlife
- protecting biodiversity corridors and stop clearing without permits in Redland
- regional biodiversity corridors to be protected as MSES not MLES
- the addition of the Bay Islands to the list of regional landscape areas
- zoning change in Mapleton to accommodate aged care living facility
- the protection of the Burleigh–Springbrook wildlife corridor.

There was support for regional biodiversity values and corridors and the protection of the Eudlo and Mooloolah wildlife corridors.

Regional landscapes and natural assets
Comments were made that greenfield development should incorporate greenspace and *ShapingSEQ* should protect and enhance the regions natural capital particularly water supply catchments and areas providing vital ecosystem services.

Concerns were raised that:
- regional water availability will be inadequate to service the planned increase in regional population
- the broader rural community is forgotten at the expense of corporate farms.

It was suggested that the regional plan should:
- add Moreton Bay, Bribie Island and North Stradbroke Island to the list of regional landscape areas
- define, delineate and gazette regional landscapes and biodiversity corridors and protect these areas from urban development and incompatible uses
- have a greater focus on Moreton Bay including Pumicestone Passage and the quality of water being received from the catchments
- include areas of High Ecological Significance that are mapped in the Brisbane City planning scheme
- include North Stradbroke Island and Moreton Bay as regional landscape areas and that Australia has an obligation to protect these areas under RAMSAR
- link inter-urban breaks with biodiversity protection
- map Noosa River and lakes system as regional scenic amenity
- protect scenic amenity
- reflect the intention to increase National Park on North Stradbroke Island to at least 95 per cent of island
- strengthen the protection of creeks and rivers.

There were requests for:
- a longer term regional strategy to protect natural areas including increases in urban natural environment areas
- a state policy to manage the northern IUB including the inclusion of all public motorised activities
- Flinders Karawatha Bioregional Corridor to be recognised as an inter-urban break
- inclusion of Burleigh-Springbrook bioregional corridor in southern sub-regional outcomes for Sustain
- no development in the northern inter-urban break
- protection and retention of the hinterland
- stronger protection of North Stradbroke Island.

There was support for the protection of regional biodiversity corridors and reconnection of fragmented landscapes.

Safe
It was requested:
- better design was required where there is to be higher density to preserve privacy and prevent fires spreading
- flooding to be added as a hazard in Sustain element 8, strategy 3.

It was suggested that:
- Crime Prevention through Environmental Design principles should be expanded to include malls and drop off zones at schools
- the regional plan reference the Brisbane River Catchment Flood Study.

There were concerns:
- about development near salt marshes and impacts of mosquitoes
- about flood risks for downstream high density developments
- that regional water availability, healthy waterways and amenity are not addressed and that water sensitive cities initiatives should be incorporated
- that we will not have connected communities, healthy environment, sustained and balanced growth of population and economy.

Sustain mapping
Comments were made that:
- agriculture is not the best use for some of the agricultural lands mapped in Sustain map 4c
- DEHP biodiversity mapping is missing from map 4a
- lack of broad based mapping of significant threatened species

- map 4b should highlight regional trails
- Sustain map 4c does not show Noosa River fish habitat area
- the biodiversity mapping is not accurate.

Concerns were raised:
- about a change in shape to the northern IUB in the south along Pumicestone Passage
- that the regional plan lacks protection for biodiversity and climate change initiatives.

It was suggested that:
- agricultural land mapped west of Caboolture should be removed from map 4c
- definition and mapping of regionally significant greenspace is unclear in the case of Logan and conflicts with council's proposed land uses
- the regional plan needs to identify the methodology for scenic amenity mapping
- the regional plan should clarify the definition and mapping of regional biodiversity areas and enhance the natural resource economic areas in Sustain map 4c and make them available as an ArcGIS layer
- the south-western part of Ebenezer Regional Business and Industry Area be removed from Urban Footprint.

It was suggested that the regional plan should:
- clearly identify existing trails
- define, delineate and gazette regional landscapes and inter-urban breaks
- include areas of biodiversity as identified in the Gold Coast Nature Conservation strategy
- include the Burleigh–Springbrook wildlife corridor
- map and protect RBVs and Regional Biodiversity Corridors in the Urban Footprint
- map connections between IUBs and biodiversity corridors
- map regionally significant routes for sightseeing and tourism
- map regionally significant scenic amenity such as Noosa River and the Lakes system.

Requests were made:
- for accurate mapping of fish habitat reserves
- Jerry's Downfall, Chambers Creek and Munruben Wetlands to be added to map 4a in Sustain
- to identify new recreation trails at a regional scale including the Brisbane Valley Rail Trail to promote new opportunities.

Supports mapping as a key to implementation as well as working with Health Land and Water.

Traditional Owners
Comments were made that:
- the regional plan should include an acknowledgement of Traditional Owners at the start of the plan
- DRO 7 (related to Aboriginals and Torres Strait Islanders) from the SEQRP 2009 be reinstated
- there is a need to improve mechanisms to engage Aboriginal and Torres Strait Islander people in planning.

Part A – Goals, elements and strategies – Live
Comments were made:
- about the importance of providing spaces for large shade trees in higher density urban places should be recognised to improve liveability
- acknowledging the protection of performing arts bodies
- seeking the acknowledgement of landscapes and open space in mitigating Climate change, require measurement of solar absorption and vegetation and open space and community gardens and local food production
- that encouraging subtropical design and reinforcing local character is important
- that urban design will be key in attracting and retaining skilled people needed to drive the knowledge based industries that will be key for economic development
- seeking a review and consolidation of policies on art programmes for all public works

It was suggested that:
- each theme should have strong implementation governance overseen by the Planning Minister
- elements under Live (Working with the weather; Working with natural systems) should be moved to Sustain
- elements under Sustain (Health and wellbeing; Fair; Safe; Affordable living) should be moved to Live
- the final regional plan should articulate how infrastructure will be provided, including hospitals, schools, libraries, public pools, ambulance stations and accessibility
- the Live theme reference clustering of activities around centres and preservation of open spaces
- the regional plan is silent on amenity and does not address how it will support the creation of social urban places
- urban villages are needed (mixed-use developments) to create high-quality density and social living environments.

It was suggested that the regional plan should:
- include a new strategy under Goal 5, element 4 to Investigate and develop strategies to understand and enhance the contribution of urban areas to overall biodiversity outcomes
- include reference to clustering of activities around centres to ensure local access to amenities
- provide for the protection and conservation of the heritage and historical character of Great Places
- refer to 'design for climate' rather than 'subtropical design' to account for different climatic zones throughout the region
- support sequenced development with improved community outcomes.

There was support for the:
- heritage, local character identification and urban greening throughout the region, and particularly in Redland City
- implementation action relating to urban greening
- Live theme and associated strategies.

Great Places

Comments were made to:
- amend the legend for map 5 to correct reference to James Street, Burleigh Heads
- clarify in the Northern sub-regional direction that the 'emerging city of the Sunshine Coast' is reference to the Sunshine Coast Council LGA and not the entire northern sub-region
- suggest that most of the Great Places identified in the draft regional plan are in the built environment
- support for the recognition and protection of Great Places however the final regional plan should clarify the role of Great Places and how they are supported under the regional plan
- support valuing good design, however the final regional plan should clarify how great design outcomes will be achieved.

It was suggested that the regional plan should:
- ensure higher standards for planning and design, particularly for higher densities
- identify Great Places as regionally important tourism, entertainment and recreation places
- identify additional Great Places, including:
  – Springbrook National Park, from the Scenic Rim regional landscape, national park 'great walk' or a World Heritage Area
  – Yandina
  – Precinct from Tewantin to the Noosa National Park
  – Dunwich, Amity and Point Lookout
  – Springwood
  – Daisy Hill Koala Bushland (including Daisy Hill Koala Centre)
  – Albert and Logan Rivers
  – Bulcock Street, traditional main Street Caloundra Ocean Street and Maroochydore City Centre, traditional main street Palmwoods Town Centre, traditional and historically intact main street Nambour Town Centre, the historic centre of the sub-region Eumundi Village Centre, a traditional and historically intact main street Beerwah, new development blending with traditional rural town values; and Maleny, Montville and Mapleton village character main streets
- include a village precinct at Beechmont
- facilitate the establishment of a body to support the use and development of the recognised Great

Places
- provide for community involvement in place-making and the final regional plan should include details and examples of how the strategies are to be implemented
- reference Mudgeeraba Square as Mudgeeraba Village.

Inspiration from local character
It was suggested that the regional plan should:
- acknowledge and protect the role of landscapes and individual landscape elements in the region
- ensure development is delivered with quality design outcomes, particularly higher densities
- ensure local character and regional values across the region are protected
- for Scenic Rim, include scenic, rural and natural amenity, biodiversity, healthy land, water and soil
- recognise the importance of local character and values in creating a diverse region with a strong sense of identity
- require local governments and transport infrastructure to integrate existing significant and large shade tree plantings
- ensure correct words and meanings are used in relation to heritage and traditional owner issues
- strengthen the protection and conservation of heritage and local character.

There is concern that higher density development will destroy the heritage and will not resolve transport issues.

Valuing good design
Comments were made:
- that it is not clear how the proposed SEQ design manual will differ from the existing Subtropical Design in SEQ handbook for planners
- seeking to encourage the upgrading/re-purposing of road reserves to shared streets, parkways and boulevards
- seeking the review of funding for urban parkland management and maintenance to incorporate more innovative approaches and support higher design outcomes.

It was suggested that all new road corridor design allow sufficient corridor width and space for long-term landscape and public realm interfaces with other community uses.

It was suggested that the regional plan should:
- address street design requirements to ensure they include street tree and landscape provisions
- address vegetation clearing to limit clearing on private urban land
- consider diversity in open space typologies and how these change in specific urban and rural environments
- encourage local governments to employ landscape architects when undertaking community planning activities
- ensure development is delivered with quality design outcomes, particularly higher densities and including supporting ageing in place
- ensure high-quality subtropical, energy-efficient design outcomes
- ensure road design requirements address landscape and public realm interfaces
- establish and enforce design standards for streetscapes that encourage active transport use
- identify and provide a timescale for the delivery of SEQ city targets in relation to open space deficiency
- include elements and strategies addressing the implementation of water sensitive urban design
- include elements and strategies supporting urban environments that integrate urban greening networks to reshape our urban environments
- include further elements and strategies addressing natural systems in the urban landscape
- include mandatory design provisions to ensure subtropical design outcomes, including the provision of active transport and shade outcomes.

It was suggested that the SEQ design manual:
- should be practical and best practice, should not be mandatory, and should align with the QBuilding Plan and Queensland Housing Code

- should include guidance on streetscapes, design in middle and high density dwelling forms, and encourage local governments to have their own Design Review Panels
- should be supported by implementation measures to mandate good design outcomes.

There is concern that infill targets will result in high-density development and poor quality design outcomes.

There was opposition to the focus on missing middle housing types and poor design and liveability outcomes associated with higher densities.

There was support:
- for elements and strategies under the Sustain goal
- to maintain and integrate environmental networks with new development.

Working with natural systems
It was suggested that:
- environmental values should be protected to maintain liveability of streetscapes in the region
- sustainable design requirements should be regulated
- the creation of small lots and higher density development results in loss of vegetation, energy-inefficient living, and poor design outcomes
- the elements and strategies addressing working with natural systems need to reference the preservation of open spaces
- the security of water supplies is a significant concern to residents on Tamborine Mountain.

It was suggested that the regional plan should:
- investigate and develop strategies to understand and enhance the contribution of urban areas to overall biodiversity outcomes
- maintain and integrate environmental networks with new development
- provide for community gardens and local food production and distribution
- provide land banking and conversion of government owned land for urban places
- provide stronger strategies addressing urban greening to improve liveability in the region
- require local governments to develop significant landscape tree overlays and offset provisions to regulate 'no net canopy area loss'
- support sustainable ecotourism.

It was suggested that the regional plan should include:
- a register of heritage trees and landscapes to ensure their protection and enhancement
- a strategy to enhance the contribution of urban areas to overall biodiversity outcomes
- annual reporting on water quality and address sediment control
- elements and strategies addressing design requirements to work with the weather and natural systems
- elements and strategies addressing flood risk mitigation
- elements and strategies addressing the protection of vegetation in the Urban Footprint and PDAs
- street design standards to ensure provision of street trees and landscape elements.

Working with the weather
It was suggested that the regional plan should:
- address waste and resource recovery management as a key component of ensuring a sustainable region
- ensure high-quality, energy-efficient, subtropical design outcomes
- include subdivision provisions to maximise solar access.

There was concern that design provisions supporting outdoor living will lead to more noise and loss of privacy.

There was support for the regional plan's focus on SEQ's climate-derived character, delivering new models of subtropical, energy-efficient living.

There were requests that the regional plan require local planning schemes develop Significant Landscape Tree Overlays.

Part B – The regional growth pattern

Comments were made that:

- payroll tax and land value tax reforms are needed
- the basis of establishing an Urban Footprint should be calculated at a sub-regional scale at a minimum, and if there is a shortfall in any corridor, it should be addressed through expansion to the Urban Footprint in that catchment
- the designation of Fernvale as a major rural activity centre should be replaced by the designation of both Lowood and Fernvale as a principal rural activity centre
- the expansion of the Urban Footprint boundary appears to contradict the fundamental purpose of the Urban Footprint
- the infill/greenfield limit would be more desirable if additional greenfield land was not added to the Urban Footprint at each revision of the regional plan and that this conflicts with the compact urban form promoted by the regional plan
- the plan does not provide for housing diversity in small acreage areas and that without facilitating rural business development in rural areas encroachment on urban areas will occur
- the proposal to continually adjust the Urban Footprint to provide a 15-year supply may compromise the ability to achieve planned infill or greenfield densities as developers may believe the Urban Footprint will be continually expanded
- the regional plan has limited recognition of climate change and should address climate change through a growth pattern focussing growth in the east rather than further west
- there appears to be a bias towards Greenfield development in Logan.

Comments were made opposing:

- additional RLAs and the identification of PFGAs at Glamorganvale and Mount Kynoch – these areas should have regard for pipelines
- any extension to the Urban Footprint at Mount Tamborine and suggesting limitations on development in the RLRPA
- expanding the Urban Footprint at Mount Tamborine
- increased urbanisation as it is at odds with a range of natural resources, assets, and economic issues
- population growth in the west due to the secondary effects of climate change (hotter summers and colder winters), and suggesting growth be concentrated on cities along the coast
- premature additions to the Urban Footprint
- the rapid growth in Somerset due to the presence of two water supply sources
- development in the RLRPA.

Comments were made raising concerns:

- about a lack of available land in Moreton Bay and suggesting proposed extensions to the Urban Footprint to be inadequate – it was also suggested Moreton Bay did not have 25 years of land supply in the Urban Footprint and 15 years of land able to be serviced
- that Greater Flagstone PDA does not protect koala habitat or provide for public notification of development
- that Brisbane does not have adequate infrastructure to accommodate further growth – growth should therefore be focused in regional centres
- the increasing shift from greenfield to infill land ratio is not supported by the additional greenfield land that has been included in the Urban Footprint
- the regional land use categories are appropriately reflected in adjoining lands of other regions
- the regional plan is bias towards facilitating urban development, regardless of constraints on certain land within the Urban Footprint.

Comments were made supporting the expansion of the Urban Footprint, identified growth areas and infill/greenfield targets.

Comments were made opposing further increases to the Urban Footprint prior to the commencement of the plan and suggesting PFGAs must be considered in conjunction with local government schemes to ensure consistency.

Comments were made supporting the regional growth pattern and Urban Footprint principles.

Comments were made that the regional plan should:
- address the issue of urban encroachment on industrial uses, while also protecting the amenity of residential uses from incompatible industrial uses
- be strengthened to address housing affordability through land supply
- focus on decentralisation rather than infill of urban areas
- identify and map high pressure gas transmission pipelines (HPGTPs) to protect them from encroachment by and on incompatible uses
- include the identification of sequencing of development and target settings
- provide for protection of the full extent of the Moreton Bay–Sunshine Coast inter-urban break
- require a holistic approach to future development
- display the balance area of Toowoomba Regional Council in a dotted outline to represent the full LGA boundary (Toowoomba Urban Extent should be shown as is on figure 1).

It was suggested that:
- additional Rural Living Area (RLA) and Urban Footprint in Plainland will detract from the role and function of Fernvale and Laidley
- additional Urban Footprint at Tallai and Worongary should be staged in line with infrastructure supply
- agricultural land and conservation areas serve as important inter-urban breaks enhancing the rural character of the area as well as serving as biodiversity corridors and should be recognised as such
- agricultural land should be protected from encroachment by incompatible uses due to their important production function and the biodiversity values they often contain
- at full development of all developable land classified greenfield within the Urban Footprint, the regional plan land allocation falls approximately 10 per cent short of accommodating its target
- continual adjustment to the Urban Footprint to ensure that a 15-year land supply is available in local government areas undermines long-term infrastructure and service delivery
- the developers may propose lower densities than those included in the local planning scheme, providing further need for expansions to the Urban Footprint
- expansion of the Urban Footprint at Caboolture West, Caboolture East, Burpengary, Moorina, Mango Hill and Petrie is insufficient and removed from infrastructure
- future growth in Brisbane be moved to the outer suburbs, supported by appropriate infrastructure, as opposed to continued density in Brisbane
- growth should be accommodated through satellite towns with rail connections to the city, and that high-rises in all areas will lead to slums
- no additional residential land should be identified, with non-residential land kept to protect its natural features, the way of life of surrounding landowner's and any valuable habitat
- population growth on the Gold Coast should be halted until the Gold Coast City Transport Strategy 2031 is implemented and adequate communication infrastructure is provided
- the regional plan aim for zero per cent greenfield development to conserve valuable habitat such as mangroves and remnant vegetation
- the regional plan and local government boundaries are based on catchments to more effectively coordinate environmental actions
- the regional plan remove rural residential areas from the Urban Footprint
- the regional land use categories should not be constrained by lines on a map or previous decisions
- the Urban Footprint should be extended further west from Brisbane instead of accommodating population growth further north and south
- there should be disincentives for greenfield development of residential acreages, rainforest and natural bushland areas.

There were suggestions that the Urban Footprint be expanded:
- to include additional land in Gold Coast, Redland and Moreton Bay local government areas
- to the west of Brisbane rather than to the north and south.

Regional Landscape and Rural Production Area (RLRPA)

It was suggested that:
- limited development zoning should not be used by councils
- rapid growth has resulted in unaffordable housing and land
- the final regional plan should define areas of existing and potential agricultural production to guide future planning of intensive agricultural production and potential Rural Precincts
- the final regional plan should include further detail around the process for identifying PFGAs
- the RLRPA should be separated into two categories to reflect traditional industrial scale agriculture and a peri-urban landscape that supports multiple economic, conservation and lifestyle options
- the rural residential zone should not be allowed adjacent to townships as it inappropriately constrains the logical development of these townships
- the state government should be able to review development applications so the applicant can avoid court appeals and costs.

Regional Land Use Category (RLUC) mapping

Comments were made opposing the inclusion:
- of the Mons area west of Buderim in the Urban Footprint
- the inclusion of the Maroochydore Golf Course and nearby ski park in the RLRPA
- comments were made that the Beerwah East MDA has been located partly in an area previously defined as part of the inter-urban break
- the proposed RLA at Cedar Creek and Forest Hill/Plainland does not meet RLA principle 5
- the RLUCs should be described upfront in the final regional plan
- the RLA boundary should be reviewed to exclude areas of Matters of National Environmental Significance (MNES) and MSES at Meringandan West and Tamborine.

Rural Living Area (RLA) and principles

Comments were made that:
- all rural residential areas should be identified as RLA
- biodiversity values should be identified and mapped in existing and proposed RLA.

It was suggested that:
- RLAs should ensure that residential development does not impact the operation of existing poultry industry businesses
- RLAs should not include Agricultural Land Class A or Class B land, or land with an Important Agricultural Area
- RLA principle 5 should be reworded: 'The RLA does not include land that is used for agricultural production; predominantly contains matters of national or state environmental significance; or predominantly contains areas which are physically unsuitable'
- the development provisions for the RLA should ensure separation distances between rural residential uses and adjoining rural production uses in the RLRPA.

There was support for the development or growth of RLAs supported by infrastructure.

Urban Footprint and principles

It was suggested that:
- constrained land should be removed from the Urban Footprint, including areas affected by landslide and flooding
- more land has been included in the Urban Footprint than Toowoomba Regional Council requires – council is comfortable that the land remain in the Urban Footprint, subject to the regional plan identifying that not all land in the Urban Footprint will be immediately developable or suitable for development
- the process to determine the Urban Footprint should be reviewed
- the regional plan remove all additions to the Urban Footprint in Redland
- the Urban Footprint boundary at Pine Valley, Narangba and Mount Lofty should be reviewed to remove constrained areas from the Urban Footprint
- the Urban Footprint boundary should be reviewed and the park and rural residential areas west of the M1 should be retained as a buffer between the urban and rural areas

- the Urban Footprint should prevent urban zonings from being located over marine plants or waterways so that offset provisions can continue to apply under the *Environmental Offsets Act 2014*
- Urban Footprint principle 3 should be reworded to: 'Opportunities to increase the capacity of the area within the existing Urban Footprint take priority over expanding its boundaries in subsequent regional plan review processes'
- Urban Footprint principles should seek to protect amenity and landscape values, as well as natural resources.

There was opposition to the Urban Footprint principles promoting a compact settlement pattern.

There was opposition to expansion of the Urban Footprint at areas including Coomera, Tamborine Mountain, Maroochy North Shore–Peregian, Birkdale, Flinders, Mango Hill, Ormeau, Upper Coomera, and Victoria Point.

There was support for:
- inclusion of Beerwah East within the Urban Footprint
- inclusion of land at Rochedale in the Urban Footprint
- Koralbyn to be included in the Urban Footprint
- rural residential areas being removed from the Urban Footprint and be maintained as a buffer between the urban and rural areas
- Tallai as Urban Footprint and potential for other areas of RLRPA to become Urban Footprint in the future
- the inclusion of Greater Flagstone PDA, including Celestino Jimboomba Masterplan area
- other areas and the Urban Footprint principles.

There were suggestions that the regional plan should:
- provide stronger policy direction for new Urban Footprint areas to take into consideration the retention of green space networks
- state that local governments must investigate areas in the Urban Footprint that are designated, or are already developed for rural or rural residential purposes for urban development opportunities – there is concern that this may lead to property speculation and uncertainty about the long-term future of these areas.

Part C – Sub-regional narratives
It was suggested that:
- consideration should be given to how *ShapingSEQ* links to the old regional plan
- water infrastructure is a priority regional infrastructure to be included in the SRDs for the Northern, Southern and Metro sub-regions
- more details on how each sub-region interacts with the adjacent sub-region are required in the final regional plan
- Russell Island should be included in the Metro sub-region
- there is desire to ensure that new greenfield growth areas are provided with adequate services and community infrastructure.

Comments were made that do not support the size of the sub-regions, they are too large to be adequately planned.

Metropolitan sub-region
Comments were made that:
- additional regional biodiversity corridors are required around Cedar Creek area to protect this area from urban expansion
- better protection of water supply for cities is needed
- greenspace in Brisbane needs to be protected from development to offset heat accumulation impacts
- Hays Inlet Conservation Park be recognised in the plan as being a significant biodiversity area
- passenger transport linkages are needed connecting south-western areas of SEQ to the CBD to access health services
- PDA designations over Weinam Creek and Toondah Harbour should be revoked
- the Southern Moreton Bay Islands need more emphasis in the SRDs and the final regional plan.

Concern that the IUB limits the location of the northern inter-modal facility to the PFGA around Elimbah.

Further consideration is needed as to whether any future residential development jeopardises the function of this important future infrastructure.

Concerns were raised about the rezoning of low-medium residential to character infill zones that will counter intent of regional plan.

It was suggested that:
- additional regional biodiversity corridors needed to connect the koala coast area to the west and south
- all references that state the role of the inter-urban break is to 'separate' the distinctive character of the northern and metro sub-regions be removed
- clarification is sought over the greenfield benchmark for Moreton Bay being 48 per cent given the amount of greenfield development going on – concerned the shift away from greenfield development will increase pressures on housing affordability
- greater emphasis on the protection of Pumicestone Passage and the role of the inter-urban break is required
- greater integration of the outcomes sought for infill corridors and ARES is required
- inconsistencies be rectified with mapping and written content, particularly on the connect maps and the SRDs connect outcomes
- Ipswich should be considered as part of the Metro sub-region
- Jimboomba be identified as a major rural activity centre
- Mt Lindsay Highway be identified for freight and the need to prioritise upgrades
- Newstead–Teneriffe should be included as a knowledge and technology precinct under the inner five kilometre ARES.
- outcome 16 under Sustain be amended to 'confirm' the extent of the inter-urban break rather than undertake new studies
- the inner five kilometre ARES should include reference to contribution of heritage places
- there was a need to resolve inconsistent planning horizons for the SRDs and local planning schemes
- there are no strategies that relate to the outcomes sought for infill corridors mapped in the SRDs.

There was opposition to developments like Shoreline, Horizon Shopping Centre in Wellington Point and residential estates in Thornlands.

There were requests for:
- additional road projects outlined in the SIP be reflected in the regional plan
- improvement to park land and reduction of congestion in Redland
- significant vacant land on the Moreton Bay Islands be treated differently owing to the unique challenges and opportunities that exist
- wording to be included in the Metro SRD specifically mentioning North East Business Park.

There was support for:
- a dedicated freight rail connection from Acacia Ridge to the Port of Brisbane
- Brisbane City Council's intentions in relation to the regional plan
- compact settlement pattern and missing middle concept to promote housing diversity
- housing design competitions
- further protection of koala habitat in Redland
- identified regional biodiversity corridors mapped in the Metro sub-region
- outcomes for connect in the Metro sub-region
- rural prosperity outcomes for Redland City in the Metro sub-region
- the Urban Footprint additions in the Moreton Bay Council area, but is concerned that delivering adequate infrastructure will prove too difficult – examples provided include Caboolture West, Caboolture East, Burpengary, Mango Hill and Moorina.

Northern sub-region

Comments made that:

- family subdivision rules are re-introduced
- further details are needed on the role agriculture and food production plays in diversifying the sub-regional economy, particularly on the Sunshine Coast
- roads should be used to delineate RLUC boundaries.

Comment were made opposing:

- Caboolture West or Beerwah East being included in the Urban Footprint
- increased density in Caloundra South or rural residential areas that compromise bushland on Caboolture–Sunshine Coast Corridors
- Urban Footprint around Maroochy North Shore to Peregian.

It was suggested to amend:

- figures 13 and14 to include Pumicestone Passage, Bribie Island, and land on the mainland between Pelican Waters and Coochin Creek in the IUB
- the two ARES identified for the Sunshine Coast LGA and create new larger corridor running from Maroochydore to Caloundra
- inconsistent outcomes sought for the IUB, as the plan directs their protection but identifies three PFGA in the IUB.

There were requests for:

- a multi-modal transport corridor at Kawana to support growth of the health precinct
- a regional network of open space from Noosa to the New South Wales border
- additional public transport options to the Noosa Hinterland particularly to Cooroy and Maroochydore
- development in the Beerwah East MDA includes appropriate sustainable urban design outcomes
- greater emphasis on protecting local, regional and world-class assets in the Northern sub-region.

There was support for no additional Urban Footprint changes in Noosa.

The remaining Palmwoods to Buderim Heritage Tramway track should be protected with any future development to retain the track for community use.

Southern sub-region

It was suggested:

- that greater economic focus is needed between Southport and Coolangatta
- there is a need to improve identification of Coolangatta ARES on the prosper map to also show airport boundary in New South Wales
- to amend outcome 11 in the Southern SRD to reference the location of the Gold Coast Cultural Precinct next to major office-based employment.

Comments were made:

- Requesting a moratorium on development upstream (e.g. Ormeau and Yatala–Staplyton) until water quality issues are adequately address.
- Supporting Rocky Point Canelands as an investigation area, however considers while it should still remain as an agricultural resource but include options for some urban uses should be considered.
- Tallai should not be investigated for urban residential development.

There was opposition to Palm Beach activity centre being included as infill corridor.

It was requested that:

- all outcomes for sustain in the sub-regional directions to mention marine environments
- Burleigh–Springbrook bioregional corridor be included under the sustain outcomes.

Western sub-region

It was suggested that:

- an additional paragraph is included indicating that delivery of the extension of the railway line from Springfield Central Station to School Road, Redbank Plains and construction of stations at Keidges Road and School Road is a very high priority – Redbank Plains has been subject to continuing strong growth (the highest residential growth in the City of Ipswich in 2016) and provision of public transport to service this area is critical
- the Redbank infill corridor is amended in the Western sub-region to further south below Ipswich Motorway
- the Western SRD should outline the role it plays in securing the region's water supply and quality
- the word plaza be changed to hub in outcome 16(d) under Live of the Western sub-region
- the words 'to Ipswich from Springfield and Yamanto' be deleted; and replaced with 'to Ipswich from Springfield, Yamanto and Brassall, and Goodna to Redbank Plains'.

Comments were made:

- More direction is needed on the outcomes sought for Westbrook in Toowoomba.
- More local employment is needed in the Toowoomba LGA.

Concerns were raised about the loss of biodiversity in the sub-region due to mining and infrastructure developments (Toowoomba Second Range Crossing, Brisbane West Wellcamp Airport) and proposed infrastructure (Southern Freight Rail Corridor).

It was requested that:

- infill corridors are included for Toowoomba
- Ipswich City Council and Lockyer Valley Regional Councils are included as stakeholders requiring input to inland rail project, as they will be affected by the Southern Rail Freight Corridor
- the proposed arterial road through Bromelton is included on the Connect map.

There was support for the expansion and development of Brisbane West Wellcamp Airport, Inland Rail and the Toowoomba Second Range Crossing.

Chapter 4: Delivery

It was suggested that:

- clarification of funding arrangements to implement the plan is required, and should extend beyond reliance on growth
- the regional plan should be amended to include the Implementation Guideline No. 5, Social infrastructure planning, within the Implementation section of the plan
- the regional plan should be improved by providing a clear line of sight between chapter 3 – Goals, and delivery/implementation
- the validity/reliability of the land supply information underpinning *ShapingSEQ* is queried and a fresh review is warranted.

Comments were made:

- seeking a commitment to prepare a release a State of the Region report 12 months in advance in the next SEQ Regional Plan.
- seeking least cost options embedded in performance targets to avoid unnecessary investment, costs and impacts
- seeking the addition of Active Transport in table 22 to allow auditing of council's schemes for active transport.
- that the regional plan should establish clear and accountable governance for the delivery of each goal in chapter 4
- that it is recommended that actions be linked to themes; agencies be identified; and work programs coordinated
- that the regional plan should specify a commitment to developing a long-term wastewater strategy for the northern growth corridor.

Concerns were raised that the department did not deliver the outcomes of Northern Gold Coast Coordinated Social Infrastructure Strategy (2011–2021). They do not have confidence that the plan will be delivered.

Support was provided for the delivery measure that promotes the Queensland Urban Design and Places and the Underutilised Urban Footprint concept.

Roles
Comments were made:
- that a whole-of-government commitment is needed to ensure individual agencies and MP's do not express different views
- seeking reference to COMSEQ advocacy document, which lists key pieces of regional infrastructure
- that the SEQRPC include the Health Minister and the Department of Health in future reviews
- seeking a desire for mayors to have their powers reinstalled to the quality prior to the former government's administration.

City Deals
Comments were made seeking clarification of the City Deals.

Support for City Deals as an implementation action and innovative funding.

Development Areas in SEQ
Clarify the intent of Development Areas and how they apply. An example being given of Logan.

Comments were made:
- requesting unlocking business land in North Lakes
- that Beerwah East was supported as a long-term growth area but seeks clarity regarding the statutory and governance arrangements and dedicated and co-ordinated state agency involvement
- supporting Caboolture West and Morayfield
- seeking a jobs and dwelling cost benefit analysis for PFGAs, as well as cost assessment of infrastructure to understand long-term costs.

It was suggested that:
- the plan includes a process for the inclusion of land outside the Urban Footprint if supply is proven to be constrained
- a planning process for PFGAs should address quantity and quality of water supply and environmental impacts
- the final plan needs to include a clear process for amendment of Urban Footprint to bring in new land.

Implementation
Comments were made:
- noting a dilution of the line between land use and infrastructure because of inadequate links to the SIP
- seeking a tailored made infrastructure plan maximising the outcomes of the regional plan
- noting the difficulties of developing Park Ridge and Caboolture West and the value of pioneering regional infrastructure to facilitate development of these areas specifically and fragmented land in general
- seeking a detailed implementation program that outline procedures, roles, priorities and timeframes
- suggesting a linking of the regional plan policy and the Statutory Guideline 03/14 to ensure council recovers costs for unplanned land.
- supporting the ongoing commitment to consult on the regional plan and regional issues
- that the regional plan should mandate an approach where the health implications of the regional plan should be evaluated. In particular, the proposed transport solutions
- that the Gold Coast Planning Scheme does not support strategies of Live and Sustain
- that there are areas within the Urban Footprint that have remained undeveloped for some time. It was suggested that these areas should be investigated and provided with rules in the regulatory provisions to support the development of these areas sooner.

Comments were made seeking:
- a more realistic take-up rate for development of the Urban Footprint and then amend the Urban Footprint accordingly
- additional planning controls of airspace to support operation of Brisbane Airport
- a review of the operation of the SPP to ensure appropriate reflection and treatment in planning schemes
- ongoing engagement with local government on implementation activities
- regular reporting and community engagement on progress being made toward implementation
- support for a funded scenic amenity guidelines and funded support for land owners
- the plan to reflect people's wishes not the government's intentions.

Comments were made supporting a range of implementation initiatives including SEQ Design Manual, Urban Greening, Planning Scheme alignment.

Concerns were raised:
- that assumptions regarding the development of fragmented land were too high. Assumptions should be that 25 per cent of all fragmented land will not be developed in the life of the plan and that it may take 100+ years to develop
- that the plan was too reliant on the private sector, which does not act in the public interest. More focus should be on the entire community and long-term outcomes
- that Toowoomba Regional Council will be required to amend the LGIP within two years of release of the regional plan. A more appropriate timeframe needs to be identified.

It was suggested that:
- a clearer program of implementation is required, rather than a grab bag of projects
- a collaborative approach is required to support delivery of the plan and achieve a successful region
- a greater commitment from state government across agencies is required to overcome implementation difficulties
- big data should be part of an open data initiative to allow access to data
- Inland Rail needs to be identified in chapter 4, table 22 as all levels of government need to support Inland Rail
- links to northern New South Wales in the plan needs to be considered
- regional coordination is vital to the plan's success
- local government support be sought for active transport and recognising the need to comply with Technical note 12: Selection and design of cycle tracks for active transport
- local planning schemes should be designed to facilitate opportunities to deliver a world-class Principle Regional Activity Centre
- the community should have been engaged at the start of the planning process, not once a draft had been prepared
- the housing and land development market will make delivery of the regional plan difficult
- the plan is at odds with the Lower Oxley South Neighbourhood Plan in terms of use of High Ecological Significance overlays and other instruments
- the Queensland Government (in particular Cabinet) must support the plan and should align decision-making
- the relationship of local government planning schemes may impact on how the regional plan is delivered; this is particularly in relation to residential density
- the Strategic Assessment should be progressed carefully to ensure assessment does not lead to impacts on the environment
- there is conflict in local planning schemes, which will affect how density is delivered.

It was suggested that the regional plan should:
- address use of detention basins, in particularly in the Bremer River for agricultural purposes
- address WSUD in a more holistic manner – water sensitivity for SEQ is at risk from population growth and a failure to treat these issues holistically in the planning system – this would be achieved by inclusion of a new element within the Sustain theme addressing total water cycle management and in Delivery
- be prepared and implemented as a whole-of-government plan
- be supported by an annual implementation plan for regular assessment and community feedback
- be supported through training of council staff and elected representatives and increased compliance

- broaden to include financial governance concepts
- focus on regionally significant development the affects regional competitiveness
- reword implementation actions to support the NRM Plan
- include a more coordinated program of projects in integrated programs
- include additional and more forceful implementation measures
- include consideration of issues beyond land use, which impacts on regional outcomes
- include fiscal and statutory links to implementation
- include reporting to the state government on progress to implement the plan
- provide a better definition and mapping of under-utilised land to ensure parks, greenspace and constrained land is not developed
- provide clearer actions for integrating regional development and outcomes with airport planning to maximise the economic opportunities from a greater number of visitors
- refer to the SEQ Water Security Program 2016–2046 as an implementation task
- require a commitment to whole-of-government response to implementation initiatives to ensure delivery
- resolve issues of infrastructure delivery to infill and greenfield locations – this would have a positive effect on dwelling supply in greenfield and infill locations.

There was support for the role of the SEQRPC in preparation of the regional plan and consider it important to maintain meetings of this committee post adoption.

Infill/greenfield boundary
It was suggested that the:
- terms for 'infill' and 'greenfield' be changed to 'existing major urban' and 'balance areas' respectively, because the distinction between the two is not consistent with common usage; and move towards a typology-based approach to dwelling targets
- approach advocated by Spatial Economics is current best practice to guide appropriate assumptions about density, land suitability and availability for development and its take-up over time – the EUA does not satisfy these criteria and should be revised accordingly
- draft plan's heavy reliance on infill may be a suitable approach for some metropolitan areas but, in sub-regional areas, there is considerable risk this will increase pressure on housing affordability – a more balanced approach to the provision of greenfield and infill is required in sub-regional areas, particularly the Gold and Sunshine coasts
- EUA proposed in the regional plan does not reflect best practice to guide appropriate assumptions about density, land suitability and availability, and its take-up over time, and should be revised – council is advocating an alternative method as used by Spatial Economics for its Residential Land Supply Assessment Project
- EUA for Toowoomba should be changed to better reflect the actual existing urban area, possibly using Statistical Area Level 1s (SA1s) – alternatively, consideration should be given to how reporting may be delivered by taking into account the true existing urban area
- figure illustrating the EUA boundary should remove the islands from the area and include a more legible legend.

The issues with the infill/greenfield distinction should be addressed by either:
- aligning the terminology to 'consolidation' (for inside the EUA) and 'expansion' (for outside the EUA), as the terms are confusing
- removing the requirement for infill/greenfield to be inside/outside the EUA and link infill to 'missing middle' and greenfield to land subdivision.

There were concerns about the distinction between infill and greenfield in that some developing estates are classified as infill (because they are located inside the statistical EUA and some existing towns are classified as greenfield (because they are located outside the EUA).

Land supply and development monitoring program (LSDMP)
The Land Supply and Development Monitoring Program (LSDMP) needs to:
- have regard to the role of secondary dwellings and ensure these and other forms of housing are appropriately measured
- recognise local circumstances in relation to land ownership and development release strategies and planning intentions

- recognise the limitations of the EUA boundary in tracking infill and greenfield dwelling supply.

The LDSMP should:
- identify infill and greenfield sites that are already included in the Urban Footprint and are capable of development in the short-term
- provide mechanisms to enable compliant development applications to be made within 12 months of the final regional plan being released.

It was suggested that a LSDMP should:
- consider the availability of land for development and the likelihood of development occurring, which looks at a range of factors such as existing land use, development yield and margin, proximity to existing and future infrastructure, land fragmentation and ownership in addition to pure land supply
- include housing affordability
- ensure that biases in reporting do not occur, e.g. the SA2-based EUA boundary is likely to lead to areas being incorrectly reported as infill or greenfield
- be amended to include mechanisms that the state government can use to bring forward new greenfield land and unlock infill sites if the dwelling targets are not met
- include an industry reference group to review findings and propose necessary policy actions
- only suggest changes to the Urban Footprint be made in consultation with the relevant local governments and at a frequency of no less than five-yearly
- be developed in close consultation with local councils to ensure the program recognises local circumstances and planning intentions and is locally relevant, as well as being appropriately resourced
- give consideration to the detailed indices, with proposed indicators articulated in the plan
- include the UDIA and its members in the further development of the indices
- include employment generating land lost to pure residential.

Comments were made that:
- a process be established to enable land supply to be increased quickly should supply within the Urban Footprint not materialise in the manner envisaged
- Courtney Drive Upper Coomera should be investigated as an area of Underutilised Urban Footprint and converted from rural residential
- funding should be made available for the LSDMP
- further investigation needs to be undertaken into broad hectare land in the EUA to determine if there are particular constraints holding back development and these need to be accurately reflected
- future additions to greenfield and infill supplies should be distributed across a number of locations within a local government area to ensure a variety of available land
- more information should be included about the process by which need is demonstrated to include more land in the Urban Footprint
- requesting clarification on how land supply is to be measured and what constitutes available land
- the Caboolture West pilot project should involve industry also and there should be a commitment from all parties to develop innovative funding for catalyst infrastructure
- that the nominated 15 years of supply to be zoned land be increased to 25 years
- the development industry can provide useful input to the Underutilised Urban Footprint implementation action and should be added as key stakeholder
- the Urban Footprint should be expanded to allow for a 40 per cent land buffer based on expected demand at the local government area level, assume 20 per cent of fragmented land will not be developed by 2041 and apply realistic take-up rates to such land
- there is a need to provide clarity about the requirement for 15 years of land supply to be zoned and able to service at any point in time and its relationship to the years of supply required in a Priority Infrastructure Area.

Given the reliance on infill dwelling development, a number of measures/mechanisms are proposed to increase land supply and facilitate development of existing land supplies:
- Due to the highly constrained nature of the EUA an additional 26,000 to 30,000 hectares of greenfield land is needed to accommodate the overall growth.
- Articulate a process to bring forward the planning and development of PFGAs.
- Facilitate brownfield redevelopment through government investment and government-led regeneration programs.
- Increase yields from fragmented land through planning scheme changes including reductions in

- minimum lot sizes, setback dispensations, infrastructure charge reductions and other incentives to amalgamate sites.
- Establish a special authority that specifically deals with land fragmentation and resumptions.

There was support for the requirement for a minimum of 15 years' supply at any point in time within planning schemes.

The definition and role of PFGAs should be strengthened as follows:
- Articulate that, where substantial study has already been completed such as for Halls Creek, PFGAs are designated areas for greenfield development to occur.
- Including PFGAs in current strategic infrastructure network planning to understand longer term requirements and costs.
- Remove the bio-regional corridor hatching over Halls Creek to reflect it has no environmental values
- Recognise Halls Creek capacity to address a deficit in housing supply and create opportunities for employment, health and education.

The implementation of the regional plan needs to avoid duplication of existing data collection and compilation and growth modelling activities, including:
- the LSDMP needs to avoid duplication of existing development activity reporting and imposing additional data collection/submission burdens on councils
- the proposed small area growth assumptions should be consistent with growth assumptions developed by local governments to support their LGIPs.

The introduction of a monitoring program is a great initiative, however:
- more detail is required on what, when and how the program will be monitoring land supply and development, including housing affordability
- planning schemes need to be assessed to clarify the realistic number of infill dwellings that can be accommodated
- it needs to identify timeframes for planning scheme review and amendment to ensure delivery of the dwelling supply benchmarks.

The introduction of the LSDMP and the minimum 15 years' of supply requirement are supported subject to:
- methods resolving inconsistencies between growth modelling assumptions
- alignment between the regional plan and the LGIP guidelines re: years of supply.

It was suggested:
- A review of the Broadhectare Study is required.
- A publicly available online monitoring system, tracking development approvals, be available and released at annually.
- The monitoring of dwelling growth needs to measure actual dwellings constructed, rather than approvals, and needs to account for demolitions.
- The plan should include triggers, based on the findings of the LSDMP, for considering changes to the Urban Footprint, linking the results of the program to a formal review of land supply.
- The plan should provide for flexibility – some divergence from the plan – to address unexpected factors.
- The government needs to consider the role it can play in facilitating amalgamation of more fragmented areas e.g. establishing an authority or agency to drive planning around these areas.

Measuring progress
It was suggested:
- A clear process and timeframe needs to be identified for bringing new land into the Urban Footprint.
- An independent Housing Supply Council should be established to report against the plan's benchmarks and make recommendations to government on actions required. This council would examine housing issues beyond SEQ and also report on the availability and need for social and affordable housing.
- There should be a review of the validity of densities proposed by planning schemes to ensure expected dwelling yields are realistic.
- The regional plan should include a framework for performance monitoring, including a practical structure around how performance monitoring will be undertaken and how target-setting and validation will be achieved.

- The delivery of the implementation actions related to improved measuring and monitoring are essential to improve future regional planning processes and the basis for strategies.
- The LSDMP needs to report quarterly rather than annually.
- The regional plan lacks monitoring and evaluation, including an appropriate and rigorous review of the SEQRP 2009 as an evidence-base for the current draft.
- The regional plan needs to include accurate, relevant baseline data on dwelling benchmarks, population projections and housing costs/affordability.
- The proposed periodic review of *ShapingSEQ*, which may result in changes to the Urban Footprint, needs to be transparent and accountable, with clearly defined assessment and decision-making criteria.
- There is a need for more scientifically-based monitoring programs to provide a better understanding of how SEQ is going in meeting the objectives of the plan.

Reviewing *ShapingSEQ*

Comments were made that the lack of a State of the Region report or SEQ SIP was poor planning and did not provide a baseline for monitoring.

Rural Precinct Planning

Comments were made seeking the use of Rural Precincts to allow for rural residential development.

Comments were made supporting the need for an updated Rural Future Strategy for SEQ.

Comments suggested revision of the intent of Rural Precincts, to allow for their use in supporting rural residential outcomes where they support rural prosperity.

Measures that matter

It was suggested:
- A rigorous and full monitoring and evaluation framework must be established in the final plan, with clearly defined baseline data, performance indicators and measurable targets.
- As part of the implementation actions and delivery of the plan, the state government should take actions including the purchase of land for nature conservation, catchment management and restoration of natural areas.
- Expand the measures that matter to include measures assessing the contribution of regional policies to the objective of reducing pollution and improving climate change outcomes, including air quality indicators such as nitrous oxides or particulates and greenhouse gas emissions.
- The regional plan does not identify any measures, policies or plans to reduce vegetation loss.
- The regional plan needs bolder and more specific actions to address the pressures population growth is putting on our urban areas, waterways and natural areas.
- The regional plan needs to have actionable programs, with identified responsible agents, addressing the environmental and quality of life themes and these must be able to be quantitatively evaluated and the results published.
- The regional plan needs to address the complexity of natural systems and include specific measures for all of the goals.
- The measures need to include technical measuring criteria, specific measurable targets rather than just the direction of change, and mechanisms to trigger further changes in policy.
- They need more work to ensure the measurement of progress against our goals is meaningful.
- They need strengthening, with actual quantifiable performance indicators.
- They need to include a broad range of best practice environmental, economic and social performance indicators.
- They are related to environmental outcomes and need to be more detailed.
- They should include greenspace that is accessible for outdoor activities, with a target of 25 per cent of the region by 2020 (17 per cent in 2016).
- Should include development input costs.

It was suggested that the following additional measures that matter be included:
- Regional Open Space and Biodiversity Corridors – to be developed in collaboration with the Queensland Outdoor Recreation Federation, Healthy Land and Water, academia and the conservation sector.
- If regional biodiversity corridors do not extend to the Urban Footprint then they should include

- biodiversity values.
- Target for the area of green infrastructure and open space.
- Against all goals within *ShapingSEQ* and they should provide tangible measurable goals for our preferred future, including monitoring of the availability/quantity of water as groundwater and in streams and triggers to identify reductions in sustainability so responses can be implemented.
- With clear numeric targets for future transport mode share to provide a basis for planning to achieve them.
- Specifically, in relation to beaches, esplanades, rivers, lakes, reservoirs and other waterfronts and urban spaces, open space provision, use and quality, outdoor recreation and regional trails.
- Measurement of long-term public health trends related to the direct and indirect effect of non-communicable diseases, traffic injuries and other adverse health and environmental outcomes associated with land use and transport planning outcomes.
- Addressing non-communicable diseases, traffic injuries and other adverse health and environmental outcomes.
- Address state government actions, including purchasing land for nature conservation, catchment management and restoration of natural areas.

The following changes are sought to the regional plan:
- To resolve transport infrastructure priorities rather than the SIP.
- Transport mode share targets are required.
- Place higher values on green infrastructure with ecological systems to align with the SIP.

The implementation of *ShapingSEQ* should address the following:
- A combined measure of housing costs, transport costs and median income to monitor affordability and not just housing costs.
- Residential land supply should be measured consistent with best practice and methods used in other states, for consistency and comparability.
- Reinstate industrial land supply monitoring, which ceased in 2011.

The implementation of the regional plan should report on how the region is performing in delivering affordable and sustainable housing, including annual reporting on:
- the number and type of dwellings constructed
- how sustainable they are for the region's climate and energy and water resources
- the number of properties affordable for low and medium income earners (the bottom 40 per cent of the distribution of regional income) to buy or rent
- by an independent, accountable body within or external to the department
- vegetation/species loss and water/waterway quality needs to be measured annually so any negative trends can be better addressed.

The measures that matter should include measures of the following:
- The delivery of social infrastructure.
- For affordable living, clarity of what is to be achieved and an indication of how it will be achieved.
- Regional ecosystem representation – the number of regional ecosystems that have at least 30 per cent of their pre-clearing extent located in the protected greenspace network.
- Corridor connectivity – percentage of mapped corridors covered by intact vegetation.
- Separate measures for walking and cycling as they have different needs and advantages.
- Greenhouse gas emissions.
- Biodiversity.
- The number of demolished or removed heritage and character places.
- Draw on more existing initiatives e.g. the SEQ NRM Plan and Water Sensitive Cities Cooperative Research Centre.
- Performance measures that allow for comparisons with other city-regions in Australia and non-residential development monitoring should include commercial/retail land uses as well as industrial.
- Include measurement of solar absorption and the provision of vegetation and open space to ensure a healthy urban living environment.

The preferred future of reduced average trip time is incompatible with an increase in active transport.

Measuring our progress

It was suggested:

- A comprehensive review be undertaken to provide a sound foundation for the new plan.
- A rigorous and full monitoring and evaluation framework must be established, with clearly defined baseline data, performance indicators and measurable targets.
- A State of the Region Report is required to provide a reasonable baseline.
- More detailed consideration is required of what worked and what failed in the current regional plan.
- More detail and explanatory assessment of progress against the current SEQRP's targets be included.
- The five-year review of the regional plan should be enshrined as a deadline to meet as an important part of implementation and monitoring. Planning schemes should have a similar requirement for rolling reviews.
- The regional plan needs to explain how it relates to other elements in the planning regime.
- There is a need to include more non-economic development measures of SEQ today.

Relationships with other plans and policies

Comments were made:

- about alignment issues between the regional plan and the Housing and Public Works Housing Code; specifically it was noted that while local government planning schemes must reflect the regional plan – local government planning schemes are prevented by legislation from duplicating certain design requirements that are included in the regional plan
- questioning the timeframes and process for auditing local government planning schemes
- that the *Planning Act 2016* is too complicated
- that there is a desire to see alignment between the value mapping layers at a regional level and at the local level.

Comments were made supporting greater whole-of-government collaboration on plan-making.

Comments were made opposing code assessable development applications and transparency and fairness under the *Planning Act 2016*.

Concerns were raised:

- about how the regional plan addresses the protection and conservation of heritage matters, including their adaptive reuse
- about how the regional plan would be delivered at a local level to support community needs
- that part of the objective for planning scheme alignment work is to deliver development sooner.

It was suggested:

- Flood plain management is more comprehensively addressed in the plan.
- Local councils have more discretion over land use.
- Local government planning schemes should include an additional overlay that relates to impacts to ports or key freight corridors.
- Local governments should have been involved in the creation regional plan from the beginning.
- More information is provided on how the Queensland Government will work with agencies and local government to implement the regional plan.
- Redland City Council should nominate a program and policies to facilitate further Structure Planning of Double Jump Road.
- The implementation and delivery sections of the regional plan clarify that local government planning schemes should support and not impede the delivery of Principal Regional Activity Centres.
- The measures that matter be improved and that more government and non-government alignment initiatives are included.
- The Queensland Government needs to ensure the regional plan aligns with the SIP.
- The Queensland Government should ensure the Redland City planning scheme reflects the regional plan with respect to environmental matters.
- The regional growth pattern includes all rural residential blocks within the Urban Footprint as they are protected under local government planning schemes.
- The regional plan includes greater clarity about which parts are statutory and required to be reflected in local government planning schemes.

- The regional plan includes more information and transparency on how the regional plan will deliver outcomes through a local government planning scheme.
- The regional plan lacked clarity about how, and in what timeframes, local government planning schemes would deliver the regional plan.
- The regional plan should include protection for quarry sites and discourage encroachment.
- The regional plan should include utility providers as a partner in delivering and supporting integrated planning.
- The regional plan support City Deals and explore innovative funding arrangements, including public-private partnerships. It was also suggested that these approaches should be complemented by the State Infrastructure Policy.

Chapter 5: Resource activity

Comments were made:
- Resource activities are not supported in the Scenic Rim because of long-term impacts on the environment, agriculture and tourism.
- That the regional plan acknowledges existing and potential resources clearly.
- CSG/coal and other mining should not occur where it negatively impacts agricultural land.
- The regional plan needs a region-wide strategy for Key Resource Areas and other resource activities.
- Supporting the Priority Living Area (PLA) and the delineation of Priority Agricultural Areas (PAA).

It was suggested that:
- the PAA mapping is incorrect/does not reflect agricultural resources adequately
- the PLA Policy should include provisions for environmental improvement and biodiversity expansion
- PLAs should refer to environmental values and biodiversity
- terminology around agriculture in the resource activities chapter does not align with DAF terminology
- the regional plan include Strategic Environmental Areas (SEA) under the resource activity chapter to reflect the variety of important environmental areas situated outside national parks.

Request for the preparation of a guideline and support for local governments in implementing resource activity policies into planning schemes.

Requests were made for additional Protected Areas in map 7 [*Regional Planning Interests Act 2013* (RPI Act)]. A specific example includes Helidon Hills National Park.

There was concerns raised:
- Over the power of the RPI Act to protect rural farmland, when it is being cut up for residential purposes.
- The lack of protection for farmland.
- That the PLA indicates that urban development outside the Urban Footprint will be supported.

ShapingSEQ's draft State Planning Regulatory Provisions

Comments were made:
- Seeking clarification and further information regarding; development areas, rural enterprise areas, and rural subdivision precincts.
- That Development Areas should not be identified in the regulatory provisions as they are no longer identified in the regional plan.
- That there should be increased regulation of development in the RLRPA and RLA to protect rural areas.
- Seeking support for an activity already permitted under the regulatory provisions (subject to an assessment) to be specifically recognised as a necessary or complementary activity in the RLRPA.

It was suggested:
- Aged care facilities should be supported in the RLRPA and not be prohibited development.
- An additional rural dwelling type should be permitted under the regulatory provisions to support rural families.
- Improvements are required to clarify and improve the interpretation of the regulatory provisions, in particular section 2.1.3.
- The assessment criteria listed under division 4 requires amendments to improve implementation and clarification regarding its interpretation.

- The overriding needs test should be redrafted to be more flexible and allow for urban development, including residential development outside the Urban Footprint.
- The triggers should differentiate between development based on potential impact and site characteristics.

There was opposition to:
- including provisions related to Underutilised Urban Footprint in the regulatory provisions
- the naming and operation of the cumulative activity provisions and requests for changes to the thresholds where multiple activities are proposed.

There was support for:
- additional opportunities for rural value adding activities/agribusiness
- and opposition to the existence and current operation of the regulatory provisions in general
- and opposition to the use of prohibited development in the regulatory provisions
- decreased regulation of service stations, including increased thresholds and a changed definition for associated outdoor area
- increased consideration of biodiversity (including the outcomes of the koala expert panel) under the regulatory provisions
- and opposition for a greater variety of uses and scenarios to be exempted from the regulatory provisions
- public input during the assessment of proposals against the overriding needs test. This support included a request for public input from all communities across SEQ during the assessment of proposals against the overriding needs test
- the IUB to be regulated under the regulatory provisions.

There were requests for further justification of activity thresholds, as well as opposition and support for amendments to activity thresholds in division 2 of the draft regulatory provisions.

Development Areas (SPRP)
Clarification and further information was requested regarding the application of the development area provisions in the regulatory provisions.

Dictionary
Defined terms should be aligned with the Planning Regulation 2017.

Exemptions
A new exemption was requested for the marine industry; or marine industry if use has an existing approval.

It was suggested that there should be reduced regulation of tourist activities under the regulatory provisions. Tourist activities should be devolved to local government to assess against either the regulatory provisions or the relevant local planning scheme.

Tourist activities under the regulatory provisions should be assessed by the state. Tourist activities should not be devolved to local government to assess against either the regulatory provisions or the relevant local planning scheme.

Material Change of Use (MCU)
It was requested that clarification of various provisions was required to avoid confusion regarding the interpretation of the draft regulatory provisions.

There was support for:
- exemptions for reconfiguring a lot associated with small scale activities that do not exceed the relevant thresholds and therefore do not require referral and impact assessment
- public input during the assessment of proposals against the overriding needs test – this support included a request for public input from all communities across SEQ during the assessment of proposals against the overriding needs test.

Reconfiguring a Lot

Comments were made seeking allowance for subdivision to continue to facilitate an airfield that requires hangers to be leased for more than 10 years (defined as subdivision).

It was suggested that:
- exemption provisions for subdivision should be clarified to preserve previous regulatory provisions policy intent
- the ability to carry out a family subdivision should be supported in the regulatory provisions
- the state infrastructure exemption for reconfiguring a lot is not bound in time and covers a larger range of activities than road infrastructure.

There was support and opposition to the 100 hectare subdivision limit, as well as support for other site-specific constraints or opportunities to be considered in permitting or restricting subdivision.

There was support for exemptions for reconfiguring a lot associated with small-scale activities that do not exceed the relevant thresholds and therefore do not require referral and impact assessment.

Other sections

Comments were made:
- Requesting removal of land supply restrictions for LGAs outlined in the appendix of the Prosper theme background paper.
- Requesting an additional background paper on heritage and character buildings.
- That the Prosper theme background paper needs to more clearly articulate the research undertaken to highlight the importance of the inner five kilometres, including the supporting data.
- Seeking more meaningful engagement with industries on ARES that are driving investment and employment growth
- That Live theme paper: Guiding principle 10 of subtropical design should be amended to reflect that not all waterways may be suitable for public access.
- Related to local planning issues including; impacts on neighbouring developments, zoning requests, parking issues, concerns over density and its impacts, traffic congestion, local infrastructure requests, concerns over the operations of council, effect on housing affordability and the restricting of development.

Consultation

Comments were made supporting the consultation measures undertaken for the regional plan.

Comments were made wanting more information on the implementation of the community conversations program, specifically whether church communities would have input.

It was suggested:
- An abbreviated version of the regional plan should have been published to assist the community with understanding the regional plan.
- Community consultation on the regional plan has been inadequate, unfairly limited to the five themes and that community forums should have been held to allow communities as a whole to discuss the regional plan.
- Community engagement on the regional plan should continue while it is in a draft format.
- Consideration for Traditional Owners should be included in the regional plan.
- Feedback from consultation on the Redland City Plan 2015 is used to finalise the regional plan.
- People need to be able to make submissions on the draft regional plan and on planning schemes being amended to reflect the regional plan.
- People with a disability are included in consultation on the development of the regional plan.
- Proper and honourable community consultation should take place.
- Special interests groups and industries were listened to more than the community regarding the regional plan.
- Submissions to the regional plan were not read or considered.
- The community and youth demographic were prevented from membership in the regional planning committee and with the consultation and plan creation in general.

- The community have the opportunity to lead ongoing community conversations.
- The engagement process for this plan was less rigorous and inclusive than prior plans.
- The regional plan facilitates ongoing real and community input into planning decisions.
- The regional plan includes a strategy to support community engagement and the increased use of public and active transport.
- There should be new mechanisms for engagement.

Glossary

It was suggested:

- The multiple classifications for agricultural land provided under the SPP may result in uncertainty for rural businesses and miscommunication between government departments.
- The terms 'inner kilometres and 'CBD' be added to the glossary.

Appendix 6 – Consultation report
Community Conversations – Round 1

ShapingSEQ – A summary of community conversations

October 2016

ShapingSEQ
Planning for the future

Queensland Government

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Executive summary

The review of the *South East Queensland Regional Plan 2009-2031* (SEQRP) is currently underway. The new regional plan for South East Queensland (SEQ), called ShapingSEQ, will set policy directions and targets for the next 25 years and a vision for the next 50 years.

The Queensland Government is focused on ensuring there is genuine public participation, transparency and engagement in the planning process. In line with this, the Department of Infrastructure, Local Government and Planning (the department) undertook two important data collection activities to inform ShapingSEQ being:

1. a community attitudes survey of 1004 people, conducted in April 2016
2. round one community conversations, collecting ideas from almost 1400 people, conducted between May and June 2016.

The community attitudes survey found that:

- More than 81 per cent of people stated they really enjoyed living in SEQ.
- Nearly 77 per cent of residents stated their quality of life is excellent.
- People aged between 25 and 34 are the most optimistic about the future of SEQ and the benefits of growth.
- There was more support for growth compared to when a similar survey was undertaken in 2010.
- Greater development, increased infrastructure, business and job opportunities are the main positive effects identified from population growth.

The community conversations found that:

- The location and design of increased residential density is important to SEQ residents.
- The desire to plan ahead and sequence the delivery of infrastructure with development, ahead of population growth was important to SEQ residents.
- There is a desire to create employment hubs in appropriate locations, supported by public transport.
- Seeing the development of new industries and innovation is important to the community.
- Better integration and connectivity of public transport and increased capacity and frequency was a key issue for respondents.
- The community values green space and the environmental values of SEQ.
- The identity and unique attributes of places, suburbs and towns should be retained.
- There is a desire for better-quality design that responds to the subtropical climate and that further steps should be taken to encourage innovation and sustainable practices in the region.

The information and ideas collected from the community to date through the community attitudes survey and community conversations will continue to help inform ShapingSEQ.

The formal statutory public notification and second round of community consultation on the draft ShapingSEQ is expected to commence from October 2016 until early 2017.

Introduction

The *South East Queensland Regional Plan 2009–2031* (SEQRP) is currently under review to inform the new regional plan for South East Queensland called ShapingSEQ. The review of the SEQRP will allow for the key strengths of historical regional planning practice in SEQ to be retained while ensuring that a range of emerging and new opportunities facing SEQ in 2016 are addressed.

In April 2016, the Department of Infrastructure, Local Government and Planning (the department) commissioned a survey of community awareness, attitudes and preferences towards population growth and liveability in SEQ (similar to a survey undertaken in 2010). The purpose of this survey was to inform the current review of the SEQRP.

In May this year, the department launched a community conversation program to inform ShapingSEQ. This program has encouraged early engagement of the community to allow meaningful input to inform the review. It has also started to build knowledge, understanding and acceptance of regional planning as a core element of planning for the future of SEQ. The department engaged The Comms Team (TCT) to prepare a community engagement and implementation strategy to undertake round one of the community conversations.

Purpose of this paper

This paper reports on the findings of the community attitudes survey and examines the ideas generated from the targeted community conversations. It provides a summary of the information and ideas from the community collected at the start of the SEQRP review process, and have been used to inform ShapingSEQ.

The community engagement was carried out in two steps:

1. a community attitudes survey of 1004 people, conducted in April 2016
2. round one community conversations, which collected ideas from almost 1400 people, conducted from May to June 2016.

The community attitudes survey has provided the review with quantitative data gathered from a randomly selected sample of SEQ residents. The community conversations provided targeted consultation, gathering feedback via an online engagement hub, 20 pop-up events, and a Thought Leadership Series.

The engagement process has resulted in a diverse range of feedback, ideas and values representative of our SEQ communities. It demonstrates the importance of the SEQRP review and planning for the future of SEQ to the community. The information collected to date has been analysed by the department, and used in conjunction with other technical research, analysis and stakeholder feedback to inform the policy direction of ShapingSEQ.

Limitations

The community attitudes survey was undertaken across the region with the ability to undertake a level of analysis at a subregional scale. The community conversations were undertaken across the region with the ability to undertake a level of analysis at a local government scale.

Geographical analysis

The community attitudes survey focused on four subregions within the SEQ region (metro, north, south and west). The community conversations collected ideas based on Local Government Areas (LGAs). Figure 1 illustrates the local governments that make up the four sub-regions within SEQ.
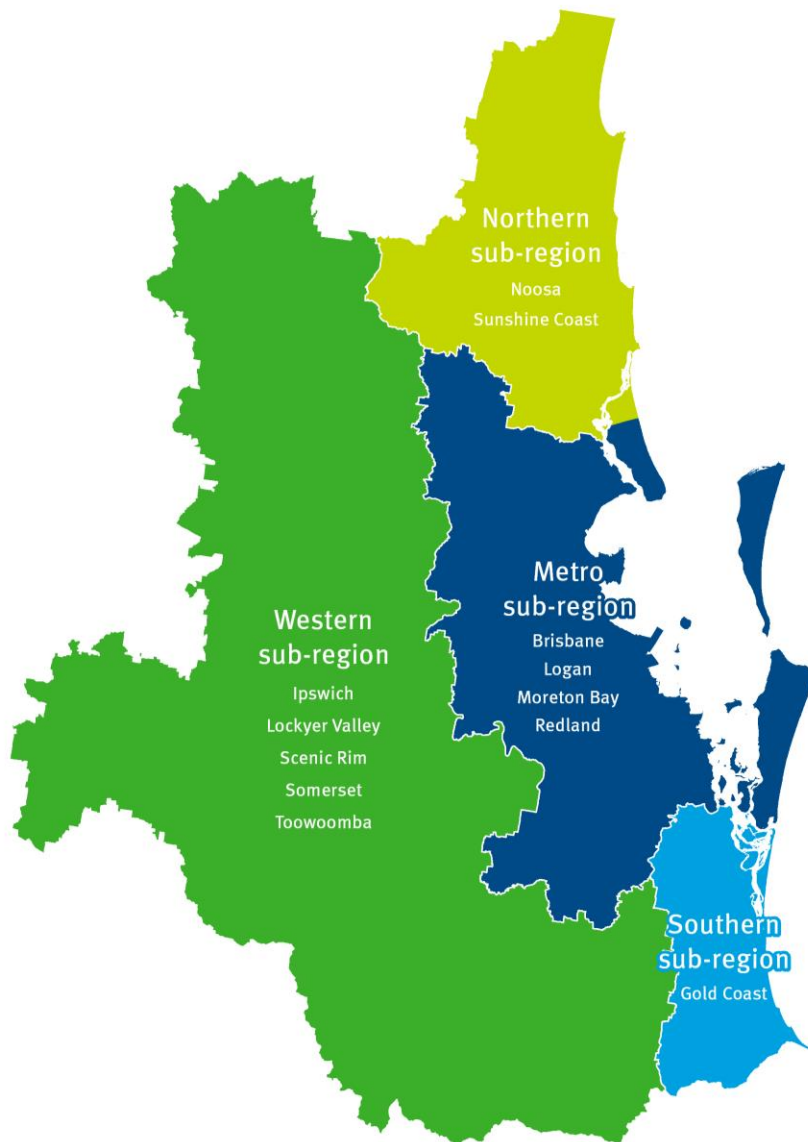

Figure 1: South East Queensland subregions

Themes

Community attitudes on, and awareness of, regional planning issues were surveyed over the five key themes being:

- Compact—meaning a long-term regional commitment to smart growth outcomes including an emphasis on infill development

- Investment and employment—meaning planning and transitioning economy and employment markets, the services sector and the knowledge economy
- Connected—meaning the integration of land use with infrastructure planning, especially transport
- Communities and sustainability—meaning affordable living, social infrastructure, fairness, natural assets, and community resilience
- Well-designed and high-level amenity—meaning 'density done well' and more attractive and liveable places for our community.

These themes differ slightly to the naming used for the community conversation themes but closely align with the adopted themes of ShapingSEQ.

The community conversations program was centred around the five key themes for the SEQRP review, as follows:

- Grow—meaning preferred pattern of settlement changes to best manage projected regional growth
- Prosper—meaning land use approaches to supporting improved economic and employment outcomes
- Connect—meaning the infrastructure demands and integrating land use and transport planning to improve outcomes in the region
- Sustain— meaning the protection and management of our natural environment and sustainable social outcomes for our communities
- Live— meaning ways to improve the quality of design and amenity in our urban areas.

Combined, these themes provide the foundation upon which ShapingSEQ has been prepared.

The community engagement aspect of the SEQRP review formed one component of the research being undertaken by the department. There is a range of other research and analytical tools that support the policy direction of ShapingSEQ—refer to ShapingSEQ Background papers.

Community attitudes survey

In April 2016, the department undertook a survey of community awareness, attitudes and preferences towards population growth and liveability in SEQ. This survey was similar to the survey the Queensland Government undertook in 2010 and allows for some comparison of community attitudes over the six years.

In 2010 a total of 800 people were surveyed. In the April 2016 survey 1004 people (0.03 per cent of the SEQ region's population) completed the survey. The analysis conducted in 2016 is considered to be statistically significant, resulting in a 95 per cent confidence level of achieving the same results if it was repeated. A comparison of community attitudes towards population growth from the surveys conducted in 2010 and 2016 is provided as Appendix A Social research on population growth and liveability.

The 2016 survey results have informed ShapingSEQ. Key findings of the survey include:

- More than 81 per cent of people stated they really enjoyed living in SEQ.
- Nearly 77 per cent of residents stated their quality of life is excellent.
- People aged between 18 and 34 are the most optimistic about the future of SEQ and the benefits of growth.
- People aged 55 and over are less optimistic about the future of SEQ and the benefits of growth.
- The survey results indicated an increase in support for growth compared to the 2010 survey.
- Greater development, increased infrastructure, and business and job opportunities are the main positive effects identified from population growth.
- Congestion and concerns of safety and cost of living remain amongst the biggest concerns from population growth.

Living in SEQ

The 2016 survey (the survey) provided useful overarching responses in relation to community attitudes towards living in SEQ. This has provided important context for how the department has conducted the review of the SEQRP. The questions asked focused on the enjoyment of living in SEQ and quality of life perceptions.

The survey results indicate that the people of SEQ continue to enjoy living where they do and continue to enjoy a high quality of life. Both quality of life and enjoyment of life positively correspond with the length of time people have lived in SEQ.

Seventy-eight per cent of residents have resided in SEQ for more than 10 years, 16 per cent for between three to 10 years, and six per cent have resided in SEQ for up to three years. SEQ remains an attractive place for people to choose to live.

The demographic groups that most enjoy living in SEQ and rate the quality of their lives highly are:

- females
- people over 45 years of age
- 'empty nesters'

- those living in high density suburbs.

The main themes contributing to perceptions of decreasing quality of life are:

- cost of living increases
- traffic congestion
- a perception of overcrowding
- a perception about crime and safety.

Overall, SEQ's great weather, improved infrastructure and facilities, parks and entertainment facilities have all contributed to perceptions of an improved quality of life. A snapshot of why residents of SEQ consider their quality of life has increased is provided in Figure 2.

Figure 2: Survey responses indicating why quality of life has increased for SEQ residents

The three most important variables driving quality of life are:

- I have easy access to open space and recreation areas (22 per cent).
- I can afford to live in SEQ (22 per cent).
- Good schools and universities are easily accessible (17 per cent).

These findings point to a link made by the community to growth and quality of life. ShapingSEQ has a primary role in providing regional policy to maximise benefits and manage and mitigate the negative effects of growth.

The perception that population growth is good for the region has increased significantly from 47.4 per cent in 2010 to 55.7 per cent in 2016. These statistics indicate improved management of the effects of growth through regional planning.

Age group differences

The survey provided useful overarching responses in relation to age group differences, which is an important consideration for the review of the SEQRP. Of the 1004 people surveyed, 65 per cent were over 45 years of age and 35 per cent were under 45 years of age. The differing values of different age groups have affected the overall results, and this has been recognised when using the survey results to inform the SEQRP review.

Age group differences were analysed for each of the five key themes of the survey being:

- compact
- well-designed/amenity
- connected
- invest/employment
- sustainable communities.

The key findings for age group differences are:

- People aged 25–34 are the most optimistic about the future of SEQ. This age group is more focused on accessibility, housing affordability and jobs.
- People aged 18–24 were the second most optimistic group about the future of SEQ.
- People under 34 seem to be more optimistic about opportunities presented by higher density living.
- People aged 55–64 were the least optimistic about the future of SEQ.
- All age groups equally identified positively with increased retail shopping options as an outcome of population growth.

People under the age of 45, students, and people living in high density suburbs or homes tend to be more positive about population growth than others. Appendix B details the statistically significant differences by age group in relation to community attitudes towards population growth.

Residents aged over 65 years indicated the strongest preference (72 per cent) to live further from the city or town centre in lower density housing, with the 18–24 year age group indicating the strongest preference (35 per cent) to live closer to the city or town centre in higher density housing. This indicates the changing preferences amongst younger generations in support of high density, mixed use living.

This presents a key challenge for ShapingSEQ in planning for a 25-year timeframe with a 50-year vision. In planning for the older age groups there remains a preference for detached housing. This attitude and preference needs to be acknowledged and factored into the provision of housing diversity and form for an ageing population. When coupled with a desire to stay in local communities, the form of age appropriate housing in suburbs needs to be considered.

The findings also indicate that within younger generations there is an attitude of support for higher density living in well-serviced, accessible locations. SEQ regional planning has consistently supported high density living in well-serviced, accessible locations. The SEQRP

review should give consideration to refinement and improved implementation of these policies.

The strongest preference to have more people living in existing urban areas in higher density housing (e.g. townhouses, units and apartments) was shown by those aged 18–24 years with 39 per cent. Further, 18–34 year old respondents were more likely to consider high density housing being suitable in a broader range of urban situations.

Residents aged 45–54 and over 65 indicated the strongest preference (both at 53 per cent) to allow new housing on the edges of urban areas, even if it means spending more time travelling.

The survey results indicate that a preference for detached housing remains and needs to be considered in regional planning. However, the provision of services and transport to places of employment present a challenge with dispersed residential growth.

The strongest preference for more investment in developing new roads or widening existing roads came from those aged over 65, with a 47 per cent preference from this age group. The strongest preference that more money be invested in developing public transport in SEQ came from respondents aged 18–24, with a 57 per cent preference from this age group. These results indicate the changing lifestyle trends amongst generations. For example, the changing preferences in favour of public transport usage as opposed to car ownership amongst young people.

The difference in attitudes between age groups again presents an important consideration in regional planning over a 25-year timeframe. Concern about congestion is uniform, however different attitudes exist in relation to potential responses to it i.e. addressing road capacity, or addressing public transport capacity.

Those aged over 65 (54 per cent) would prefer that the development of higher density housing, offices and shops occur around train and busway stations.. Residents aged 18–24 would prefer that only residential development that is similar to the existing area occur around public transport stations, with only 38 per cent of this age group indicating that they would prefer that the development of higher density housing, offices and shops occur around public transport stations. This result is interesting given that people aged over 65 would prefer greater investment in new roads and would prefer to live further away from town centres in detached housing.

Residents aged 18–24 had the strongest preference, at 43 per cent, to live closer to the city or town centre and pay more for housing, but have greater convenience, and pay less for living costs and transport. The lowest preference for this living arrangement came from those aged 35–44 with a 27 per cent preference. This difference in preference between age groups may indicate different life stages with those aged 35–44 more likely to have young families and be seeking housing to accommodate growing families. Further research would help clarify if this is the driver to the change in attitude.

These results indicate the need to plan for higher density housing with greater convenience, and detached dwellings even where this results in greater living and transport costs. This is an important consideration for ShapingSEQ.

Fifty per cent of all residents would prefer that development does not occur in or around SEQ's natural assets, compared to 37 per cent who do not mind if development occurs on available land, so long as it is done responsibly. This statistic clearly demonstrates that the natural environment is valued in SEQ and that development in these areas (if any) should be carefully planned for and managed.

Community attitudes by subregion

The survey also provided useful overarching responses in relation to attitudes by subregions, which provides insight into subregional values. As with age group differences, survey results were analysed by subregions for each of the five survey themes.

Geographically, the SEQ region was divided into four subregions to assist in analysing where people lived and to weight responses accordingly. The four subregions were:

- Metro—Brisbane City Council, Ipswich City Council, Logan City Council, Moreton Bay Regional Council and Redland City Council
- North–Noosa Shire Council and Sunshine Coast Regional Council
- South–Gold Coast City Council
- West–Lockyer Valley Regional Council, Scenic Rim Regional Council, Somerset Regional Council and Toowoomba Regional Council.

Of the 1004 people surveyed, 57 per cent resided in metro, 23 per cent resided in south, 12 per cent resided in north and eight per cent resided in west (refer to Figure 3).

The overall rating of quality of life is largely consistent across SEQ. People living in the north and south tend to rate their quality of life and enjoyment of living slightly higher than residents in the metro or west subregions (refer to Figure 4). The statistics across the subregions are not vastly different with regards to enjoyment of living in the region, suggesting that SEQ is generally an enjoyable place to live.
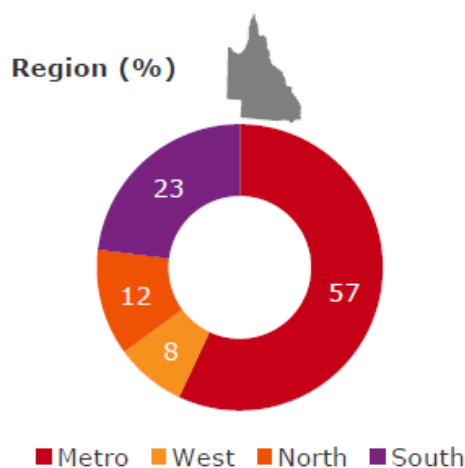
Figure 3: Where survey respondents live

I really enjoy living in South East Queensland (%)
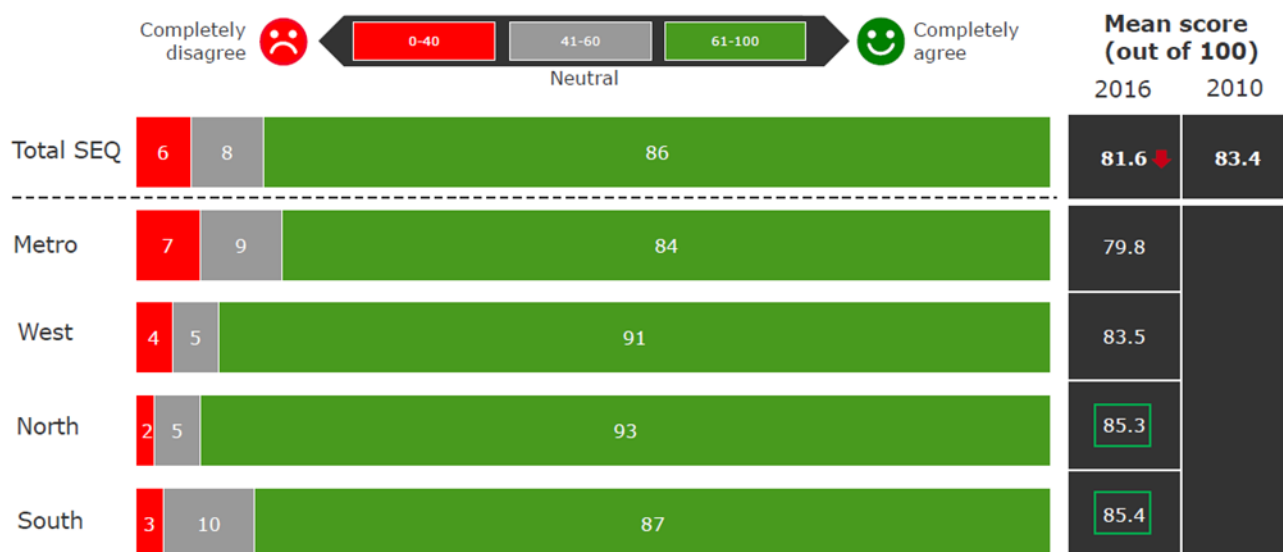
Figure 4: Survey results for enjoyment of living in SEQ

Across SEQ, almost six in ten residents (57 per cent) consider their quality of life has improved over the past five years. The west subregion has the highest percentage of residents (62 per cent) who consider their quality of life has improved over the past five years, with metro having the lowest percentage of residents (56 per cent).

Residents in the north indicated the highest percentage of people who really enjoy living in SEQ at 93 per cent, closely followed by 91 per cent of residents in the west. Metro residents had the smallest percentage of residents who really enjoyed living in SEQ at 84 per cent. This further supports the indication that SEQ is generally an enjoyable place to live, with only six per cent of respondents for the total SEQ region disagreeing that they really enjoy living in SEQ.

Based on mean scores, residents living in the south tend to be more positive about population growth. The perception of population growth has improved significantly across the SEQ region since 2010.

Quality of life is a complex issue and no specific conclusion can be drawn from this data. It is important to acknowledge that quality of life is high overall and has improved over the last five years. Further research may assist in defining subregional differences.

Based on mean scores, residents across the region consider high density housing most suitable for Brisbane inner city. However residents in the south were more open to high density housing in other urban locations in the region outside of the Brisbane inner city.

Brisbane and the Gold Coast have the greatest level of higher density living and access to transport and other services in SEQ. This may contribute to the higher degree of acceptance of higher density living in these locations. ShapingSEQ, while presenting regional policy, will need to address subregional and even local government policy issues regarding growth and development.

Appendix C Statistically significant differences by subregion, details statistically significant differences by subregion (based on mean score).

Key findings of the survey by subregion include:

- Across SEQ, quality of life has improved in the past five years.
- Perceptions of quality of life differ across the subregions.
- Positive perceptions about population growth have increased significantly across the region since 2010.
- Residents living in the south tend to be more positive about population growth.
- Residents across the region consider high density housing most suitable for Brisbane inner city. However, residents in the south were more open to high density housing.
- The west subregion has the highest percentage of residents (62 per cent) who think quality of life has significantly improved over the past five years.
- The metro subregion has the highest percentage of residents (17 per cent) for whom perception of quality of life has significantly declined over the past five years.

Community attitudes by themes

The survey sought to understand broader community attitudes of regional planning issues in SEQ. To assist the understanding of the data collected in the survey, the department has grouped the findings to correspond to the five ShapingSEQ themes.

Grow

The following paragraph introduced respondents to the topic of population growth:

In 2015, South East Queensland had 3.4 million people living in the region. By 2041 it is predicted that the region will grow to 5.5 million people[1]. Growth in the population is expected to come through overseas, intrastate and interstate migration as well as natural increase (e.g. births).

The survey results suggest that SEQ residents consider a successful regional plan is one that:

- ensures infrastructure growth is matched with population growth
- takes the opportunities available while preserving the things that are loved
- delivers places to live, enjoy, connect, prosper and sustain.

However, increased traffic congestion, overcrowding and stress on existing services are seen as negative elements of population growth (refer to Figure 5).

Since 2010, there has been a greater acceptance of population growth in SEQ—from 47 per cent in 2010 to 56 per cent in 2016. Almost half of the population (47 per cent) agree that

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[1] Based on Queensland Treasury projections at that time. These have since been revised to 5.3 million people by 2041.

population growth is great for SEQ. In contrast, one in four (24 per cent) disagree with this statement, and 30 per cent remain neutral towards population growth.

Figure 5: Negative effects of population growth for SEQ respondents

Overall, people of SEQ consider it inevitable that population growth will bring with it higher density living.

Respondents indicated an overall preference to live further from the city or town centre in lower density housing with a mix of shops, offices and businesses close to where they live. There was noticeable age group variation in this response with people in the household formation years (25–55 years) expressing a stronger preference for this lifestyle choice.

The strongest preference (75.2 per cent) for high density housing is in Brisbane inner city rather than other urban centres in SEQ.

Overall, medium density housing is seen to be best suited to Brisbane inner city (69.4 per cent), major suburban areas (61.1 per cent), major coastal tourism centres (59 per cent), and other suburban areas (47.6 per cent). Half of the residents surveyed supported medium density housing in their suburb.

The variables that significantly influence respondent's overall feelings and perceptions about population growth are:

- personal quality of life (40 per cent)
- public transport system (19 per cent)
- natural environment (18 per cent)
- availability of jobs (eight per cent)
- retail shopping options (seven per cent)
- availability of entertainment options and cultural experiences (seven per cent).

Respondents consider that the region's retail options will improve with population growth. In contrast, respondents believe that housing diversity and availability, as well as the amount of green space will change for the worse.

Regional planning in SEQ has established policy addressing these issues. ShapingSEQ needs to address issues regarding residential housing, form, location and integration with the transport system to respond to current community attitudes.

Prosper

The survey results indicate that population growth is supported if it means a stronger economy and there are:

- more highly skilled jobs available
- improved investment opportunities
- new industries encouraged.

Overall, the strongest preferences amongst respondents are that related businesses with new jobs (e.g. creative, health, research and education industries) are located together to form employment hubs (47 per cent), as opposed to 31 per cent of respondents preferring that new jobs be located in existing employment areas. This attitude may reflect a desire for greater accessibility to a variety of employment options and also the recognition of the value of collocation of business. Further research would be required to confirm this.

The survey results suggest that a range of traditional and emerging industries in SEQ should be encouraged, with 51 per cent of respondents preferring this. This is compared to 30 per cent of respondents preferring that jobs and industries are maintained in existing areas in SEQ. Nineteen per cent of respondents identified no preference in relation to this. Research undertaken to support the SEQRP review will specifically examine the opportunities presented by new and emerging industries for SEQ.

Less than half (45 per cent) of respondents agree that there are lots of different career options in SEQ, while 21 per cent disagree with this, and 34 per cent are neutral. Just under one-third (31 per cent) of respondents agree that there are plenty of jobs in SEQ, while 36 per cent disagree with this and 33 per cent are neutral.

Overall, respondents are more accepting of population growth if it means a stronger economy and more jobs. The sentiment about the effect long-term population growth has on the availability of jobs has increased only slightly from 41.7 per cent in 2010 to 41.9 per cent in 2016.

The community attitudes and concerns in relation to jobs and economic growth should be considered within ShapingSEQ to ensure regional policy is effective and supportive of economic growth and jobs growth.

Connect

The strongest preferences amongst SEQ respondents are that:

- existing industry is moved to new industrial areas with freight connections
- development of higher density housing, offices and shops occur around train and busway stations.

Importantly, community attitudes point to a desire for improved public transport accessibility between residence and place of employment. There has also been an improvement in community attitudes towards the positive effects of long-term population growth on public transport, from 38 per cent in 2010 to 48 per cent in 2016.

However, the majority of respondents are still concerned about the amount of traffic generated (70 per cent) as a result of population growth. Given a majority of respondents were aged over 45, this statistic aligns with the strong support indicated previously from those aged over 65 for increased investment in new road development.

Seventy per cent of respondents indicated that the amount of traffic will change for the worse, with only 13 per cent indicating that the amount of traffic will change for the better. The survey results also suggest that residents have polarised views on the impact population growth will have on public transport, with 33 per cent indicating the public transport system will change for the better and 37 per cent indicating it will change for the worse.

The public transport system is identified in the survey as one of the three most important factors influencing overall feelings about population growth in SEQ. The other two factors are personal quality of life and the natural environment. This is consistent with other findings of the survey, in particular that communities value the natural environment and that the quality of life in SEQ is generally high.

The strongest preferences amongst respondents are that:

- The community is able to adapt to take advantage of new housing and transport technology.
- There is a mix of shops, offices and recreational opportunities close to where people live.
- Residents are able to get around the community by foot or bicycle.

This indicates that ShapingSEQ will need to consider how to maximise the effectiveness of the public transport system and improve coverage and level of service to maintain, if not improve, attitudes to quality of life. Interestingly, the community note the opportunity of new transport technology to support improved accessibility. Research undertaken as part of the SEQRP review will consider the opportunities presented by improved digital connections and the anticipated introduction of autonomous vehicles.

Sustain

The strongest preferences amongst respondents are for:

- urban development not to occur in or around SEQ's natural assets
- rural communities and towns to maintain their existing size and shape, in order to protect surrounding land for rural production.

Positive responses (69 per cent) were received about the importance of maintaining public access to beaches, bushland and the city. The results were similar regarding access to good schools and universities (69 per cent).

The community also identified positive responses relating to:

- feeling safe when out either by themselves or with their family (68 per cent)
- being able to afford to live in SEQ (65 per cent)
- having food grown in SEQ available for purchase close to where they live (63 per cent).

Just over half of respondents (51 per cent) were concerned the effects of population growth would result in a change for the worse in relation to impacts on the natural environment. Only 17 per cent indicated there would be a change for the better.

Half the respondents considered there would be a change for the worse in regard to impacts of population growth on the availability of land for rural activities and agricultural production. Only 19 per cent of respondents indicated there would be a change for the better in this regard. Further, there has been an increase in concern about environmental protection and population growth between the 2010 and 2016 survey. Environmental protection is an increasing concern for the community.

This indicates that protection and enhancement of SEQ's natural environment and resources, including food production, remains an important value for SEQ. The policies set in previous regional plans need to be considered and enhanced within the SEQRP review.

Live

The strongest preferences identified amongst respondents were for:

- the community to be able to change over time to take advantage of new housing and transport technology
- a mix of shops, offices and recreational opportunities close to where they live
- to be able to get around the community on foot or by cycle.

Aspects such as increased retail shopping, entertainment options and cultural experiences are the main positive elements identified as being a result of population growth. Respondents consider that the availability of entertainment and cultural experiences, sporting and recreational options, as well as education options will benefit from population growth.

The majority of respondents indicated support for:

- parks, shopping areas and streets in the community to be well-designed (64 per cent)
- high quality development in the community (61 per cent)
- townhouses, units and apartments in the community to be well-designed (60 per cent).

Respondents consider that both the character of housing and availability of jobs are more likely to change for the worse with population growth. These findings are in line with those under the Grow theme, with residents indicating that housing diversity and availability will change for the worse with population growth.

Twice as many respondents (41 per cent) are convinced the character of housing will change for the worse due to impacts of population growth, compared to those who indicated there will be a change for the better (22 per cent). The SEQRP review will need to address the issue of urban design and confirm a role for improved design outcomes in the region.

Respondents rate the quality of design in low density developments highly (48 per cent), far more than for either medium (25 per cent) or high (20 per cent) density housing. More research is required in relation to this view as it may reflect a comparative quality of different development densities and styles, or their own preferences for where they live. Importantly, design is recognised as a contributor to quality.

Respondents consider that high density living allows them to have easier access to the central business district (CBD) or town centres, allowing them to live closer to jobs, and have greater proximity to shopping, entertainment and recreational options. Benefits of high density living are also considered by respondents to provide improved accessibility to recreation, work, health and other facilities, as well as providing more efficient use of public transport (and less car use).

Respondents were least likely to agree that higher density living is a good housing option for families (37.9 per cent), or that it promotes a feeling of community as many people are living more closely together (46.2 per cent).

These results indicate that ShapingSEQ needs to consider housing diversity and options as policy areas to recognise the increasing desire for greater diversity and flexible housing options for the community.

ShapingSEQ—community conversations

The ShapingSEQ community conversations program sought meaningful input from SEQ residents to help inform ShapingSEQ. This was achieved through an online engagement hub, pop-up events across the region and a Thought Leadership Series.

The campaign called for great ideas from the community on the five central themes of the plan: Grow, Prosper, Connect, Sustain and Live. Around 1400 (1361) SEQ residents attended 20 events throughout the region, including at least one in every local government area. This included the Thought Leadership Series featuring Australian and international speakers.

The ShapingSEQ online engagement hub received 1329 great ideas and 2790 votes (post analysis) from the 6240 people who visited the site during the seven week campaign run from Friday 13 May 2016 to Wednesday 29 June 2016.

The community conversation program was based on two key elements:

- awareness raising—advertising, social media and media relations, co-promotion and enews, and vlogs
- the community conversations—online engagement hub, pop-up events and the Thought Leadership Series.

The community conversations added additional context and detail about the community's values in support of the community attitude survey. The Thought Leadership Series provided for the contribution of national and international speakers addressing lessons and best practice from across the world.

The key findings of the community conversations include:

- The location and design of increased residential density was of particular interest to participants.
- The desire to plan ahead and sequence the delivery of infrastructure with development, ahead of population growth was of particular interest to participants.
- The desire to create employment hubs in appropriate locations, supported by public transport, was important to participants.
- Encouraging the development of new industries and innovation was important to the participants.
- Improving the integration and connectivity of public transport as well as increasing the capacity and frequency was raised as a key issue by participants.
- Many participants in the community valued green space and the environmental values of SEQ.
- The retention of the identity and unique attributes of places, suburbs and towns was of particular interest to participants.
- The desire for better-quality design that responds to the subtropical climate and encourages innovation and sustainable practices in the region was important to participants.

- Planning continuity and certainty, public transport connectivity and integration, and rail were the three most common key trends identified across SEQ LGAs.

Ideas by theme

In analysing the information gathered from the community conversations program, the department has sought to ensure fair and equitable consideration of all input to the process.

To analyse the ideas and comments by theme the following methodology was used:

- Ideas were categorised to collate and group like ideas. Where relevant or appropriate, comments placed under incorrect themes were re-allocated.
- Each comment or idea was grouped by LGA.
- A category was assigned to each idea. Where an idea related to more than one analysis category, it was assigned to multiple categories.
- Ideas were sorted by classification to aggregate similar comments.
- A count was undertaken to identify the classifications that received the most ideas and comments, and the key trends and similarities were determined.
- The voting was used to identify key trends for each theme.
- A peer review of the analysis was conducted to ensure consistency and consensus of the identified trends within themes.

Following analysis, the total ideas and votes received are shown in Table 1.

Table 1: Ideas and votes per theme[2]

Theme	Ideas (Post-analysis)	Votes (Post-analysis)
Grow	355	650
Prosper	169	242
Connect	362	668
Sustain	286	906
Live	157	324
Total	**1329**	**2790**

A feature of the online engagement hub was the voting function that enabled users to support another user's idea as a simple way of engaging in the conversation. In addition to the analysis of ideas described above, the voting was considered to determine those ideas

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[2] Note: The analysis of ideas sourced directly from the website has resulted in an increased number of ideas, where a single idea covered a range of topics. The post-analysis data has been used to generate the key trends in the subsequent sections.

that were most popular. These are shown under the subsequent section for each theme as verbatim comments.

Based on the methodology outlined above, the community's ideas (from round one community conversations) were categorised and the top trending ideas per theme were identified. In addition to the analysis to aggregate data for each theme, all comments were reviewed by the department to identify great ideas that have emerged per theme, regardless of the frequency or number of votes. These are shown under the subsequent section for each theme.

Grow

The Grow theme seeks to ensure that SEQ grows in a sustainable, efficient and successful way to accommodate projected population growth. The Grow theme looks to maximise opportunities relating to:

- population growth and accommodating approximately two million additional people in the next 25 years
- accommodating changing demographics—ageing population and millennials desiring different housing and lifestyle
- restructuring the economy to include new industries and innovative technology.

Following analysis of the ideas, the Grow theme received a total of 355 ideas that were supported by 650 votes for those ideas. The top five trending ideas for the Grow theme are detailed and categorised in Figure 6.
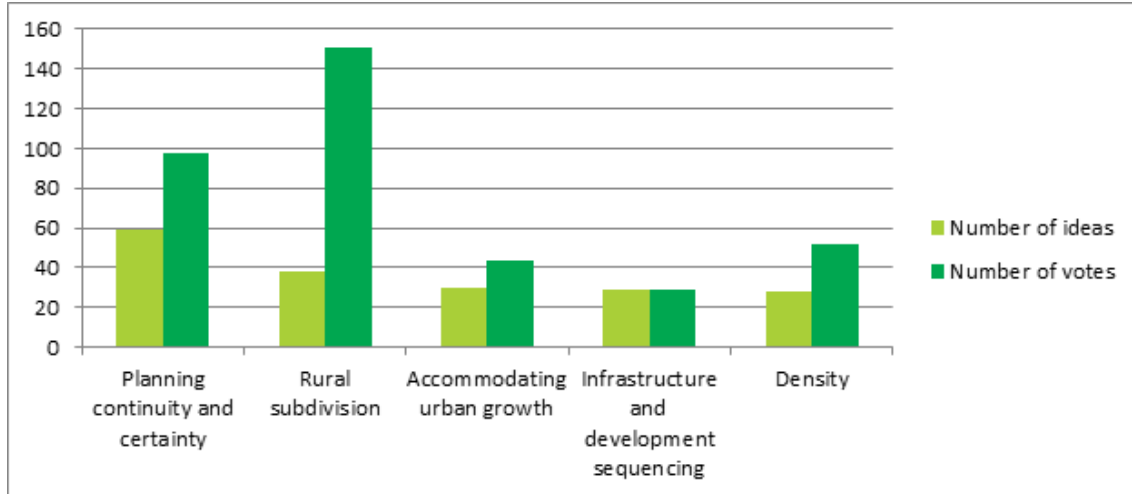
Figure 6: Top five trends within the Grow theme

The top five trends within the Grow theme were:

- Planning continuity and certainty—there is a desire for more transparency around planning processes and activities, and improved coordination across local and state government. For example, more timely decision-making for development applications is of particular interest to participants.

- Rural subdivision[3]—there were contrasting ideas raised regarding subdividing and developing rural land.

- Accommodating urban growth—the preferred areas for development in the region are those with access to existing services and infrastructure.

- Infrastructure and development sequencing—there is a desire to plan ahead and sequence the delivery of infrastructure with development, ahead of population growth.

- Residential Density—participants identified preferred locations for higher densities, and discussed the quality of density and using density to consolidate growth in favour of urban expansion. For example, how to provide increased density that is attractive and aesthetically pleasing.

The most popular ideas by vote for the Grow theme were (provided as verbatim comments from the community conversations):

- Bring back rural residential developments (18 votes)—Restrictions on subdividing rural zoned properties are impractical. And in some cases rural properties are surrounded by residential lots, can no longer be used for agricultural uses and got stranded with introduction of current SEQRP. Stuck in limbo. There are many smaller rural properties that are no longer viable for agriculture. The best thing for them is to subdivide into acreage lots, rural residential. Such lots do not place any strain on public infrastructure either.

- Rural areas need opportunity to subdivide[4] (15 votes)—Including family subdivision. Otherwise there is land which has no other uses.

ShapingSEQ is considering these rural planning issues, while having regard to the protection of rural land for agribusiness and food security, and maintaining an appropriate balance across competing land use requirements. It is also recognised that ShapingSEQ, when addressing housing diversity, should also consider rural accommodation options.

- Residents cars clogging streets (14 votes)—All new builds (small and large lots) need to provide for sufficient off street car parking. This includes houses, units, apartments etc.

The issue of car parking rates is a matter currently governed by LGAs and is not considered in regional planning. The SEQRP review should examine the role of urban design to improve and encourage better design outcomes in the region.

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[3] A significant amount of support for rural subdivision came from one particular community event. The community conversation is representative of a small sample size and it is important to consider the data from all analysis undertaken in order to balance regional needs.

[4] A significant amount of support for rural subdivision came from one particular community event. The community conversation is representative of a small sample size and it is important to consider the data from all analysis undertaken in order to balance regional needs.

The great ideas identified by the department for the Grow theme include (provided as verbatim comments from the community conversations):

- Build around shopping centres—Density should be around shopping centres like Robina and Pacific Fair.

- Linking density with amenity—We need to select areas of medium density growth which have inherent qualities to support a vibrant and good quality lifestyle. Not just allocate medium and high density areas on the basis that it will receive least political opposition.

- Density doesn't have to be high rise—The same density can be achieved by mid-rise developments that can be mixed use and designed better.

- Regional activity centres development needs guidelines—The development around the Principal Regional Activity Centres (PRAC) need to be more structured and be provided with detailed guideline by the updated SEQRP. Currently the SEQRP only suggests that areas around PRAC have higher density. As part of this revision of the SEQRP guidelines for development around PRAC should be specified. For example, within 400m walking distance should be a minimum of eight storeys and within 800m walking distance should be a minimum of five storeys. There are examples of places being 800m from PRAC being 10 storey or 1.2km being six storey while other areas that are only 500m from the same PRAC are only low to medium density. This inconsistency should not be allowed to occur and if you are within walking distance (800m) it should be at least medium density.

The review of the SEQRP will look to improve the urban design outcomes for the region. Critical to this is examining the relationship between urban design and increasing density. SEQ regional planning has consistently supported high density living in well-serviced accessible locations and the SEQRP review should give consideration to the further refinement and improved implementation of these policies.

Prosper

The Prosper theme seeks to strengthen SEQ's economy by supporting existing and emerging industries, and by positioning the region to capitalise on new opportunities to drive job creation and attract investment. The Prosper theme looks to maximise opportunities relating to:

- supporting the SEQ economy to develop one million new jobs by 2041 in line with population forecasts

- increasing productivity and efficiency, and fostering innovation across all industries

- investment in emerging industries

- responding to national and global economic trends.

Following analysis of the ideas, the Prosper theme received a total of 169 ideas that were supported by 242 votes for those ideas. The top five trends within the Prosper theme are detailed in Figure 7.
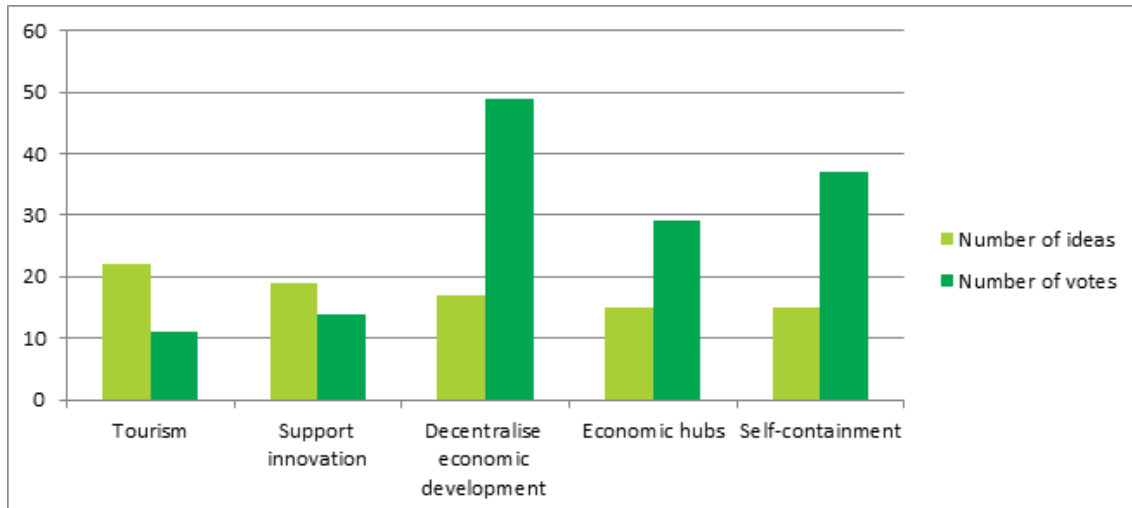
Figure 7: Top five trends within the Prosper theme

The top five trends within the Prosper theme were:

- Tourism—participants would like to see the use of SEQ's natural features to promote and adapt the existing tourism capability to further advance the industry. For example, participants seek promotion of ecotourism, protection of the environmental features of the landscape and promotion of these both domestically and internationally.

- Support innovation—participants would like existing industries enhanced as well as new industries established in SEQ. For example, generating niche markets and industries that are sustainable, providing financial incentives to attract industries, and using our subtropical climate to attract industry to the region are of particular interest to participants.

- Decentralise economic development—participants would like to see decentralised employment and employment hubs created that are supported by public transport. For example, participants were particularly interested in investment in technology that promotes flexible work arrangements, including working from home.

- Economic hubs—participants would like to see employment hubs created and supported throughout the region. In addition, participants considered that industry should be positioned in locations that are appropriate for its needs.

- Self-containment—participants expressed a desire for employment to be located so that people do not have to travel outside their local area to access work. For example, mixed use urban development to support job opportunities close to home is of particular interest to participants.

The most popular ideas by vote for the Prosper theme were (provided as verbatim comments from the community conversations):

- Building Global Resilience HUB: exporting resilience (resilience as service) (19 votes)

(Note: this comment has been summarised. The full comment is provided in Appendix D Most popular idea by vote for the Prosper theme.)

- A collaborative approach is needed to deal with natural disasters.

- The consistency of approach across government agencies, community organisations and business has not been supported by key funding and has therefore resulted in many outcomes falling short of reaching a sustainable level.

- Resilience building cannot be achieved with exclusive reliance on government leadership. Instead, an entrepreneurial and businesslike approach should be taken.

- Propose that an innovative resilience hub/brokerage be activated in Brisbane with a view to acting as an aggregated service with a national and, more importantly, international platform.

- The hub would be a platform that connects key services across the nation and, through a collaborative strategy, utilise their capacities to deliver projects and programs for a commercial fee. In a way the hub would act as the pointy end for what could be described as an emerging industry, though not yet capable of being self-sufficient without a joint collaborative approach.

The need to plan for natural disasters is acknowledged. Research undertaken to support the review of the SEQRP will specifically examine the opportunities presented by new and emerging industries for SEQ.

- Decentralise employment (7 votes)—More jobs throughout the region to minimise need to travel.

- Use Brisbane climate and lifestyle to attract 'virtual' industries (media, IT, etc.) (5 votes)—No further explanation provided.

The community attitudes point to a desire for improved public transport accessibility and the creation of employment hubs. The issue of jobs and economic growth should be considered within the SEQRP review to ensure regional policy is effective and supports economic growth and jobs growth.

The great ideas identified by the department for the Prosper theme include (provided as verbatim comments from the community conversations):

- Create more night-time vibrancy—This was a key measure in this year's Monocle Quality of Life survey for the most liveable cities—a list which no Queensland city made. Reduce restrictions on hours of operation, improve pedestrian safety around centres and increase vitality and vibrancy of our centres day and night.

- Derelict assets—We should support innovation in unused space. Should be in old unused space not expensive new infrastructure.

- Develop regional centres—More development of regional centres and existing industrial areas e.g. Virginia to encourage more jobs away from CBD.

- Planning needs to foster innovation—Planning schemes need to respond quickly to the economic change and opportunities that exist today and tomorrow.

- Specialised services hub—At the moment, various industries are scattered all over SEQ. We need to create specialised servicing hubs in every council and expand on them. These hubs would focus on the industries that we specialise in; such as following: tourism, education, IT and related industries including telcom (although we do not specialise in it now but can be included in our focus areas), education (integrated services promoting Australian education brand to overseas people) and our biggest

strength area is agriculture and livestock (we need to divert our focus on finished products instead of raw material export). Integrated effort/brainstorming in each area is the key to SEQ success in next 20 years or so. Further, dependence on construction industry should be minimal moving forward.

The community ideas are noted in regard to the efficient use of assets, fostering innovation and the creation of services hubs. This indicates the need for the SEQRP review to consider regional policy responses to meet changing lifestyle and economic needs while retaining the identity and liveability of SEQ. Regional policy will seek to address areas of economic significance, key knowledge and technology precincts, and major industrial and special use areas in SEQ.

Connect

The Connect theme seeks to improve liveability and ensure people can access employment and services efficiently and effectively. This will be achieved by maximising the use of existing infrastructure investment, delivering new infrastructure efficiently and reducing the overall need for travel. The Connect theme looks to maximise opportunities relating to:

- connecting communities through transport systems, utilities and sewer and digital networks
- improving efficiency of infrastructure networks
- improving local accessibility—matching where people live and work.

Following analysis of the ideas, the Connect theme received a total of 362 ideas that were supported by 668 votes for those ideas. The top five trends within the Connect theme are detailed in Figure 8.
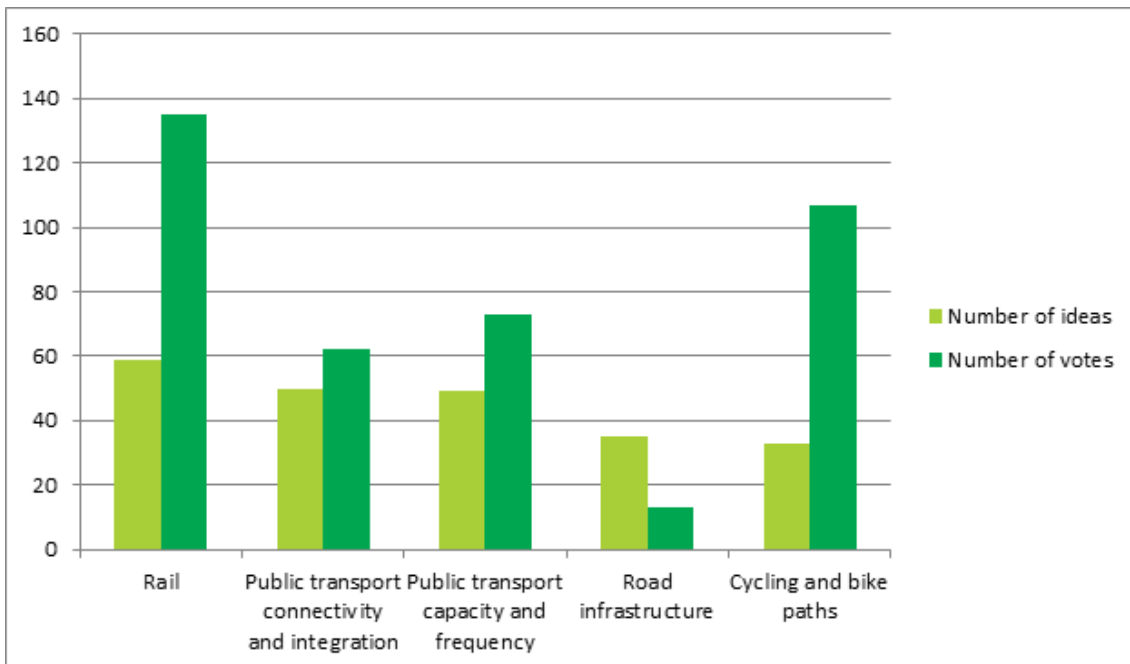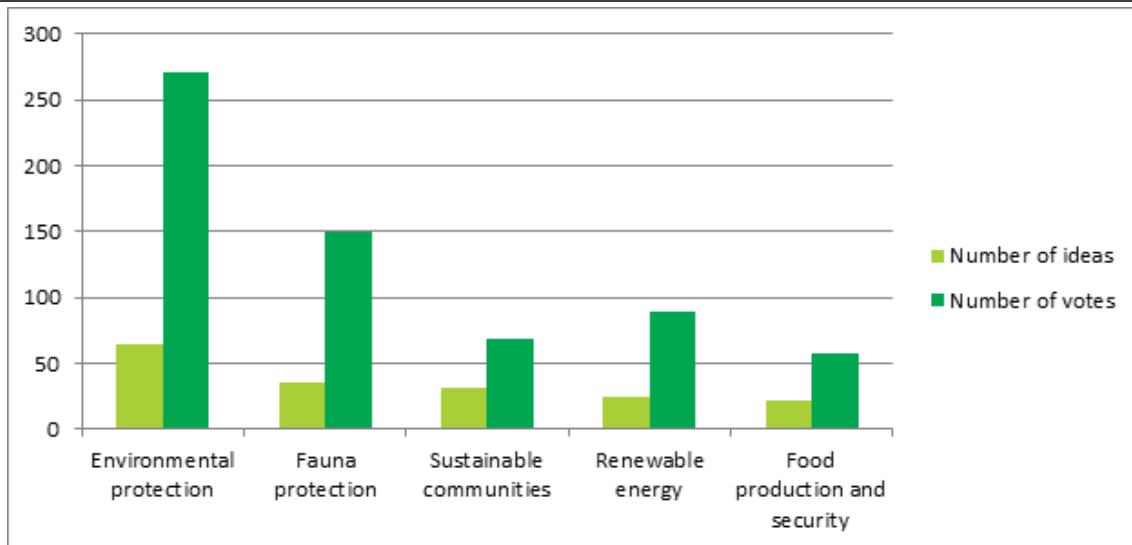

Figure 8: Top five trends within the Connect theme

The top five trends within the Connect theme were:

- Rail—the ideas raised related to all types of existing and proposed rail infrastructure, including:
    - heavy and light passenger rail, e.g. the requirement for improved rail to service population projections was of particular interest to participants
    - high speed and electric rail, e.g. participants expressed a desire for high speed rail between major centres.
- Public transport connectivity and integration—participants expressed a desire to see better integration of active, public and private transport in the region, and increased services to those areas with infrequent or limited services.
- Public transport capacity and frequency—the desire for more public transport services to improve efficiency, and to increase the capacity of the network to service rural areas and outer ring suburbs without needing to travel to a CBD was of particular interest to participants.
- Road infrastructure—participants identified the desire to:
    - plan for increased capacity requirements
    - deliver works ahead of increased density and population
    - improve standards for quality of road infrastructure delivery to minimise maintenance costs and impacts, particularly in regional areas.
- Cycling and bike paths—participants would like to see improved cycling infrastructure and network connections, e.g. dedicated and separate cycle paths/lanes, and end of trip facilities in new commercial developments were of particular interest to participants.

The most popular ideas by vote for the Connect theme were (provided as verbatim comments from the community conversations):

- High speed rail (12 votes)—Beneficial for transport between major centres (Gold Coast to Brisbane).
- Connected bikeways (11 votes)—Proper bikeways that are separated from traffic and pedestrians linked so that journeys can be made to and from CBD and major centres safely.
- More public transport (9 votes)—Public transport is marvellous. Let's get rid of half the cars.

This indicates the need for the review of the SEQRP to evaluate the current integrated land use and transport planning policies to ensure they continue to be relevant and effective.

The great ideas identified by the department for the Connect theme include (provided as verbatim comments from the community conversations):

- Better integration of active, public and private transport—Multi-modal corridors to CBD and regional centres, with separate lanes for each; and options to combine two or more transport methods (i.e. bike racks on buses).
- Deliver transport infrastructure before you allow larger communities—Communities are subject to NIMBY syndrome too often. We need to establish the area with the appropriate infrastructure prior to people moving in so they don't overrule necessary development.

- Density is necessary for public transport to become viable—Low density and auto-dependent development does not allow governments to deliver affordable public transport. State and local governments must encourage/promote the community to rethink the norm and work with the development industry major players to change their business models and discourage large inefficient green field development.

- Prioritise transport modes appropriately in nodes/centres—Prioritise transport mode investment in centres—pedestrians, then bikes, then commercial vehicles, then cars.

- Public transport with development—Including public transport with developments not just roads. Public transport should be priority over roads. Public transport needs to be a part of planning new areas.

- Electric vehicles and renewable energy (note: this idea was also identified as one of the most popular ideas by vote under the sustain theme)—Queensland has currently no incentives or registration discounts for electric vehicles as other countries have. Queensland needs lots more public chargers in shopping centres and public space like parks, beaches, CBDs, car parks. Electric vehicles are far more efficient, quieter, have no emissions while operating and would contribute to more technology jobs and knowledge in this future transport technology. The state government should actively support research and investment in battery technology for electric vehicles, home and commercial electricity storage to create sustainable jobs for now and the future. Why not make it mandatory to have new buildings fitted with solar, battery and electric vehicle charger? As an example, this would cost less than $20,000 more for a $400,000 home and could be further discounted by having the state government financially supporting this technology (which will lead to more jobs and technology knowledge/innovation).

The community ideas for land use and transport integration, infrastructure delivery and public transport are noted. This indicates the need for the SEQRP review to consider policy regarding integrated land use and transport to support a compact, efficient and sustainable future for SEQ.

Sustain

The Sustain theme seeks to foster resilient, socially-connected and healthy communities in an enhanced natural environment. The Sustain theme looks to maximise opportunities relating to:

- protecting natural assets through land use planning
- promoting well-connected, equitable, affordable and cohesive communities
- fostering resilient communities, better able to respond to climate change.

Following analysis of the ideas, the Sustain theme received a total of 286 ideas that were supported by 906 votes for those ideas. The top five trends within the Sustain theme are detailed in Figure 9.

Figure 9: Top five trends within the Sustain theme

The top five trends within the Sustain theme were:

- Environmental protection—ideas were raised by participants around the protection and preservation of SEQ's natural environment and the biodiversity of the region. For example, of particular interest to participants was the desire to protect remaining bushland and green space, and promote infill development rather than further expanding the Urban Footprint.

- Fauna protection—participants identified a desire to see the protection of native fauna through the preservation of food sources, wildlife corridors and safe passages in the region.

- Sustainable communities—ideas were raised relating to building and fostering social capital within communities, and building healthy connected communities across the region.

- Renewable energy—of particular interest to participants is the use of more sustainable power sources throughout SEQ. For example, introducing incentives for the adoption of renewable energy sources, requiring new developments to incorporate renewable energy, encouraging innovation and subsidising registration and associated costs for electric vehicles.

- Food production and security—there is a desire to retain and expand our food production capability, including identifying more efficient and smaller scale production in urban areas.

The most popular ideas by vote for the Sustain theme were (provided as verbatim comments from the community conversations):

- Urban corridors (15 votes)—Need urban corridors that are adequate for wildlife.

- Planning that takes into consideration the accumulative environmental impact of multiple developments (15 votes)—Triggers for assessment currently sit at 5 hectares therefore singular developments rarely trigger, even though accumulatively they can have significant impact.

- Electric vehicles and renewable energy (14 votes) (note: this idea was also included as one of the great ideas under the Connect theme)—Queensland has currently no incentives or registration discounts for electric vehicles as other countries have. Queensland needs lots more public chargers in shopping centres and public space like parks, beaches, CBDs, car parks. Electric vehicles are far more efficient, quieter, have no emissions while operating and would contribute to more technology jobs and knowledge in this future transport technology. The state government should actively support research and investment in battery technology for electric vehicles, home and commercial electricity storage to create sustainable jobs for now and the future. Why not make it mandatory to have new buildings fitted with solar, battery and electric vehicle charger? As an example, this would cost less than $20,000 more for a $400,000 home and could be further discounted by having the state government financially supporting this technology (which will lead to more jobs and technology knowledge/innovation).

In response to the community ideas for a sustainable SEQ, the SEQRP review needs to consider strong, safe and sustainable communities. This includes ensuring an appropriate policy response to maintain and protect SEQ's natural assets and regional landscape values.

The great ideas identified by the department for the Sustain theme include (provided as verbatim comments from the community conversations):

- Affordable living—Not just affordable housing with the ability to have a backyard that allows you to grow your own food.
- Build social capital at the start—Get strong social development and community building by involving people early. Councils should make developers involve neighbours and new residents to build cohesive communities.
- Encourage adaptive re-use—Not just of heritage buildings but the existing urban fabric to reduce waste and improve sustainability.
- Encourage green building—Reduce existing legislative hurdles and/or incentivise development outcomes that embody green building techniques that go beyond current regulatory requirements including water efficiency, energy efficiency and production, low impact development, sustainable materials, use of recycled content.
- Clear vision, with tangible strategy relevant to each sub-region needed for protecting SEQ natural assets—SEQ needs to seriously consider its food supply, water quantity and quality, air quality, wellbeing, recreational and open space needs and natural assets, as well as its economic development, infrastructure, transport, community safety, housing needs and industrial needs. This needs to be achieved in the light of what the regional community wants for the region. So it is sensible to ensure the new regional plan clearly sets out the vision for SEQ along with the key overarching strategy to achieve the vision. This should be coupled with tangible steps to achieve the vision. Importantly, the vision for the Sunshine Coast will be different for the Gold Coast and different again for the rural areas and Brisbane CBD, so the sub-regional narratives should be retained to account for the differences and uniqueness across the region. We recommend that this should be done through Desired Regional Outcomes, as provided for under the current Regional Plan. Also, a reduction in the ecological footprint must be a clear objective of the new plan.

It is noted that affordability and environmental protection is an increasing concern for the community. This indicates the need for the review of the SEQRP to consider the idea of affordable living and nurturing the natural systems that sustain the region and provide an appropriate policy response.

The protection and enhancement of SEQ's natural environment and resources, including food production remains an important value for SEQ and the policies set previously need to be considered and enhanced within the SEQRP review.

Live

The Live theme seeks to create a diverse range of enjoyable and attractive subtropical places which contribute to and reflect SEQ's unique lifestyle. The Live theme looks to maximise opportunities relating to:

- responding to the subtropical environment through well-designed communities
- ensuring improved liveability
- providing services and amenities close to where we live.

Following analysis of the ideas, the Live theme received a total of 157 ideas that were supported by 324 votes for those ideas. The top five trends within the Live theme are detailed in Figure 10.
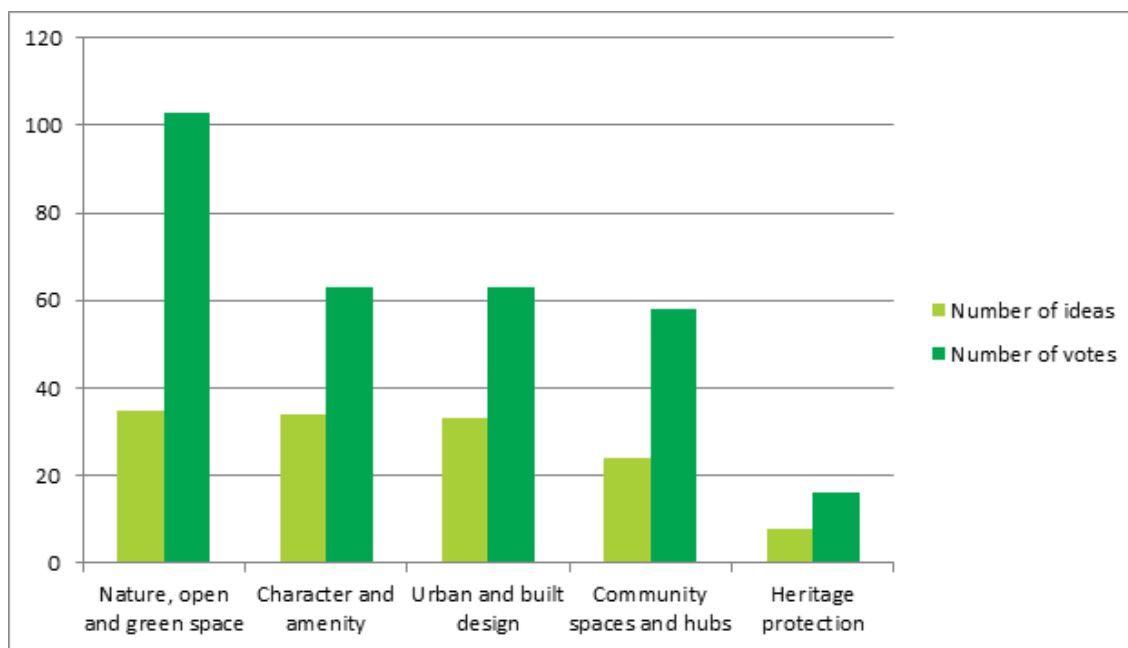
Figure 10: Top five trends within the Live theme

The top five trends within the Live theme were:

- Nature, open and green space—of particular interest to participants was the provision of quality green spaces in high density areas (as spaces for play, relaxation and enjoyment), and the desire to incorporate design that encourages interaction and engagement by users.

- Character and amenity—ideas were submitted relating to the individual identity and unique attributes of places, suburbs and towns that feature aesthetic appeal or functional purpose that contribute to quality of life. For example, the desire to maintain local identities by retaining character of local areas, and consideration of social and environmental amenity was of particular interest to participants.

- Urban and built design—participants identified the desire for better-quality design that responds to the subtropical climate, and the need to encourage innovation and sustainable practices in the region.

- Community spaces and hubs—the desire for public spaces, community facilities and buildings that encourage social interaction was of particular interest to participants. Participants considered that these spaces should be delivered efficiently to service growing populations.

- Heritage protection—there is a desire to retain the character of SEQ through the preservation of heritage buildings and areas of significance in the region.

The most popular ideas by vote for the Sustain theme were (provided as verbatim comments from the community conversations):

- Hinterland High School (15 votes)—A State high school in the Palmwoods area to service the needs of the local communities of Montville, Palmwoods, Eudlo, Chevallum, Ilkley, Mooloolah and Woombye and retain the sense of community within these 'villages'.

- Protect the natural amenity (9 votes)—our draw cards such as beaches and our beautiful hinterland.

- Developments need to respond to community needs and desires (9 votes)—Allow for community interaction outside of individual properties.

This feedback indicates the need for the SEQRP review to consider the community's changing desires and needs while seeking to deliver a region of great places. Regional policy should be responsive to the subtropical climate and create a diverse urban form to cater for the community's needs.

The great ideas identified by the department for the Sustain theme include (provided as verbatim comments from the community conversations):

- Community space should be provided in areas of redevelopment both in medium and high density areas—In existing areas designated for intensive residential development, local government should ensure planning provisions are made for local open space at, or above, one hectare/1,000 simulated future population—to create local spaces including pocket parks, playgrounds, community gardens, etc.

- Development incentives—Incentivise excellence in design, innovation and sustainability through reduction in levels of assessment and/or introduction of density bonuses built into acceptable outcomes, to better embrace local and global opportunities when they arise. Incentivise the delivery of increased community dividend e.g. additional parks, plazas, public art, connectivity etc. through reduction in levels of assessment and/or recognition as sufficient grounds to support development otherwise not envisaged under the planning scheme.

- HOPSCA—Coined as 'A city within a City'; HOPSCA is an acronym for a prescribed mixed use of 'hotels, offices, parks, shopping centres, convention centres and apartments' and delivers a liveable model for new world living.

- Set back tall buildings from the street front and create neighbourhoods and villages with a human scale—European cities have create [sic] density but very little high rise—follow that model of walkable city villages and ensure we don't lose the subtropical.

- Temporary activation of city streets—Greater use of wide, aesthetically pleasing streets within the CBD and inner suburbs for temporary activation events e.g. markets, park(ing) day, music festivals.

This feedback indicates the need for the SEQRP review to ensure that SEQ is a region of places responsive to the subtropical climate, inspired by local character with the integration of SEQ's natural assets.

There is a high degree of correlation of issues and ideas from the community conversations to that of the community attitude survey. In addition, the community conversation identified a range of specific ideas and issues that warrant further consideration.

Local government areas

The ideas hub visited each LGA at least once during the engagement period. The ideas and events collected through all community conversation engagement tools have been analysed by LGA, and the number of ideas generated in each LGA is indicated in Figure 11.

Figure 11: Ideas and evens by LGA

The department has identified the top five community ideas for SEQ based on those ideas that commonly ranked in the top three ideas across numerous LGAs. The preliminary analysis of 1329 ideas identified was distributed across the region. However, a base of 30 ideas was used to determine the popularity within each LGA. These ideas are detailed in Table 2, and include:

- improved public transport connectivity and integration
- improved rail infrastructure and network upgrades
- environmental protection and preservation
- improved public transport capacity and frequency
- the need for transparency, continuity and certainty in planning processes.

Table 2: ShapingSEQ—community ideas for the future of the region[5]

What the community told us—their important ideas for the future	Local government areas
The top five community ideas—by frequency	LGA residence
Public transport connectivity and integration	Brisbane, Gold Coast and Scenic Rim
Improved rail infrastructure and network upgrades	Gold Coast, Lockyer Valley, Logan and Toowoomba
Environmental protection	Brisbane, Logan and Redland
Public transport capacity and frequency	Brisbane and Scenic Rim
Planning continuity and certainty	Gold Coast and Noosa
Other key community ideas	LGA residence
Improved cycle and bike paths and connectivity	Sunshine Coast
Development and transport sequencing	Sunshine Coast
Creation of economic hubs	Noosa
Expand Urban Footprint	Logan
Maintain Urban Footprint	Redland
Planning continuity and certainty	Noosa
Primary industries	Toowoomba
Renewable industries	Toowoomba
Rural subdivision	Lockyer Valley
Support innovation	Noosa
Sustainable communities	Scenic Rim
Tourism	Toowoomba

[5] Note: Three of the LGAs received less than 30 ideas, therefore the analysis has been conducted across the nine LGAs that received 30 or more ideas—four LGAs received more than 100 ideas.

An analysis has been prepared to show the number of ideas generated in each LGA and, where sufficient ideas exist, key trends in each LGA. These are shown in Appendix E Number of ideas and trends per LGA. The key trends have been identified based on the number of ideas provided relevant to the trend, post analysis of the number of votes that each idea received.

Observations and insights

In terms of living in SEQ, the community attitudes survey found that the three most important factors influencing respondent's overall feelings about population growth are personal quality of life, the public transport system and the natural environment. These findings from the survey are generally consistent with those identified by people who participated in the community conversations at the local government level.

A summary of the department's observations from both the community attitudes survey and community conversations by theme follows.

Grow

The positive effects of population growth as determined by the survey are:

- greater development
- increased infrastructure
- improved business and job opportunities.

The 2016 survey results demonstrate there is more support for growth in SEQ compared to the results of the 2010 survey. Respondents to the 2016 survey want to see a regional plan that ensures:

- infrastructure growth is provided in line with population growth
- opportunities are maximised while preserving the things that are loved
- the delivery of places to live, enjoy, connect, prosper and sustain.

The survey indicated that the people of SEQ consider that population growth is inevitable and that it will bring with it higher density living. The strongest preference amongst respondents aged 25–55 years was to live further from the city or town centre in lower density housing with a mix of shops, offices and businesses close to where they live. This demographic also had a strong preference for high density housing in the inner city of Brisbane. Older (people over 65) and younger (people under 25) age groups expressed a lesser desire for this lifestyle choice. This could be attributed to the change in lifestyles of the older age group, for example with less dependents living at home they are choosing to downsize and change their lifestyle.

In taking a 50-year view and a 25-year implementation framework, the SEQRP review will need to plan for these demographic changes. Across the ShapingSEQ timeframes, greater housing diversity across the region and higher residential densities with good access to transport, services and employment is a key outcome sought by the community.

The community conversations identified the importance of planning ahead for infrastructure and ensuring development and infrastructure delivery is sequenced. The community conversations also identified key considerations in accommodating growth including:

- the location and quality of residential density
- using density to consolidate growth in favour of urban expansion
- the desire for rural residential development in specific locations.

Insights received through the community conversations identified that proximity and ease of access by public transport to work or school are considered important by people when choosing a place to live. Participants nominated that SEQ needed to improve its housing diversity by providing more townhouses rather than apartments. Housing costs are by far the greatest consideration associated with people's choice of location.

Overall, based on survey results and community conversations the principle of growth and density in well-serviced locations is generally supported. It is also evident that in order to support population growth the region must provide greater housing diversity, including medium density housing, to improve choice for the younger and aged cohorts.

It is also important to note that in rural areas the growth of rural towns is important and in these locations rural residential development is desired, as are detached dwellings on the fringe.

Prosper

The survey results indicated the strongest preferences amongst respondents are that businesses with new jobs locate together to form employment hubs and that we encourage a range of new industries to establish in SEQ. The community identified that population growth is preferred if it means a stronger economy, more highly skilled jobs, investment and new industries locating in SEQ.

These views are also reflected in the outcomes of the community conversations, confirming there is support for the idea of economic hubs and employment hubs throughout the region. It was seen as important to position industry in locations that are appropriate for people's needs, including access to public transport. The participants raised the need to:

- establish new, and enhance existing, industries within SEQ
- locate employment so that people do not have to travel outside their local area to access work.

The comments and ideas received during the community conversations supported the survey responses within the Connect theme. Both the community conversations and survey responses indicated that when choosing a job, a key consideration is proximity to home or to public transport options.

The consideration of public transport and accessibility strongly support the need for the SEQRP review to integrate regional policy responses across themes, in particular to address the Prosper and Connect themes.

Overall, based on survey results and community conversations, there is strong community support for strengthening SEQ's economy and capitalising on new and emerging investment and employment opportunities. In addition, there is a desire for improved access to employment through promotion of economic growth throughout the region (closer to home) and improved access to employment hubs.

Connect

The strongest preferences identified amongst SEQ residents surveyed in 2016 are:

- that existing industry is moved to new industrial areas with freight connections
- that development of higher density housing, offices and shops occurs around train and busway stations.

The community conversations support the survey results. The key trends for the Connect theme related to:

- improving integration of active, public and private transport
- increasing services to those areas with infrequent or limited services identified by the community.

There was strong support for increasing public transport services to improve efficiency, and increasing the capacity of the network to service rural areas and outer ring suburbs, therefore minimising the need to travel to a CBD.

The community identified the need to:

- plan for increased capacity requirements
- deliver works ahead of increased density and population projections
- improve standards for quality of road infrastructure delivery to minimise maintenance costs and impacts, particularly in regional areas.

Of those people engaged during the community conversations, the majority of respondents nominated that it was most important to be connected to recreation areas, ahead of education, health and social services.

Both the community attitude survey and community conversations highlighted the desire to create employment hubs in appropriate locations, supported by public transport. The community feedback indicates there is a strong desire to improve public transport accessibility between residence and place of employment.

Overall, the survey results and community conversations indicate strong support for improved:

- connectivity
- level of service
- public and active transport through integrated land use and transport planning.

Sustain

The strongest preference amongst SEQ residents surveyed was for development not to occur in or around SEQ's natural assets. The community also indicated strong support for maintaining the size and shape of the towns in rural communities in order to protect surrounding land for rural production.

This finding is further supported by the community conversations feedback. Protecting and preserving SEQ's natural environment (including biodiversity values) was a central idea. Community conversation feedback also included a desire to retain and expand the food production capability of the region (including identifying more efficient and smaller scale production in urban areas).

Insights received through the community conversations indicated that respondents believed that the conservation of wildlife and native plants was the most important reason for protecting SEQ's natural environment. When asked what makes a sustainable community, people nominated a shared sense of purpose and access to services.

There is strong alignment between the quantitative feedback within the community attitudes survey and the qualitative community conversations. For example, both the survey and the community conversations highlighted that the community values green space and the environmental values of SEQ.

The importance of protecting and maintaining SEQ's natural assets further highlights the integration across the regional policy themes, with the importance of quality green spaces also being identified with regard to the Live theme.

Overall, based on survey results and community conversations, the community acknowledge the importance of protecting and maintaining SEQ's natural assets.

Live

The strongest preference amongst SEQ residents surveyed was for the community to:

- be able to change over time to take advantage of new housing and transport technology
- have a mix of shops, offices and recreational opportunities close to where they live
- be able to get around the community on foot or by cycle.

Survey respondents nominated mixed use precincts as being priority areas for achieving good design and amenity outcomes. These precincts were favoured over streets, buildings, parks and open spaces.

To make communities more liveable, respondents nominated lively and people-friendly streets as being important.

The community conversations indicated similar preferences, with feedback focusing on the:

- need for public spaces, facilities and buildings that:
  - encourage social interaction
  - are delivered efficiently to service population projections
- desire for individual identity and unique attributes of places, suburbs and towns that feature aesthetic appeal or functional purpose that contributes to quality of life
- importance of quality green spaces in high density areas, and the incorporation of design that encourages interaction and engagement by users
- importance of better-quality design that responds to the subtropical climate
- need to encourage innovation and sustainable practices in urban and built design.

Similar to the Sustain theme, the data collected from community conversations suggests that many in the community value the natural environment, such as beaches, bushland and rivers, as their favourite place while also valuing greenspace within developed areas. This view is consistent with the feedback received in the survey that people value green space and the natural environmental values of SEQ.

Overall, based on survey results and community conversations, there is strong support for high-quality design that responds to the subtropical climate and for maintaining the natural environmental values of SEQ.

Conclusions

The department has considered all the findings of the data collected from the community attitudes survey, and the ideas and feedback collected through the community conversations to build and refine the policy direction of ShapingSEQ.

In considering the issues, ideas and attitudes identified in the first round of engagement, the following observations are noted:

1. The community has an increasing positive attitude to growth with clear expectations regarding the importance of delivering prosperity, housing diversity, transport accessibility and environmental protection.
2. The SEQRP review needs to consider different attitudes and views across age groups, subregions and LGAs.
3. The SEQRP review needs to deliver integrated policy across the themes of Grow, Prosper, Connect, Sustain and Live.

In addition to the ideas and issues identified across the community conversations, a number of observations are also relevant when considering the structure and focus of the SEQRP review. They are:

1. Recognition by the community of the value and importance of managing growth.
2. An overall understanding and resonance of the themes and issues.
3. Alignment of the attitudes and ideas provided by a broad cross section of the community across the region.
4. Local and subregional differences and differences across age groups.
5. The need to plan for diverse communities, age groups and attitudes.

The department wishes to acknowledge the contribution made by the community in helping to inform ShapingSEQ. It is important to note that not all issues raised during the community engagement can be resolved by ShapingSEQ. Where the regional plan is the appropriate statutory instrument, these ideas will continue to inform the review of the SEQRP.

It is anticipated that formal statutory public notification and community consultation on the draft plan will commence from October 2016 to February 2017.

Appendix A Social research on population growth and liveability

Questions about the effects of population growth in SEQ were asked by TNS social research consultants of SEQ residents in 2010. This process was repeated in 2016.

Respondents indicated population growth in SEQ would result in changes for the better for four of the five themes, being Grow, Live, Prosper and Connect. These results reflect the overall support for strengthening SEQ's economy and supporting new and emerging opportunities associated with growth in SEQ.

Respondents indicated population growth in SEQ would result in changes for the worse for the Sustain theme. These results reflect the strong support from respondents for development not to occur in or around the region's natural assets, and the importance of protecting these natural assets.

Table 3: Attitude changes towards population growth and liveability

Theme	Survey question	The 2010 response indicating 'change for the better'	The 2016 response indicating 'change for the better'	Change between periods
Grow	Please indicate how you feel about the effect of population growth for South East Queensland	47.4%	55.7%	+8.3%
Prosper	Please indicate the type of change you think long-term population growth will have in South East Queensland; for example, the availability of jobs	41.7%	41.9%	+0.2%
Connect	Please indicate the type of change you think long-term population growth will have in South East Queensland; for example, our public transport system	38.2%	47.8%	+9.6%
Sustain	Please indicate the type of change you think long-term population growth will have in South East Queensland; for example, access to beaches, bushland and city	75.4%	68.9%	- 6.5%
Live	Please indicate the type of change you think long-term population growth will have in South East Queensland; for example, the character of housing	37.1%	42.8%	+5.7%

Appendix B Attitudes towards population growth (2016)

Statistically significant differences by age group

(Based on mean score from Change for the worse—0 to Change for the better—100)

Statistically significant differences by age group
(Based on mean score from Change for the worse – 0 to Change for the better -100)

		TOTAL	18–24 yrs	25–34 yrs	35–44 yrs	45–54 yrs	55–64 yrs	65+ yrs
Compact	Availability of housing	40.2	40.5	46.6	41.6	36.8	34.5	39.8
	Types of housing	44.6	47.9	51.5	45.0	41.3	38.8	42.7
	Retail shopping options	60.6	58.3	60.7	60.2	63.4	59.7	60.1
	The amount of green space	38.1	45.4	45.4	40.0	34.8	31.2	32.2
Well designed	The character of housing	42.8	46.3	49.4	42.6	41.9	35.8	40.0
Connected	Our public transport system	47.8	57.7	52.3	46.4	47.6	41.8	42.6
	The amount of traffic	27.9	43.0	36.5	28.7	23.6	17.4	20.3
Invest/Employ	Availability of jobs	45.4	42.9	49.9	47.3	41.9	41.9	46.6
Sustainable Communities	Availability of entertainment options and cultural experiences	59.9	56.4	62.5	59.0	62.3	58.2	59.3
	Availability of sporting and recreational options	55.0	54.2	59.8	53.3	54.5	53.7	53.5
	Availability of education options (schools, universities)	54.2	54.1	57.8	53.3	55.0	51.8	52.6
	My personal quality of life	47.1	50.8	52.9	47.9	43.9	42.0	44.9
	The sense of community	45.8	54.3	52.5	46.2	42.5	38.6	41.3
	Safety in the local community	41.8	48.6	49.6	41.5	39.3	34.4	37.5
	The cost of living	41.9	43.4	47.7	40.4	40.4	37.3	41.7
	My personal standard of living	46.7	45.6	53.2	48.4	43.6	42.0	45.7
	Natural environment	39.1	42.1	45.4	41.4	37.5	32.8	34.5
	Availability of land for rural activities and agricultural production	38.9	47.5	47.0	41.3	36.6	30.6	30.4

Significantly more/less likely than Total SEQ to agree at 95% confidence interval

Source: *SEQ Regional Plan 2016, Social Research on Population Growth and Liveability in South East Queensland,* prepared for: Department of Infrastructure, Local Government and Planning. TNS consultants: Damian Hampton, Jason Davis, Caitlin Manche.

Appendix C Statistically significant differences by subregion

Metro

More likely than total SEQ to agree Statistically significant differences by region (based on mean score)	• There are opportunities for me to live near public transport
More likely than total SEQ to disagree Statistically significant differences by region (based on mean score)	• Beaches, bushland and city are all easily and quickly accessible • Our natural assets (such as bushland, parks and greenspace) are being protected • Food that is grown in SEQ or close to where I live is readily available

Grow	
Metro resident responses do not differ significantly from total SEQ.	

Live	
Less likely than total SEQ to agree statement applies to high density living Based on mean score from completely disagree—0 to completely agree—100	• Has better facilities available in buildings (mean 60.0)

North

More likely than total SEQ to agree Statistically significant differences by region (based on mean score)	• I have easy access to open space and recreation areas • Townhouses, units/apartments in my community are well designed • Parks, shopping areas, and streets in my community are well-designed

	• It's easy to get around my community
	• It's easy for me to travel to work
	• Beaches, bushland and city are all easily and quickly accessible
	• Our natural assets (such as bushland, parks, and greenspace) are being protected
	• My family and I feel safe when out and about
	• Food that is grown in SEQ or close to where I live is readily available
	• Our rural areas are being protected
Less likely than total SEQ to agree Statistically significant differences by region (based on mean score)	• There are plenty of travel options available to me (e.g. bus, train, car, walking)
Grow	
More likely than total SEQ to agree the following aspects would change for the better with population growth Based on mean score from Change for the worse—0 to Change for the better—100	• Availability of sporting and recreational options (mean 59.0) • Availability of education options—schools, universities (mean 59.0)
Live	
More likely than total SEQ to agree statement applies to high density living Based on mean score from completely disagree—0 to completely agree—100	• Allows me to be closer to shops, entertainment, recreation opportunities and where I work (mean 68.4) • Allows bushland and green space to be preserved because it is not needed for housing development (mean 60.2) • Puts more development pressure on coastal areas (mean 70.2)
Less likely than total SEQ to agree statement applies	• Has more people living closer together which generates more traffic congestion (66.2)

to high density living Based on mean score from completely disagree—0 to completely agree—100	

South

More likely than total SEQ to agree Statistically significant differences by region (based on mean score)	• Townhouses, units/apartments in my community are well-designed • Parks, shopping areas, and streets in my community are well-designed • Beaches, bushland and city are all easily and quickly accessible
Grow	
More likely than total SEQ to agree the following aspects would change for the better with population growth Based on mean score from Change for the worse—0 to Change for the better—100	• Availability of housing (mean 43.8) • Types of housing (mean 48.0) • The amount of green space (mean 41.4) • The character of housing (mean 47.2) • My personal standard of living (man 50.2) • Natural environment (mean 43.6) • Availability of land for rural activities and agricultural production (mean 42.8)

More likely than total SEQ to agree Statistically significant differences by region (based on mean score)	• Townhouses, units/apartments in my community are well-designed • Parks, shopping areas, and streets in my community are well-designed • Beaches, bushland and city are all easily and quickly accessible
Live	
More likely than total SEQ to agree statement applies to high density living Based on mean score from completely disagree—0 to completely agree—100	• Provides good views from buildings (mean 63.3) • Has better facilities available in buildings (mean 66.2) • Is more affordable, as it is cheaper to rent and buy (mean 53.3) • Promotes a feeling of community as there are many people living more closely together (mean 49.6) • Has higher security because there are more people around and this stops crime from happening (mean 54.0) • Is a good housing option for families (mean 43.4)

West

More likely than total SEQ to agree (based on mean score from change for the worse—0 to change for the better—100) Statistically significant differences by region (based on mean score)	• I have easy access to open space and recreation areas • Wages for the job I do are similar in SEQ to elsewhere in Australia • Food that is grown in SEQ or close to where I live is readily available
Less likely than total SEQ to agree Statistically significant differences by region (based on mean score)	• There are plenty of travel options available to me (e.g. bus, train, car, walking) • There are opportunities for me to live near public transport
Grow	
More likely than total SEQ	• Retail shopping options (mean 68.0)

to agree the following aspects would change for the better with population growth Based on mean score from Change for the worse—0 to Change for the better—100	• The character of housing (mean 48.4) • Our public transport system (mean 58.2) • The amount of traffic (mean 35.2) • Availability of entertainment options and cultural experiences (mean 65.4)
Live	
More likely than total SEQ to agree statement applies to high density living Based on mean score from completely disagree—0 to completely agree—100	• Allows me to be closer to shops, entertainment, recreation opportunities and where I work (mean 72.1) • Allows easier access to CBD/town centres (mean 76.1) • Has better facilities available in buildings (mean 70.0) • Allows more efficient use of existing or new public transport (mean 69.2) • Allows people to live closer to jobs (mean 70.5) • Does not provide an opportunity to have a garden, a backyard or pets (mean 79.1)

Source: *SEQ Regional Plan 2016, Social Research on Population Growth and Liveability in South East Queensland*, prepared for Department of Infrastructure, Local Government and Planning. TNS consultants: Damian Hampton, Jason Davis, Caitlin Manche.

Appendix D Most popular idea by vote for the Prosper theme

Building Global Resilience HUB: exporting resilience (resilience as service)

(19 votes)

(Verbatim comment from community conversations)

The current state of play in respect to the way we deal with disasters, especially when it comes to the resilience element, resembles Abraham Maslow's often repeated observation 'when the only tool you have is a hammer then all the problems start to look like nails'. Over the past decade we have seen an increase in discussions on how best to deal with natural disasters. A key argument has emerged with a strong global consensus (Hyogo is one example of a formal global agreement) that a collaborative approach is the key. Over the past several years, Australia (Queensland and Victoria in particular) has suffered an unprecedented level of disruption to social and economic life and a significant loss of life. To this date it continues to be a major challenge. The economic cost of disasters has impacted society across all levels. Numerous reports, including a very recent study by Deloitte, confirm this. Over the years, the cost of recovery from natural disasters has been increasing, due in part to the fact that many areas (communities, businesses, individual households) have been impacted multiple times over a period of two or three years, thus making effective recovery costlier. Many reports indicate that successive disasters, particularly in Queensland as the state most likely to be affected by natural disasters, have started to have a major impact on local economies, the social fabric and the overall socio-economic sustainability of local lifestyles. The pressures associated with the cost of recovery have impacted all. The bill to tax payers continue to rise, and the impact on Governments' abilities to build effective resilience across all levels have diminished, in part due to economic conditions that do not favour capacity building investment. This cycle of inactivity is more likely to lead to further delays in reaching sustainable levels of resilience that local business communities, families and individuals need in the long term. Over the past several years government agencies, community organisations and businesses have engaged in a level of conversation with the hope of attaining a unified strategy for building disaster resilience. Unfortunately, instabilities and regular changes in political direction have contributed to a somewhat lethargic response by the community in general, whose expectations remain largely unmet. It is true that there was significant amount of funding injected toward programs of building resilience and there were programs and projects that delivered genuine outcomes with considerable positive impact in selected areas. However, the consistency of approach has not been supported by key funding agencies and has therefore resulted in many outcomes falling short of reaching a sustainable level; something that requires time and commitment. One of the key challenges in achieving resilience (which in turn would lead to significant cost reductions in terms of response and recovery from the currently estimated ratio of 1:10) is the fact that the general population associates resilience building only with natural disaster events. As a rule of thumb, the general population, particularly in areas where disasters are not repeated every year or so, tends to believe

that resilience can be built as a one off exercise rather than via a systematic change of behaviour. This is particularly true in the case of small and medium sized businesses who effectively are frustrated by the lack of coherent and systematic support. The critical aspect of disasters today, as opposed to several decades ago, is the fact that the economic structure of society is far more based on business connectedness and reliance on each other. In effect, local business is never truly local. This in turn has a cascading effect on any business in the chain. As observed by a number of disaster resilience professionals, many business owners underestimate the impact of a disaster that takes place say 2,000km away. It is with these factors in mind, along with a host of other well documented challenges, that I have been investigating a long term strategy that would create a more independent approach to building resilience across the business community, families, individuals etc. The central premise is that resilience building cannot be achieved with exclusive reliance on government leadership. Instead, an entrepreneurial and businesslike approach should be taken. In my long held view that the permanency of the threat of natural disasters and their impact calls for a shift from an 'event managed' approach to a regular "day-to-day effort" in building resilience. Emergency management will continue to play an important, and in some cases critical, role in terms of response to a major natural disaster, however the recovery, and most importantly a better readiness level based on resilience, can only be achieved by sustained effort. Effectively, my proposal is that an innovative resilience hub/brokerage be activated in Brisbane with a view to acting as an aggregated service with a national and, more importantly, international platform. The hub would be a platform that connects key services across the nation and, through a collaborative strategy, utilise their capacities to deliver projects and programs for a commercial fee. In a way the hub would act as the pointy end for what could be described as an emerging industry, though not yet capable of being self-sufficient without a joint collaborative approach. At the heart of this concept is the increasing realisation on a global scale that collaborative efforts are in fact the "new competition" and as such offer better opportunities for a whole host of partners that can include private businesses, not for profit agencies, government agencies, universities etc. The particular, but not exclusive, focus would be development of commercial opportunities in South East Asia (SEA) and the delivery of startup programs locally.

Note: this comment has been edited to remove elements which may enable the author to be identified.

Source: ShapingSEQ community conversations—Round one consultation report, Version 2, current as at 11 July 2016.

Appendix E Number of ideas and trends per LGA

Local Government Area	Number of events	Number of attendees	Number of ideas by LGA	Key trends
Brisbane	5	639	498	Environmental protection Public transport capacity and frequency Public transport connectivity and integration
Gold Coast	2	181	162	Planning continuity and certainty Rail Public transport connectivity and integration
Ipswich	1	25	26	Insufficient data to analyse trends
Lockyer Valley	2	60	38	Rural subdivision Rail
Logan	1	54	67	Environmental protection Expand Urban Footprint/Rail
Moreton Bay	1	9	14	Insufficient data to analyse trends
Noosa	1	30	33	Support innovation Planning continuity and certainty/Economic hubs
Redland	2	110	172	Planning continuity and change Fauna protection Maintain Urban Footprint
Scenic Rim	1	55	50	Public transport capacity and frequency Public transport connectivity and integration / Parking / Sustainable communities
Somerset	1	30	10	Insufficient data to analyse trends
Sunshine Coast	2	94	104	Development and transport sequencing Public transport connectivity and integration Cycling and bike paths
Toowoomba	1	74	90	Renewable energy Primary industries / Rail / Tourism
TOTAL	20	1361	1264*	

(*Note—a further 65 ideas were received from outside of South East Queensland LGAs.)

Source: ShapingSEQ community conversations—Round one consultation report, Version 2, current as at 11 July 2016.

Appendix 7 – Consultation report
Community Conversations – Round 2

South East Queensland
Regional Plan 2017 – *ShapingSEQ*

Consultation report
Community conversations – Round 2

August 2017

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Community conversations program

The community conversations program was integral to the review of the draft *South East Queensland Regional Plan 2016* (*ShapingSEQ*). The program raised awareness of the submissions process and gave the community an opportunity to have input into, and provide feedback on, the revised regional plan.

The community conversations consisted of two rounds of engagement held from May 2016 to March 2017. The second round of community conversations aimed to ensure that community members were able to meaningful engage with the Department of Infrastructure, Local Government and Planning on the draft *ShapingSEQ*, while developing a greater understanding of regional planning outcomes in South East Queensland (SEQ).

Round one delivered early engagement to inform the preparation of the draft plan with a focus on themes, principles and values. Round two was delivered in parallel with a formal statutory process and provided the opportunity for the community to engage one-on-one with the department.

Round two of the community consultations commenced on Thursday 20 October 2016, coinciding with the launch of the draft *ShapingSEQ*. The three key components of round two were:
- awareness raising
- talk to a planner sessions
- *ShapingSEQ* Youth Summit.

Figure 1: Round two key components

Part A: Awareness raising through talk to a planner sessions

1   Introduction

This report documents the outcomes of this awareness raising program, and captures the feedback and nature of discussions held during the talk to a planner sessions.

The awareness raising campaign included paid press, digital and social media advertising. The digital and social media advertising targeted both the broader SEQ community as well as tailored advertisements for young people.

Young people were identified as a key demographic, as the regional plan will be relevant to their future. It was therefore important for the plan to reflect the goals and aspirations of this demographic.

Talk to a planner sessions were hosted in each local government area at a variety of times between Monday and Saturday to provide fair and equitable access for the SEQ community. Sessions days and times were determined in partnership with the local governments.

2   Objectives

The objectives of round two of community conversations were to:

- raise community awareness and understanding of why regional planning is important
- raise the profile of the draft *ShapingSEQ* with community members and stakeholders, and provide opportunities for feedback
- provide opportunities for open engagement with the community through transparent conversation
- promote and encourage the community to provide submissions
- attract positive submissions
- source feedback on the 50-year vision.
- generate discussion and seek feedback based on the five key themes and capture community issues so they can be considered in the final SEQ Regional Plan.

3   Methodology

The second round of community conversations were based on the departmental principles for community engagement plan-making, which are:

- engagement focuses on the best interests of the community
- engagement is open, honest and meaningful
- approaches to engagement are inclusive and appropriate
- information is timely and relevant
- information is accurate, easy to understand and accessible
- decision-making is transparent.

4   Community conversations activities

The following section details the activities undertaken as part of round two of community conversations.

4.1   Awareness raising

Awareness raising activities featured paid advertising (social, digital and print), social media and direct email marketing to stakeholders that were engaged during round one and those who opted to join the database during round two. As well as social media promotion on the department's channels, social media plans were provided to the SEQ region's 12 local governments for implementation.

The advertising campaign was developed in consultation with Mediacom – applying lessons learnt from the first round of advertising.

Digital advertising was placed on news platforms (Brisbane Times and The Courier Mail), a mobile platform (InMobi), and on social media (Facebook and Instagram).

Digital advertising was targeted in two ways:

- geographically (South East Queensland)
- demographically (18–30 years old, by sub-region).

To appeal to SEQ's youth, advertisements featured imagery with young people that reflected the sub-region's landscape e.g. beach, city, rural.

Digital advertising was supplemented by print advertising, specifically promoting the details of the talk to a planner sessions. This ensured equity for those who had limited access to computers or social media.

The community was encouraged to visit the *ShapingSEQ* website with a call to action to find out

how to lodge a submission.

Hard copies of the draft *ShapingSEQ* were provided to each council to make available at council venues. Council venues were advertised on the *ShapingSEQ* website.

The *ShapingSEQ* website provided access to the draft *ShapingSEQ* and associated documentation, submission lodgement information, and talk to a planner session information and registration details.

The main tiles on the homepage included the most relevant information for the community:
- *ShapingSEQ*
- lodge your submission
- talk to a planner
- frequently asked questions
- latest news
- community conversations.

Figure 2: *ShapingSEQ* website homepage

4.2   Talk to a planner sessions

A total of 22 talk to a planner sessions were held across the region between Saturday 5 November and Saturday 10 December 2016. This coincided with the statutory consultation period that closed at midnight on Friday 3 March 2017.

The talk to a planner sessions enabled one-on-one conversations between community members and planners. Sessions were held at a variety of times and on a range of days, including Saturdays, making sessions more accessible to the community.

Events were spread across the region to provide the community with both online and offline information and engagement opportunities.

Venues were selected in consultation with the relevant council, with endorsement sought from the mayor. Each event featured a minimum of six departmental planners, and two engagement specialists from The Comms Team (the consultant who coordinated the sessions).

The format of the events allowed attendees to source relevant information from a variety of sources including:
- posters with extracts and summaries of relevant information from the draft plan
- visual aids including maps of the urban footprint and SEQ as a whole
- directly from planners from within the department who provided insights into the draft plan
- copies of the draft plan and summary document.

Notes of each discussion were documented and analysed as information only (not as formal submissions). Where possible, information captured included:
- name
- property address, if relevant to the enquiry/feedback
- summary of issues or concerns and general feedback about the draft plan.

Participants who wished to make a submission following a conversation were encouraged to do so via the *ShapingSEQ* website.

Each event was promoted via print advertising, emails to the *ShapingSEQ* database, the project web page, and through regular social media posts.

The website featured event dates and opportunities throughout the region for the community to participate. To assist with event planning, promotion of the drop-in sessions requested the community register their interest in attending via the online engagement hub.

Figure 3: Talk to a planner session at Wynnum Golf Club, 21 November 2016

5 Outcomes of engagement

The outcomes of round two engagement activities are outlined below.

5.1 Awareness raising outcomes

5.1.1 Press advertising

A total of 44 press advertisements were placed across SEQ, promoting upcoming events within the relevant distribution area. The placements in The Courier Mail promoted the review of the regional plan and sessions more broadly. Some advertisements jointly promoted the *ShapingSEQ* talk to planner sessions, as well as the department's Integrated Review Project, which held joint consultation sessions with *ShapingSEQ*.
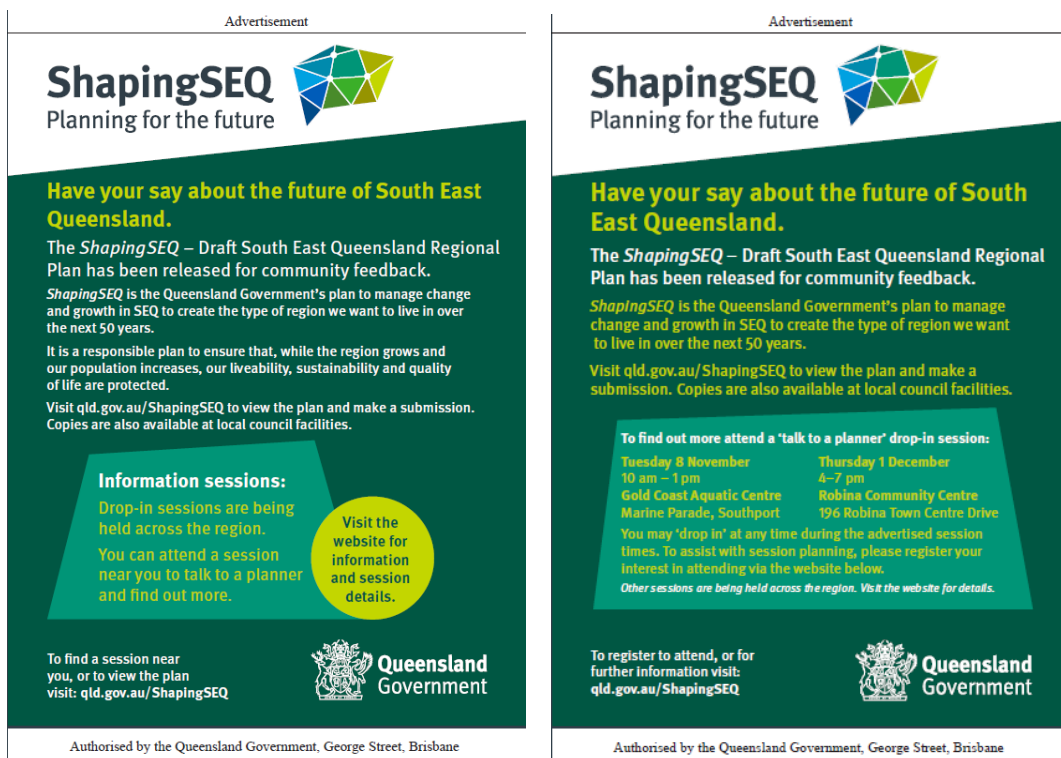
Figure 4: Example press advertisements

Table 1 outlines the press appearances for the second round of community conversations, with each advert promoting the upcoming talk to a planner sessions.

Table 1: Press advertisements

LGA	Publication	Appearance date	Number of appearances
SEQ	The Courier Mail	Saturday 5 November Wednesday 9 November Saturday 12 November Wednesday 16 November Saturday 19 November Wednesday 23 November Saturday 26 November Wednesday 30 November	8
Brisbane	City North News	Thursday 24 November Thursday 8 December	2

	City South News	Thursday 24 November Thursday 8 December	2
	South East Advertiser	Wednesday 9 November	1
	Northside Chronicle	Wednesday 9 November	1
	Westside News	Wednesday 16 November	1
	Wynnum Herald	Wednesday 16 November	1
Gold Coast	Gold Coast Bulletin	Wednesday 2 November Saturday 5 November Saturday 26 November* Wednesday 30 November*	4
Moreton Bay	Caboolture Herald	Thursday 10 November Thursday 24 November*	2
	North Lakes Times	Thursday 10 November Thursday 24 November*	2
	Redcliffe and Bayside Herald	Wednesday 9 November Wednesday 23 November*	2
Sunshine Coast	Sunshine Coast Daily	Saturday 12 November Saturday 19 November Saturday 26 November*	3
Redland	Redland City Bulletin	Wednesday 23 November Wednesday 30 November	2
Logan	Albert and Logan News	Thursday 17 November	1
	Jimboomba Times	Wednesday 26 October Wednesday 2 November	2
Ipswich	Ipswich QLD Times	Saturday 12 November Saturday 19 November*	2
Toowoomba / Somerset	Toowoomba Chronicle	Saturday 29 October Saturday 5 November	2
Noosa	Noosa News	Tuesday 22 November Tuesday 29 November	2
Scenic Rim	Beaudesert Times	Wednesday 23 November Wednesday 30 November	2
Lockyer Valley	Gatton Star	Wednesday 2 November Wednesday 9 November	2
TOTAL			**44**

*This appearance promoted both *ShapingSEQ* talk to a planner sessions and the Integrated Review Project consultation.

5.1.2 Digital advertising

The digital advertising campaign included a mix of desktop, mobile and social media advertisements.

The advertisements were published between Monday 24 October and Sunday 11 December 2016 and geo-targeted to SEQ. These included:
- four site placements in The Courier Mail
- three site placements in Brisbane Time, plus a bonus placement
- four InMobi AU network runs
- four millennial targeting InMobi AU network runs
- alternating weekly video and link adverts on Facebook
- four Instagram link adverts (geo-targeted to sub-regions).

Facebook statistics:
- Link ad – 125 likes, 42 comments, 62 shares
- Video ad – 76 likes, 31 comments, 8 shares, 120,000+ views.

Instagram statistics:
- Metro ad – 437 likes, 55 comments
- Southern ad – 222 likes, 20 comments
- Northern ad – 120 likes, 3 comments
- Western ad – 148 likes, 7 comments.

5.1.3   E-newsletters

E-newsletters were issued to more than 1400 emails on the *ShapingSEQ* database. The database was established during the first round of community conversations and continued to be added to throughout the review, including during round two.

Weekly e-newsletters were issued during the talk to a planner program (six in total) and included upcoming events, links to quick polls, information from the plan, and how to lodge a submission. One vlog was also included in the e-newsletter.

5.1.4   Social media

Throughout the second round of consultations, social media content was published on the department's social media channels i.e. Facebook (Better Planning for Queensland) and Twitter (@QldPlanning). Posts predominately focused on upcoming talk to a planner sessions throughout SEQ.

The number of social media posts was:
- Facebook posts – 12
- Twitter posts – 37.

5.1.5   Media relations

Between Thursday 20 October and Saturday 10 December 2016, the department produced 23 proactive and eight reactive media releases (refer to table 2).

Table 2: Media releases

Topic	Material supplied
Proactive	
Launch of engagement program, and talk to the planner promotion	- Media release - Backgrounder - Speaking notes - Q&A's - MP packs - Runsheet
Jimboomba event pre-promotion	Media release and pitch
Southport event pre-promotion	Media release and pitch
Toowoomba event pre-promotion	Media release and pitch
Gatton event pre-promotion	Media release and pitch
Chermside event pre-promotion	Media release and pitch
Strathpine event pre-promotion	Media release and pitch
Mount Gravatt event pre-promotion	Media release and pitch
Esk event pre-promotion	Media release and pitch
Caloundra event pre-promotion	Media release and pitch
Wynnum event pre-promotion	Media release and pitch
Logan Central event pre-promotion	Media release and pitch
Ipswich event pre-promotion	Media release and pitch
Ferny Grove event pre-promotion	Media release and pitch

Caboolture event pre-promotion	Media release and pitch
Brisbane City event pre-promotion	Media release and pitch
Cleveland event pre-promotion	Media release and pitch
Maroochydore event pre-promotion	Media release and pitch
Noosaville event pre-promotion	Media release and pitch
Robina event pre-promotion	Media release and pitch
Beaudesert event pre-promotion	Media release and pitch
Capalaba event pre-promotion	Media release and pitch
Spring Hill event pre-promotion	Media release and pitch
Reactive	
Research behind *ShapingSEQ* to rebut an article on The Conversation program	Opinion piece
20 Oct: What plan means for Logan	Media response
20 Oct: What plan means for Sunshine Coast and Noosa	Media response
4 Nov: Beerwah East	Media response
15 Nov: Brisbane City Council growth targets	Media response
21 Nov: Rocky Point not re-zoned	Media response
26 Nov: Pullenvale reserve	Media response
29 Nov: Rocky Point not re-zoned and fire	Media response
Research behind *ShapingSEQ* to rebut an article on The Conversation	Opinion piece
20 Oct: What plan means for Logan	Media response
20 Oct: What plan means for Sunshine Coast and Noosa	Media response

5.1.6 Media coverage

The following media coverage was generated throughout the campaign:
- Print/online newspaper articles – 73
- TV – 3
- Radio – 27
- YouTube – 4
- Blogs – 28
- Online/social media – 194.

5.1.7 Website content

The website was promoted in all advertising and communication materials as a central point for information about submission lodgement, and for sourcing more information.

Between Thursday 20 October and Saturday 10 December, the *ShapingSEQ* website received more than 18,000 visits, including more than 2000 on the day of launch.

The three top visited pages were *ShapingSEQ*, talk to a planner and latest news.

The talk to a planner page on the *ShapingSEQ* website included an RSVP form that attracted 373 RSVPs for the 22 events.

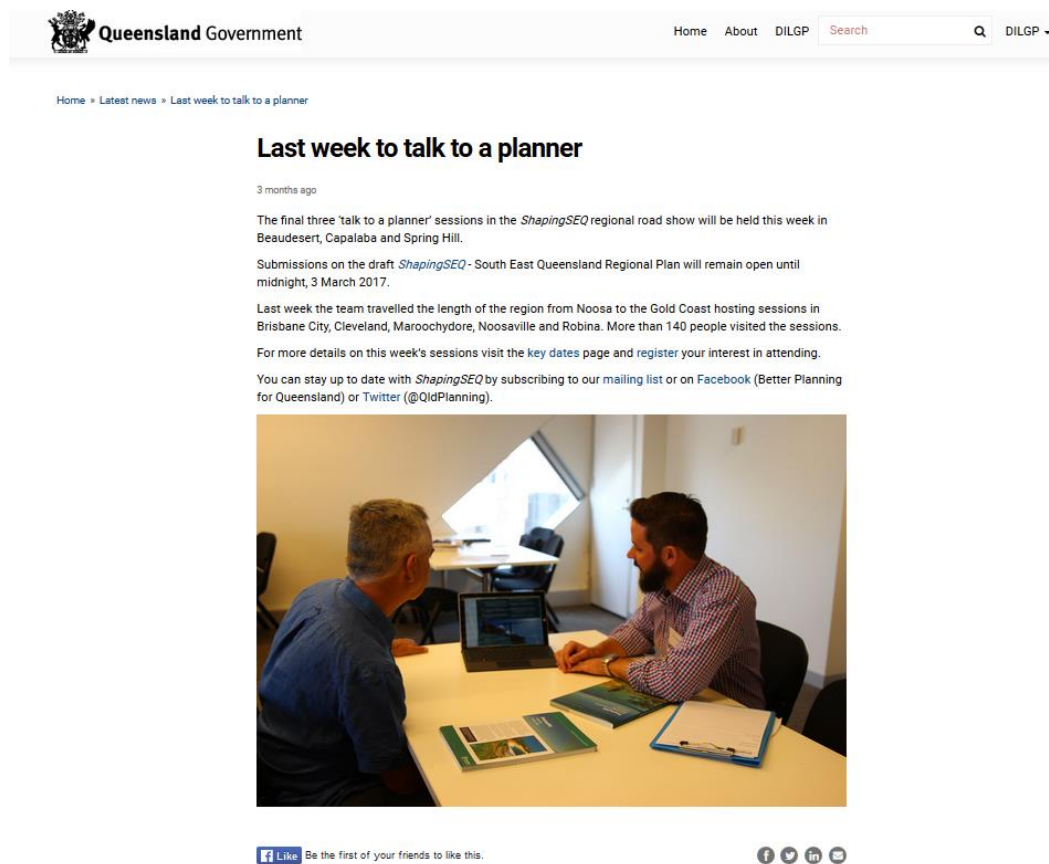The following content was generated through the website during round 2:
- Quick polls – 4 (between Thursday 27 October and Monday 12 December)
- News stories – 8
- FAQs – 11.

5.1.8   Distribution of hard copies

Copies of the draft *ShapingSEQ* were provided to the 12 South East Queensland councils to make available at council venues.

The following councils provided the locations where the plan was made available, and these were promoted on the *ShapingSEQ* website.

- City of Gold Coast
- Lockyer Valley Regional Council
- Noosa Shire Council
- Redland City Council
- Toowoomba Regional Council.

Figure 5: News story on the *ShapingSEQ* website

6   Talk to a planner sessions outcomes

At least one talk to a planner session was held in each SEQ local government area. A summary of attendance and registrations at each event is included in table 3 and displayed in figure 4.

Table 3: Summary details for talk to a planner sessions

LGA	Number of events	Date	Event venue	Total attendees	Website registrations
Brisbane	6	12 November	Chermside Bowls Club	16	5
		16 November	Mt Gravatt Showgrounds	49	27
		21 November	Wynnum Golf Club	28	16
		24 November	Ferny Grove Bowls, Sports and Community Club	15	9
		28 November	Brisbane Square Library	40	44
		10 December	Spring Hill Hall	26	30
Subtotal				**174**	**131**
Gold Coast	2	8 November	Gold Coast Aquatic Centre	20	15
		1 December	Robina Community Centre	25	11
Subtotal				**45**	**26**
Moreton Bay	2	15 November	Strathpine Community Centre	22	9
		26 November	The Hub, Caboolture	34	18
Subtotal				**56**	**27**
Sunshine Coast	2	19 November	CCSA Hall	20	10
		30 November	Millwell Road Community Centre	19	17
Subtotal				**39**	**27**
Redland	2	29 November	Pacific Resort Cleveland	48	26
		7 December	Capalaba Place Hall	20	15
Subtotal				**68**	**41**
Logan	2	5 November	Jimboomba Hall	28	10
		21 November	Logan Entertainment Centre	24	16
Subtotal				**52**	**26**
Ipswich	1	22 November	Ipswich Civic Centre	18	16
Toowoomba	1	9 November	Burke and Wills	22	18
Noosa	1	30 November	Noosa Leisure Centre	12	11
Scenic Rim	1	6 December	The Centre Beaudesert	19	12
Lockyer Valley	1	10 November	Lockyer Valley Cultural Centre	54	33
Somerset	1	17 November	Somerset Civic Centre	9	5
Total				**568**	**373**

Figure 6: Distribution of events around the region

Throughout the talk to a planner sessions, attendees regularly provided positive feedback to the event coordinators about their experience with the individual planners following one-on-one sessions. It was observed that these events were attended by people in the older age cohorts (older than 25 years old) of the community.

Most attendees advised they were better informed for having attended the session and appreciated the clarification provided by the planners about their specific interests. The one-on-one format was well received with attendees happy to peruse materials in the waiting area before their individual conversation.

One community member noted that the session was the best interaction he had ever had with the government and that he appreciated being able to speak with someone who had been involved in the development of the plan and could explain, in detail, how particular decisions had been made.

On occasions, attendees were able to speak to planners they had already liaised with over the phone or email in the lead up to the release of the draft plan. Some community members attended several of the talk to a planner sessions to seek further clarification and insights into the draft *ShapingSEQ*, and how it affected their property and/or area of interest.

When departing the sessions, many attendees advised event coordinators they would be lodging a submission, they were aware of how to do this, and what information would be most prudent to include for consideration. A summary of key comments made by the community or topics discussed is provided in table 4.

Table 4: Summary of comments by local government area

Local government area	Comments
Brisbane	• The lack of infrastructure causing heavy traffic and parking congestion. • Comments were made opposing higher densities in already developed areas due to impacts on affordability, traffic congestion and social cohesion. • Comments were made about facilitating more walkable neighbourhoods. • Requests to subdivide or change their land use designation. • Support for on-going protection of local character.
Gold Coast	• Requests to subdivide or change their land use designation. • Concerns were raised over the impact of densification on creating hazard risks (e.g. spread of fires within apartment buildings). • Interest in the Connect theme, particularly regarding future light and heavy rail proposals. • Interest in climate change and sustainability.
Moreton Bay	• Concerns were raised that the delivery of infrastructure and greenspace will not keep pace with the demand generated from higher densities. • Requests to subdivide or change their designation. • Comments were made regarding lack of public transport in some areas and increase in traffic congestion.
Sunshine Coast	• Comments were made regarding the desire to improve public transport between some areas e.g. Sunshine Coast to Brisbane to Gold Coast, and support for the light rail project to shift people away from car dependence. • Desire for improvements to Bruce Highway. • Requests to subdivide or change their land use designation. • Comments were made for the ongoing protection of the natural environment; including the advantages and benefits it provides to support the population.
Redland	• Requests to subdivide or change their land use designation. • Comments were made opposing higher densities in already developed areas due to impacts on affordability, traffic congestion and social cohesion. • Strong interest in both Connect and Sustain themes particularly on the following topics: koala habitat, lack of supporting infrastructure to accommodate current population as well as the projected growth, climate change and preservation of existing greenspace areas. • Strong desire for improved access to public transport, including access to more frequent services. • Strong interest in potential future developments including Toondah. Harbour and Shoreline and the perceived benefits and impacts that these may have for the area.
Logan	• Requests to subdivide or change their land use designation. • Strong desire for improved access to public transport. • Questions were asked about the role of major development areas and dwelling supply benchmarks. • Concerns were raised that the delivery of infrastructure and greenspace

	will not keep pace with the demand generated from higher densities. • Concerns were raised that over the lack of supporting infrastructure to accommodate current population as well as the projected growth. • Desire for improvements to Mt Lindesay Highway.
Ipswich	• Strong interest in requests to subdivide or change their land use designation.
Toowoomba	• Strong interest in requests to subdivide or change their land use designation.
Noosa	• Requests to subdivide or change their land use designation. • Some interest in regional planning interest act and relationship with regional natural assets identified in the regional plan.
Scenic Rim	• Requests to subdivide or change their land use designation. • Some interest in the Prosper theme, in particular rural prosperity and industrial areas.
Lockyer Valley	• Strong interest in requests to subdivide or change their designation. • Interest in Sustain theme, particularly regarding regional biodiversity corridors and climate change. • Questions were raised about the defunct family subdivision policy and the minimum subdivision limit in the RLRPA.
Somerset	• Requests to subdivide or change their land use designation. • Interest in draft SPRP regarding tourists activities and thresholds for some activities. • Request for better recognition of regional landmarks such as Brisbane Valley Rail Trail.

7   Conclusion

The purpose of the talk to a planner sessions was to raise awareness of the submission process, provide the community with an opportunity to ask a planner questions, and drive the conversation.

This meant that the feedback was not always focused on matters related to the draft *ShapingSEQ*. Many talk to a planner attendees raised local issues, or local planning issues such as zoning change requests, questions about which zones permitted which type of developments, permitted use and activities, local traffic and infrastructure needs, and general development concerns and requests.

Departmental planners were able to use this as an opportunity to clarify the role of the regional plan and how it interacts with local planning. It was also evident that community attitudes towards planning were largely attributed to perceived poor outcomes resulting from developments in their local area or neighbourhoods; this was particularly relevant for attitudes towards density.

Overall, the department learnt from the talk to the planner sessions that the community:
• has a strong desire for planning to positively contribute to the health and wellbeing of communities
• consider access to reliable public transport important to facilitating social and economic opportunities; and are concerned that the delivery of infrastructure tends to lag behind growth and development
• have concerns about the consequences of development on the natural environment and causing a loss of greenspace.

Part B: *ShapingSEQ* Youth Summit

1 Introduction

To complete the community conversations program, the *ShapingSEQ* Youth Summit was held on Saturday 25 February 2017 in Brisbane, during which participants completed a design and build activity that showcased their vision for SEQ's future.

The summit brought together more than 100 young people, aged between 17 and 25, from across SEQ. Participants were recruited through local government, as well as a variety of informal channels, including social media and university forums.

Since the first South East Queensland Regional Plan came into effect in 2005, anecdotal information gathered by the department indicated that SEQ's young people were not well represented in subsequent reviews. It was observed during the first round of engagement events, and the talk to a planner sessions, that traditional engagement activities did not appeal to young people based on attendance levels.

The summit format was considered an innovative and appropriate way in which this age group might want to engage with the department on regional planning matters. It subsequently was designed to feature small group activities, a scavenger hunt, and a practical design and build challenge.

Activities were held across a variety of venues in the Brisbane CBD, culminating in a plenary session held in the Queen Street Mall.

2 Objectives

As a key component of round two, complementing the general awareness raising and talk to a planner sessions, the youth summit was the pre-eminent engagement tool for increasing participation of SEQ residents in the under 25 age group.

The objectives of the summit were to:
- understand youth aspirations about the future of the region
- provide qualitative information that balances information provided through formal submissions
- leverage activities to raise broader awareness of the draft *ShapingSEQ*
- maximise the use of existing project channels for greater awareness and engagement
- enable broader call to action to provide submissions by the closing date
- encourage additional youth interest and participation through advertising and cross-promotion.

The department was also particularly interested to gain insights into lifestyle preferences, desired housing types and locations, preferences for transport, the places they need easy access to, and their priorities for the region's future.

3 Methodology

The summit activities were designed to be highly interactive, visual and interesting, with participants working in small groups.

The department sought assistance from the 12 local SEQ councils to nominate participants from each local government area. Criteria for attendance was limited to participants aged between 17 and 25 years residing in SEQ.

The department also extended the offer to SEQ based organisations that engaged with young

people to ensure the desired number of attendees was achieved. Organisations included SEQ universities, other state government departments, community organisations and electorate offices. Organisations were provided with promotional information and a link to the online nomination form.

To facilitate participation by young people residing outside of areas with easily accessible public transport, the department arranged mini-buses picking up and returning young people to the following locations:
- Coolum and Maroochydore
- Nambour
- Toowoomba, Gatton and Ipswich
- Mount Tamborine.

The *ShapingSEQ* Youth Summit was attended by 102 young people. Some participants arrived without being registered but were able to take part in the day as they met the criteria.

The breakdown of participants by local government area is outlined in table 5.

Table 5: Summary of participants

Local government area	Number of participants
Brisbane	49
Sunshine Coast	15
Gold Coast	12
Toowoomba	7
Redlands	6
Moreton Bay	4
Logan	3
Scenic Rim	3
Ipswich	1
Noosa	1
Lockyer Valley	1
Somerset	0
TOTAL	**102**

3.1 Pre-summit activities

As part of registration, participants were provided access to a participant only page on the *ShapingSEQ* website.

Within the page, participants completed two activities: plotting their favourite place in SEQ, and plotting the following locations on a world map:
- Where they were born.
- Where they went to school.
- Where they live now.
- Where they aspire to live in five years.
- Where they aspire to live in ten years.

Participants were also required to complete a consent form, providing relevant medical conditions, emergency contacts, approval to use their image, and parent/guardian consent to attend for any participants under the age of 18 years.
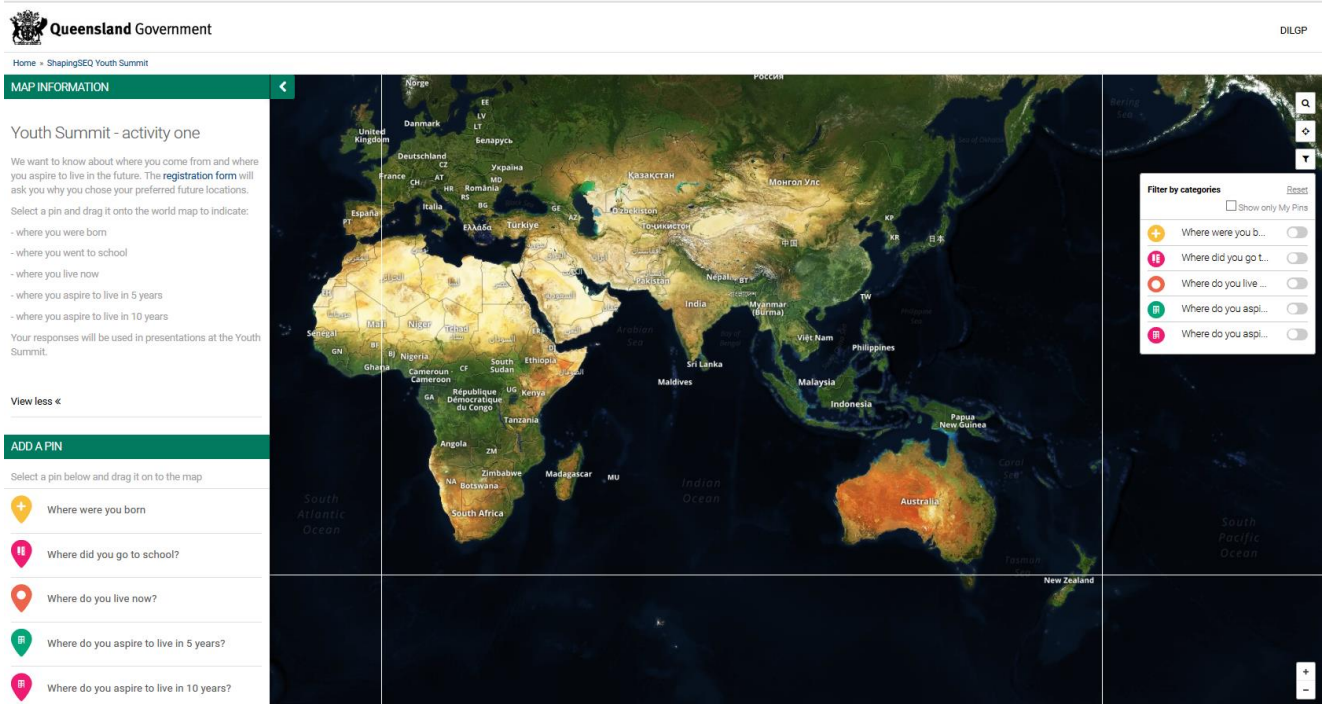
Figure 7: Online activity – plotting answers to questions on the world map

3.2   Summit activities

Participants met at the central location of 1 William Street, Brisbane for the summit briefing and welcoming presentation. Activities on the day were developed by a consultant (Co Design) ensuring sufficient information was provided to the participants for them to actively engage. Participants were also given enough freedom in the activities to determine exactly how they would participate, and what the finished product would be.

Participants were divided into six groups, which included participants from each of the SEQ region's local government area, where possible. This was important as groups were provided with a country, coast or city setting to design and build in such a way that reflected their desires for the future of SEQ. Having mixed groups, with people from different SEQ locations, gave participants more awareness of the diversity of environments and communities across SEQ, and challenged them to cater for varying needs that are considered within a regional planning context.

Participants then moved onto a scavenger hunt within close proximity to 1 William Street, including iconic locations such as the Goodwill Bridge and King George Square.

Once at their group venue (six in total), participants were able to enjoy their provided lunch, play their own music, and either break-out into smaller groups, or take part in a larger conversation.

The Queen Street Mall stage was used for the plenary session where participants presented their ideas to an expert panel that included the Honourable Jackie Trad MP, Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning. This legitimised their input into the summit, and gave assurance that their ideas were being heard by the decision makers.

The summit's agenda was broken up into a number of sessions, using multiple venues across the Brisbane CBD (refer to table 6).

Table 6: Youth summit schedule and venues

Time	Activity	Location
9.30 am	Registration and morning tea	Level 41, 1 William Street, Brisbane.
10 am	Welcome presentation	
10.30 am	Design and build activity (part one): • Participants assigned to small groups. • Each group assigned a country, coast or city setting. • Discussed priorities for their setting.	
11.30 am	Scavenger hunt: • Groups determined what items on the scavenger list were required to complete their build. • Participants used clues to find landmarks in the city, taking photos that were uploaded to Instagram using #*ShapingSEQ* or texted to earn scavenger hunt items.	Various locations throughout Brisbane CBD.
12.30 pm	Design and build activity (part two): • Groups used materials provided, as well as those they had scavenged; to build a model community that reflected how they wanted to live, work and play in their assigned setting (country, coast or city).	Group venue. Venues included: • TMR Customer Experience Lab • Botanic Gardens • Queen Street Mall • City Hall • The Garden Club • QUT.
3.30 pm	Plenary session: • Representatives from each group presented the outcomes from their building activity to an expert panel including the Deputy Premier, Jackie Trad MP.	Queen Street Mall Stage.
4.30 pm	Event concluded.	

4   Pre and Post-summit outcomes

Between 9 and 24 February 2017, the participant only page on the website received 402 visits and 113 people completed one or more of the activities on the site.

The following number of people completed activities on the *ShapingSEQ* Youth Summit web page:
• Activity one – world map: 106 contributors.
• Activity two – favourite place in SEQ: 88 contributors.
• Chat room: 4 contributors.
• Online registration survey: 99 contributors.

4.1 Favourite place in SEQ

In response to their favourite places in SEQ, 87 participants provided 120 locations. Of these, 37 were built form locations, and 83 natural form.

Built form locations included South Bank Parklands, outdoor recreation areas such as Brisbane Riverwalk, and the hinterland villages of Montville and Maleny.
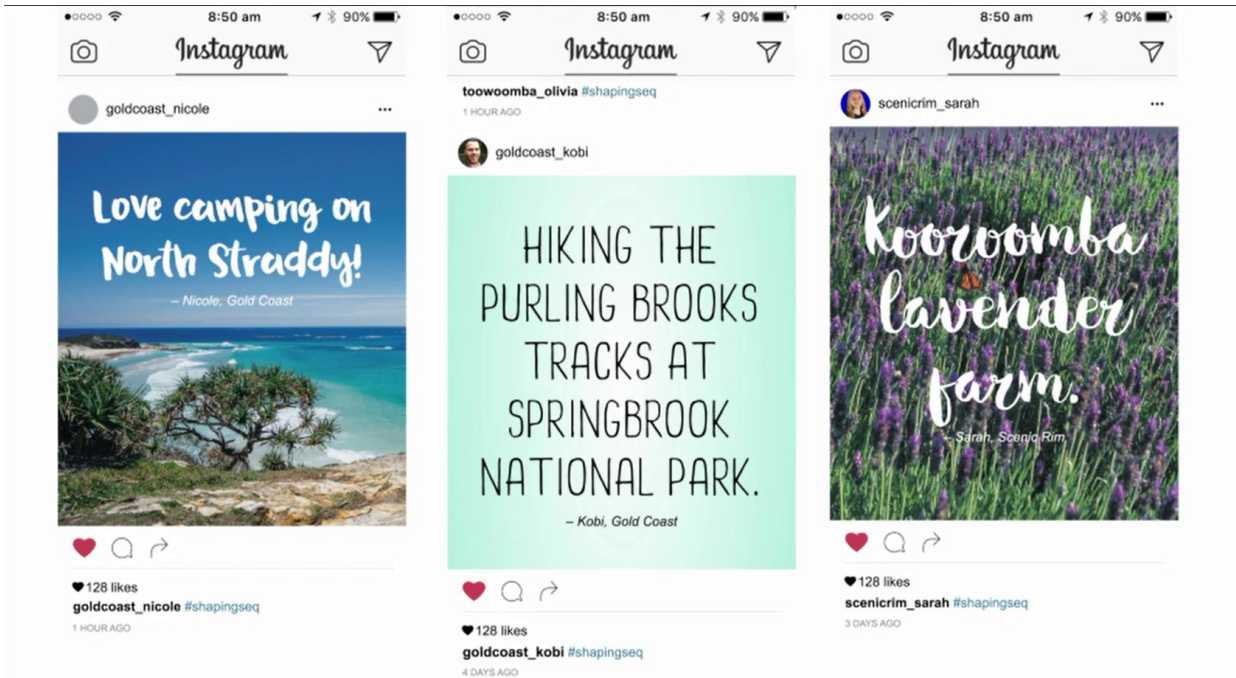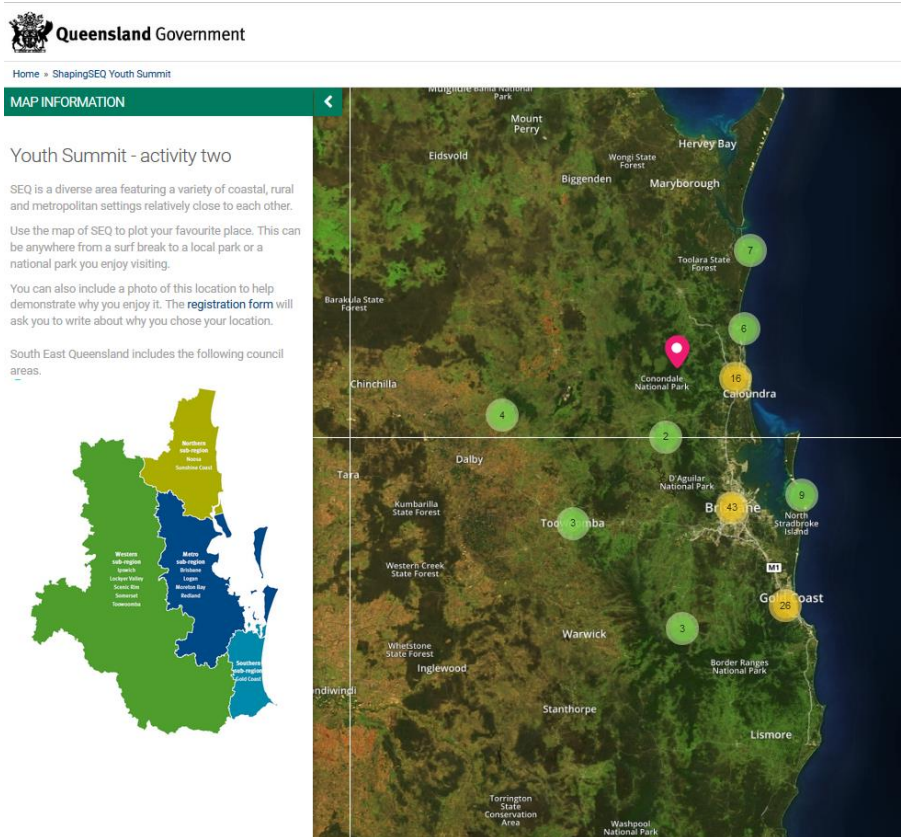
Figure 8: Sample of favourite places

Figure 9: Favourite places in SEQ plotted on map

4.2 World map activity

In response to the information provided, it was determined that:

- 71% of attendees were born in SEQ
- 5% of attendees were born in Queensland
- 10% of attendees were born in Australia
- 14% of attendees were born overseas.

The welcoming presentation to participants included a report on their input into the website, including a sample of where they had come from.

Figure 10: Countries of birth

Participants indicated that 64 per cent wanted to live in SEQ in five years time. This number increased to 68 per cent when asked if they wanted to live in SEQ in ten years.
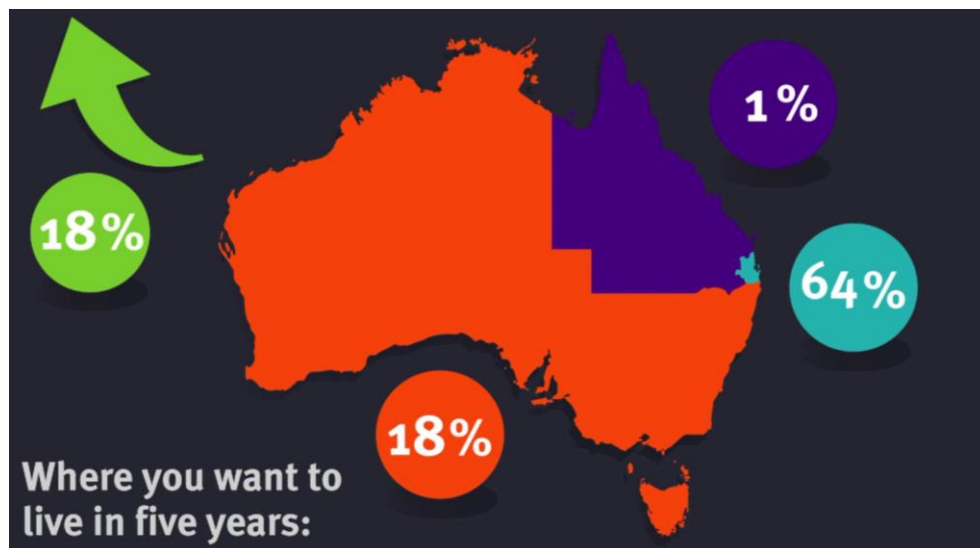
Figure 1: Results of the question: Where you want to live in five years?

4.3   Youth summit participant survey

All participants responded that they enjoyed the *ShapingSEQ* Youth Summit, and more than half advised that the format appealed to them. More than 70 per cent of respondents confirmed that they believed their contribution to the summit was valued by the department. The final activity received the most support with 57 per cent of participants advising they enjoyed the building (part two) activity the most. An overwhelming 95 per cent of participants believed that the event was well coordinated.

Table 7: Youth summit participant's survey

Number	Question	Response choices	Response
1	Did you enjoy the *ShapingSEQ* Youth Summit?	Yes	100%
		No	0%
2	Do you believe that your contribution to the *ShapingSEQ* Youth Summit is valued by the Department of Infrastructure, Local Government and Planning?	Definitely yes	23.8%
		Yes	47.6%
		Somewhat	23.8%
		No	4.8%
		Definitely not	0%
3	Which *ShapingSEQ* Youth Summit activity did you enjoy the most?	Activity one – completed at 1 William Street	23.8%
		Activity two – scavenger hunt	19%
		Activity three – completed at group venue	57%
4	Did the format of the event appeal to you?	Definitely yes	38.1%
		Yes	28.6%
		Somewhat	23.8%
		No	9.5%
		Definitely not	0%
5	Was the event well-coordinated?	Yes	95.2%
		No	4.8%

Survey respondents were also asked to provide any other feedback about the *ShapingSEQ* Youth Summit. A sample of responses is included below**.**

Response one:
'I love that the event was catered to the generation who it will have the most impact on; and that we are able to help make some of the decisions to impact our future'.

Response two:
'The event was well-organised and managed. I am extremely grateful for the option of transport that was kindly provided. The staff did a tremendous job, ensuring we all understood what we were doing and how we were doing it. I would like to thank everybody that was involved in organising and executing this amazing event and life experience!'

Response three:
'I found that the youth summit was very beneficial for the youth to express their opinions, and if implemented will benefit the whole of South East Queensland. It was awesome bring around like-

minded individuals, and looking forward to more events like this one.'

Response four:
'It was really interesting to hear what people thought was important and hear similar or the same ideas/problems that I had brought up or through of; as well as hearing what they thought would fix it or change it. It was great to get younger members of SEQ involved.'

Response five:
'I have participated in a lot of youth consultation in the past, and this was one of the best events I have attended of its kind. I think the format you used really works. Not having us all in one room, as one big group made the day work. Making us spread out across the CBD I thought was a cool idea. Massive props to all of the organisers, as I can't begin to imagine the amount of planning that went into the youth summit.'

5 Youth summit outcomes

Feedback from participants about summit activities was captured in a number of ways, predominately:

- written notes of conversations during activities
- interviews with select participants
- photos taken during activities
- observations from summit facilitators.

Feedback was captured primarily during the design and build activity, where participants discussed the key components they believe make a place somewhere that people want to live, and constructed a place using a number of materials provided for the activity.

The feedback from participants was collated and assessed to identify the key themes arising out of the summit. Much of the feedback was captured verbatim from typed and handwritten notes including key statements from interviews. Appendix 1 provides details of feedback received.

In reviewing and assessing the feedback, it was identified that several themes were consistently raised across the summit participants. Comments were assembled under themes that are discussed in detail in below.

5.1 Valuing greenspace

Across all of the groups undertaking the design and build activity, a common theme was the importance of green space in their towns and cities.

The quality of greenspace was also a focus, with groups prioritising greenspace that is highly accessible to communities. In the design activities, groups placed large areas of greenspace in central and strategic locations, such as along waterfronts. Another focus was the range of greenspace providing a variety of opportunities to get out of the 'concrete jungle'. The ranging types of greenspace discussed included local parks, esplanades, community gardens, camping areas and greenspace between buildings.

The role of greenspace in preserving biodiversity was also recognised with groups seeking to establish and protect wildlife corridors and national parks. A key theme was the protection of the greenspace around and between urban areas to ensure that environmental values are protected. This theme relates to the 'up not out' theme that emerged from group activities. The role of inter-urban breaks in creating defined communities and avoiding urban sprawl was also recognised. This feedback regarding the value of greenspace reinforces the regional plan's commitment to protecting these assets and to ensure they should be integrated with development where appropriate. It was evident that young people value and consider these assets as important to

meet recreational needs, facilitate environmental conservation and improve aesthetic feel and character of urban environments.

The draft *ShapingSEQ* included strategies relating to greenspace and the inter-urban breaks under both Sustain and Live themes. These have been retained in the final *ShapingSEQ* and given greater emphasis through inclusion of new strategies that encourage vegetation along streets to promote walkable environments.
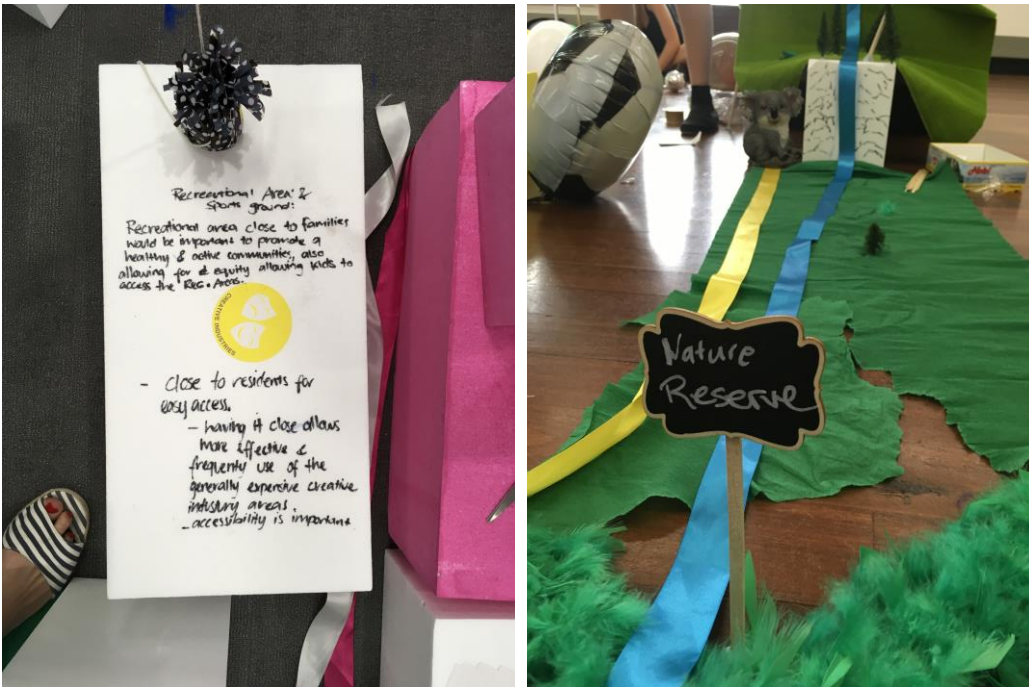

Figure 2: Examples of valuing greenspace theme

5.2   Up not out

Avoiding encroachment into greenspace and valuable agricultural land due to urban sprawl was highly rated by groups. Groups did not support urban sprawl and wanted to control urban expansion by consolidating development. A number of participants stated that they would live in higher density housing type if it meant that urban expansion could be limited. The inter-urban breaks were again raised as an important tool in managing urban sprawl and maintaining distinct communities.

The feedback received under the 'up not out' theme supported a core and founding principle of the *draft ShapingSEQ* – to provide strong direction in avoiding urban sprawl through a well-defined settlement pattern. It was evident from the summit, that young people recognised the benefits of consolidating growth and had a desire for land to be used efficiently to ensure the long-term protection of valuable natural assets, such as agricultural land.

Collectively, the five themes of *ShapingSEQ* support these core principles; however, the Grow and Sustain themes in particular, seek to directly influence these outcomes. The three regional land use categories also provide the regulatory framework to ensure consolidation of development in appropriate locations and sustainable use of the region's natural assets.
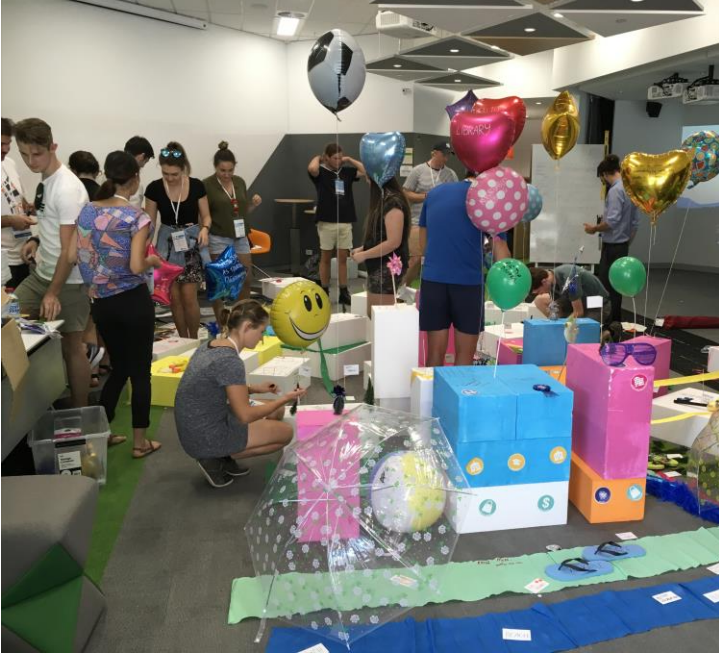
Figure 3: Examples of up not out theme

5.3   Variety of housing options

The desire for an increased variety of housing options in cities, urban areas and regional towns was a consistent theme across the groups. While the role of and sentimental attachment to detached housing types was acknowledged, a majority of participants were supportive of apartments, townhouses and terrace homes where they were affordable and well-designed.

The role of housing diversity in accommodating changing community needs was also discussed. It was thought that increased housing options would encourage ageing-in-place, not only for people at retirement age but also people under 25 looking for more affordable options to stay in their home town.

A key feature of the draft *ShapingSEQ* was the inclusion of the 'missing middle' concept. It was recognised as part of the review that there was a lack of diversity in housing type across the region. The missing middle is a form of housing offering greater density and diversity in a manner that is compatible with the surrounding low density environment.

The strategies that encourage missing middle housing type and distribution around the region have been retained in the final *ShapingSEQ* under the Grow theme and given greater emphasis through inclusion of new strategies that require housing to accommodate a range of community needs.

These new strategies encourage innovative forms of housing to cater for the aging population, multi-generational families, those with special needs, and group housing. They also ensure that affordability is recognised as a key consideration by providing diverse housing choices to suit a range of market and economic circumstances.
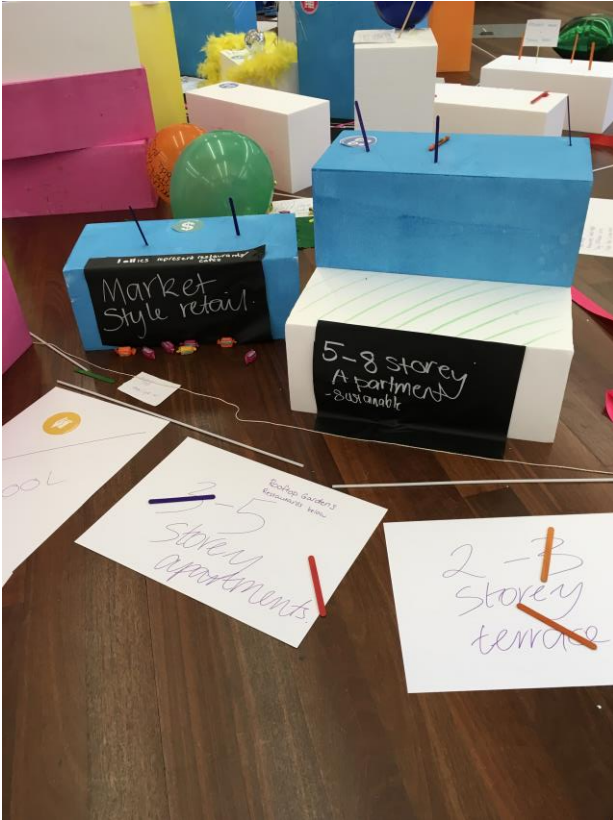
Figure 4: Examples of housing diversity theme

5.4 Higher density living

The theme of embracing a greater variety of housing options, raised by summit participants, was supported by a trend amongst groups towards accepting higher density living.

Participants were willing to live in higher density housing, but expected that higher density housing was supported by good access to quality open space nearby, high quality design, a variety of apartment types, close proximity to services and employment, and the overall convenience of having everything in one spot, or within walking distance.

Concerns about the impact of growth on SEQ were not raised by participants, who focused on the positives aspects of growth, such as a stimulated economy. The acceptance of higher density living points to a broader theme, where the under 25 age group are willing to embrace a more compact urban settlement pattern, and give up detached dwellings with greater private open space. Essentially, density is supported, but only if affordable and done well.

This reinforced the importance of *ShapingSEQ* setting an appropriate path for the future of the region by focusing on compact urban form, supported by high levels of access to services and amenities; meaning that higher density housing options must be provided in appropriate locations.

The draft *ShapingSEQ* included strategies that encourage higher density development but in areas with good access to high-frequency public transport services, employment and other services.

These strategies have been retained in the final *ShapingSEQ* under the Grow theme. The Live theme also aims to encourage good design through creating high quality urban places with a particular focus on higher density residential development.

Figure 5: Examples of higher density housing

5.5   Access to services and facilities

Across all of the groups, a consistent theme was the importance of access to a wide range of services and facilities; seen as key to social interaction and connectivity.

Groups focused on access to social infrastructure such as health, education and community uses, as well as entertainment and cultural infrastructure, and international gateways such as airports.

The role of digital infrastructure in connecting people and providing for growth in SEQ was discussed across a number of groups. It was recognised that improved digital infrastructure in SEQ could be transformative through the encouragement of new small business ventures and greater flexibility in working from home and telecommuting. It was also acknowledged that digital networks are important in supporting social interactions, particularly for people in more regional areas of SEQ.

The desire for improved accessibility to jobs, health facilities, education, opportunities for entertainment, and international gateways such as airports supports the anecdotal evidence that the under 25 age group place great value in connectivity and their ability to use these connections to support their lifestyles.

As a strategic land use planning document, *ShapingSEQ* seeks to support this desire for greater accessibility to a range of services and facilities by ensuring that communities are well-planned and supported by the necessary transport, digital and social infrastructure. This theme strongly relates to the discussion held on higher density living addressed earlier. Fair and equitable access to necessary services including jobs, health facilities, and education are promoted by strategies under the Sustain theme and these will be retained in the final *ShapingSEQ*.

Regarding discussion on the role of digital infrastructure, the draft *ShapingSEQ* included strategies supporting improved digital connections in SEQ under the Connect theme. The final *ShapingSEQ* reinforces the importance of digital infrastructure by including a new initiative by the Department of Science, Information Technology and Innovation. This initiative is to prepare the Queensland Digital Infrastructure Plan as part of the State Infrastructure Plan. This initiative will help coordinate the planning and delivery of digital infrastructure throughout the state, including SEQ.

Figure 6: Examples of access to services theme

5.6   Increased employment opportunities

The decentralisation of jobs from Brisbane was a priority for a number of participants as they felt that they were not able to stay in their local communities as there were no jobs for them unless they went to Brisbane. This sentiment was particularly strong in participants that had come from the Sunshine Coast and Gold Coast but was picked up more broadly across the groups.

Increased opportunities to work from home and telecommute were seen as other options to allow for people not to have to move to Brisbane for work or undertake long commutes.

As part of the review, a significant amount of research went into understanding employment and economic areas in SEQ. A key theme emerged, which is businesses tended to cluster or agglomerate in and around particular pieces of infrastructure or other supporting businesses.

The draft *ShapingSEQ* identified areas that supported clustering of high-value or export-orientated businesses as Areas of Regional Economic Significance however, to better reflect the intent of these areas, the final *ShapingSEQ* refers to these areas as Regional Economic Clusters.

Regional Economic Clusters contain the greatest concentration of employment and economic activity in SEQ.

It is important to acknowledge that the economy is dynamic and influenced by global and national trends outside the influence of land use planning. The intent of the Prosper theme is to identify and describe appropriate land use responses to support the growth of the regional economy.

While planning can play a role, the final *ShapingSEQ* maintains a policy position that recognises other drivers have a more direct influence on the location of business and employment, namely market drivers and influences, not policy regarding decentralisation of employment. However, to inform the final *ShapingSEQ*, the department investigated the journey to work patterns for Regional Economic Clusters and found that the majority of workers live within 10–20 kilometres. Through the promotion of Regional Economic Clusters in the regional plan, economic opportunities and returns are intended to be realised in each sub-region.
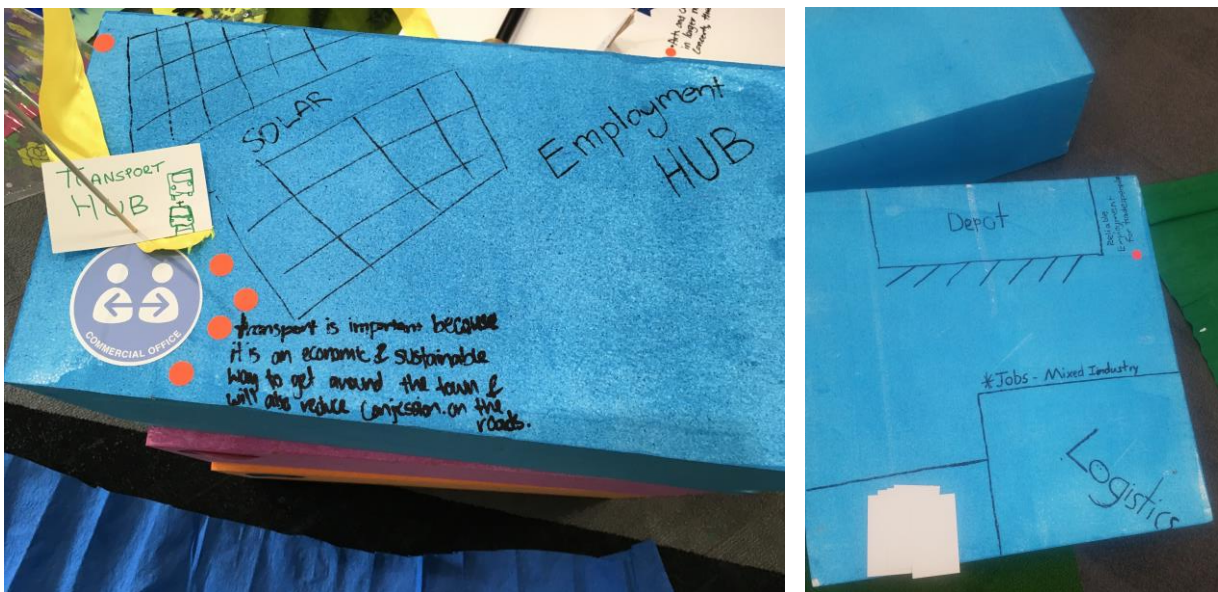

Figure 7: Examples of employment opportunities theme

5.7   Improving transport connections

The importance of transport connections was a common theme across all groups. There was a general support for increased mode-share by public transport and active transport as a number of participants highlighted that they do not want the cities and towns of the future to focus on roads. However, this was offset by a resounding trend across the groups that public transport in SEQ does not meet their needs and, in some instances, there are significant barriers to using public transport including accessibility, connections, frequency, and affordability. Many participants expressed that they used public transport and would be willing to use it more if it was more attractive and competitive to travel in a private vehicle.

Participants felt that for public transport to really become a mode of choice for people in SEQ, the network needed to provide services that were:
- frequent
- safe
- across a number of modes i.e. bus, light rail and rail
- well-integrated with other modes to enable seamless transfer
- well-integrated with the surrounding land uses
- a hub and spoke model connecting multiple centres rather than focusing solely on connections to the Brisbane CBD.

Participants also highlighted the importance of public transport outside of the urban areas. The

'country group' sought to provide connections between regional towns and to larger activity centres and acknowledged that this could be done through passenger transport options such as demand-responsive services and subsidised taxis. Participants also recognised the role of walking and cycling as important to connectivity at a local scale in both urban areas and regional towns in SEQ.

The draft *ShapingSEQ* established a number of strategies under the Connect theme that support improvements to the public transport network that addresses the matters raised by participants. *ShapingSEQ* is the first regional plan in SEQ that prioritises public and active transport as the preferred means to move people around the region.

To successfully achieve this, the regional plan recognises that the frequency and reliability of the public transport network needs to improve and identifies a high-frequency network to support the growth to 2041.

Figure 8: Examples of improving transport connections theme

5.8   Better design outcomes

The theme of needing better design outcomes arose predominately in discussions focused on higher density living, and established itself as a theme in its own right due to the level of interest it gained. Participants overwhelmingly did not want to live in or around 'grey' buildings and expected improvements in the design of buildings moving forward.

Subtropical design principles such as designing for the climate, allowing for cross-ventilation, roof-top gardens and using building design to limit the need for heating and cooling were consistently mentioned in discussions around new buildings.
Another element of the better design outcomes theme was the interface with heritage protection.

Groups were keen to acknowledge the built history of SEQ by preserving heritage buildings but also wanted to see the adaptive reuse of heritage buildings. Heritage protection is largely managed through the *Queensland Heritage Act 1992* and is a state interest through the State Planning Policy (SPP).

As previously mentioned, the Live theme encourages improved design outcomes for development including consideration of the region's subtropical and temperate climates when designing buildings. Respecting local character, including heritage values, in design is also promoted under the Live theme.

Figure 9: Examples of better design theme

5.9   Entertainment and culture

Across all of the groups, a consistent theme was the importance of entertainment and cultural activities in SEQ. The discussions showed clearly that the under 25 age group place significant value in entertainment and dining precincts, particularly live music venues, where cultural pursuits are supported.

The feedback from the summit suggests that emphasis is placed on access to entertainment and cultural activities, as they are seen as a key part of social interactions among this age group.

Festivals and events, such as Riverfire, were specifically mentioned as important elements, creating vibrant cities and towns. South Bank was singled out as a venue that is 'vibrant' and a

great space to host events and festivals.

Entertainment and cultural events and areas are important aspects of cities and towns. While the ability for the regional plan to influence festivals and cultural events is difficult, *ShapingSEQ* recognises the role of place-making in creating and improving urban spaces through the Live theme.

More than 60 examples of great places from around the region that reflect good urban design and place-making are identified in the final *ShapingSEQ*. Some of the favourite places identified through the pre-summit activities are recognised as a great place.
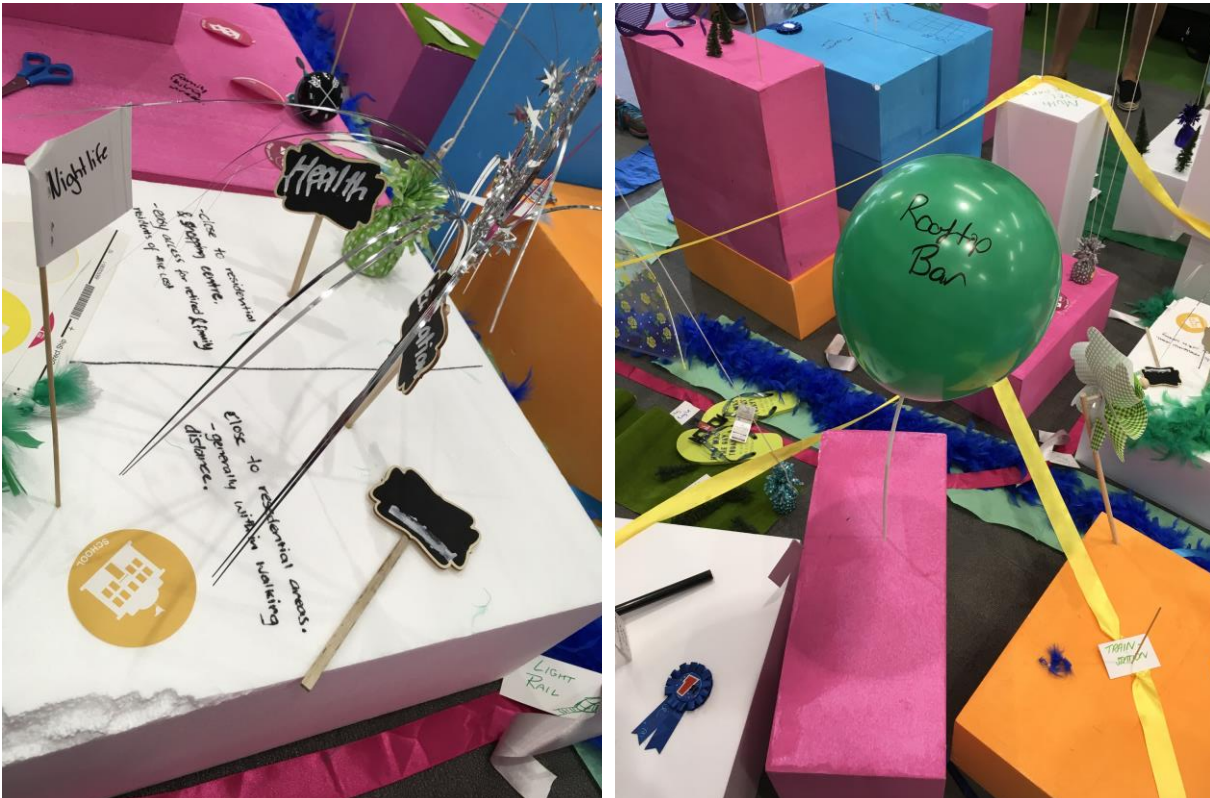
Figure 20: Example of entertainment and culture theme

5.10 Climate change and sustainable energy sources

Climate change was acknowledged by a number of the groups as an issue that they considered when building their city or town. In particular, climate change impacts, such as sea level rises and coastal erosion, were raised. The need to plan for climate change impacts and have responsive design to these issues was raised by these groups and incorporated into the design. For example one group recognised that cities should be planned to accommodate sea level rise.

In the group building activity, a number of groups specifically provided for sustainable sources as the primary source of energy through solar farms, solar panels and wind farms. Groups embraced sustainable energy sources over traditional sources such as coal. One group in particular was keen to move 'well away from coal' and did not see it as part of the future of energy.

Participants were also keen to see a reduction in energy consumption and emissions through better design that encompasses subtropical design principles.
The draft *ShapingSEQ* recognised the effects of climate change and the need for planning to help build resilience in the region's communities and the natural environment. The final *ShapingSEQ*

retains a strong commitment to mitigating the impacts of climate change by encouraging renewable energy, reduction in greenhouse gas emissions and promotes best practice urban design principles through energy-efficient building design, urban greening and responding to the climate.

Figure 10: Examples of climate change and sustainable energy theme

5.11 Water

Water was raised as a critical issue across a number of groups. It was recognised by participants that a secure water supply was essential to support population growth and to ensure the security of food production in SEQ.

Water quality, particularly stormwater quality, was discussed in great detail during the building activity by a number of participants. There was a focus on providing urban spaces that facilitate water-sensitive urban design. This also included a desire to keep waterways and watercourses as natural as possible, rather than piping water underground.

The draft *ShapingSEQ* recognised water supply catchments as a vital natural economic resource. Through feedback received at the summit, and through the statutory consultation process, it was identified that the final *ShapingSEQ* broaden its response to waterways and coastal areas. Strategies supporting water-sensitive urban design are included in the final regional plan.

Despite the SPP already requiring planning to incorporate water-sensitive urban design into development, the department acknowledged the health of waterways and coastal areas paramount to the values of the SEQ community. Attitudes towards the protection of these sensitive environments were particularly strong given the potential pressures these resources may face in the future due to the regions projected population growth.

Figure 11: Examples of water theme

5.12 Protecting agricultural land

Protection of agricultural land from encroachment and fragmentation was acknowledged by the country and coastal teams. This issue was raised as key to ensuring the viability of agricultural land for production is maintained.

Participants understood the importance of agricultural land to the SEQ economy and focused, in particular, on the access to fresh produce locally and the export of produce internationally as an economic driver. Participants were also keen to see agricultural land protected from urban expansion and non-compatible uses, as well as industrial uses, which would impact the viability of surrounding agricultural land.

The feedback received under the 'protecting agricultural land' theme supports another core principle of *ShapingSEQ*, which is the protection of agricultural land from fragmentation and encroachment.

One of the key drivers for developing a statutory regional plan in the early 2000s was the concern raised by the community over the consequences of rural subdivision on agricultural land. There is strong correlation to the feedback on the 'up not out' theme.

The draft *ShapingSEQ*, along with current statewide protection through the SPP, successfully protects existing agricultural land. The next evolution in land use policy for SEQ is to enhance and support rural production activities through the use of innovative and advanced technological practices.

The final *ShapingSEQ* retains strategies under a number of themes that protect agricultural land from encroachment and further fragmentation. It also includes new strategies that encourage value-adding rural activities to help diversity the rural economy through the Prosper theme.
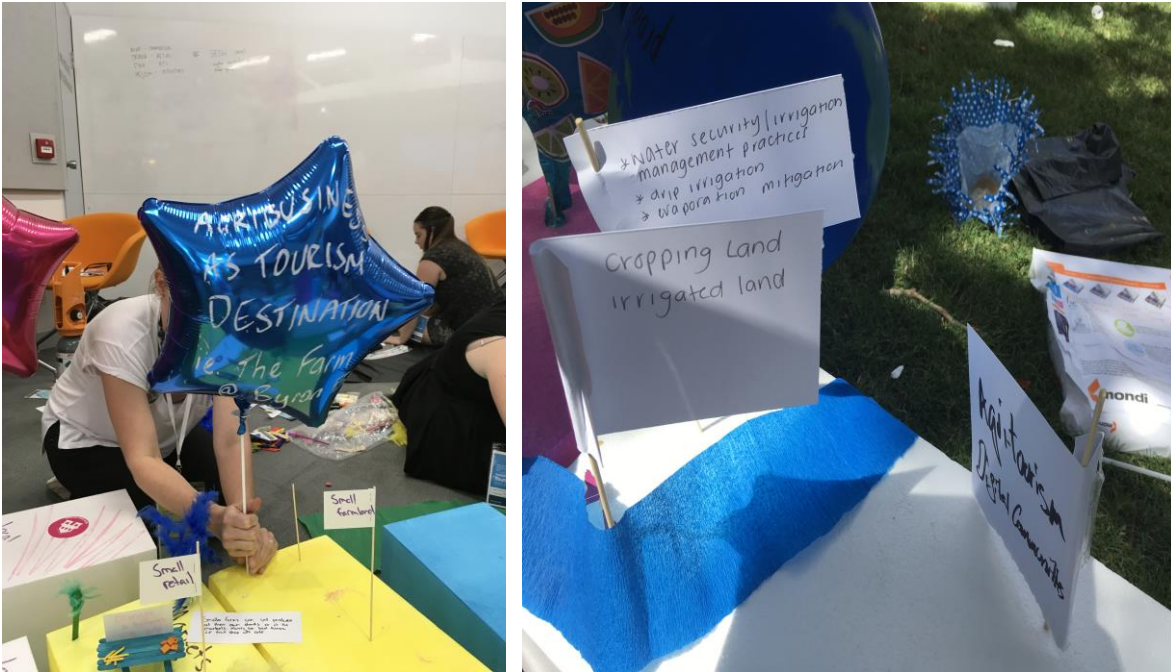
Figure 12: Examples of protecting agriculture land theme

6 Conclusion

The youth summit confirmed that many of the goals, elements and strategies put forward in *ShapingSEQ* are supported by the under 25 age group. The assessment of feedback undertaken demonstrates that participants generally agreed with the direction of *ShapingSEQ* and reinforce a number of elements and strategies that support the goals of Grow, Prosper, Connect, Sustain and Live.

Feedback arising out of the youth summit made a valuable contribution to, and helped balance the feedback from, other consultation activities that informed the final *ShapingSEQ*.

Importantly, it also reaffirmed the core principles and outcomes pursued by the regional plan i.e. what young people want for the future of this region is to have more complete communities where they can have easy access to a range of housing options, employment opportunities, quality greenspace, entertainment and essential services.

The youth summit was deemed a success as the activities on the day produced meaningful engagement and feedback. The post-summit feedback was also positive and this, combined with outcomes of the summit, supported round two consultations.

Overall, the *ShapingSEQ* Youth Summit is considered a good model for youth engagement and achieved its purpose as a tool for increased engagement with the under 25 age group.

Appendix 1 – details of feedback received

Details	Matters raised	Feedback – key themes
Coastal team QUT location	• Clearly identified CBD – well-connected with services and facilities. • Maintain and enhance public open space and natural environment along the coast and in the hinterland. • Allow for infill development and reduction of open space if adequate public open space is provided • More wildlife corridors are required on the Gold Coast to maintain biodiversity, there aren't currently enough. • People like the beach lifestyle and being able to access the beach. • Limit urban sprawl and master planned communities by focusing on infill. • Previous infill development has been done poorly. Better design is required to provide more open space, better public transport and more car parks to avoid on street congestion. • Existing public transport has been poorly located and is not affordable. • If infill development is prioritised more public open space should be provided. • People intend to live in low to medium density environments. • People are willing to work from home. • People like to have a combination of transport modes available which should be cheaper than private transport.	• Valuing greenspace • Up not out • Improving transport connections • Variety in housing options • Better design outcomes
Coastal team TMR hub location	• Would be open to catching public transport but there is nothing convenient. • Job opportunities are lacking, there is a need to come to Brisbane and commute into the city. • Don't have the population to support small business. • Opportunities for recreation tourism, both domestic and international events such as triathlons that take advantage of the SEQ setting. • There are different identities for the two coasts (Gold and Sunshine Coast). Sunshine Coast resisting density, Gold Coast embracing it. • The inter-urban break on the Sunshine Coast is great. It makes you feel like you've left the city and entered another location. • The natural features of the Sunshine Coast are iconic and what people like about the Sunshine Coast. • Public safety, especially on public transport. • High frequency public transport and cycle friendly, walkable areas. Want to be able to walk to work and play. • Managing coastal erosion. • Climate change adaptation. • Native plantation of forest and National Parks. Development on the Gold Coast is chopping into the	• Improving transport connections • Increased employment opportunities • Entertainment and culture • Valuing greenspace • Managing climate change • Access to services and facilities • Water • Higher density living • Better design outcomes • Variety in housing options • Protecting agricultural land

Details	Matters raised	Feedback – key themes
	hinterland.	
	• Outdoor recreation and entertainment precincts (cafes, shopping, boutique bars, live music and night time economy)	
	• Education - there are not enough educational facilities.	
	• Daylight savings.	
	• Water quality – stormwater management.	
	• Would compromise and live in higher density areas to be close to services and jobs.	
	• Subtropical design with covered walkways and greenery.	
	• Public access to the coastal strip is important. Want access to esplanades.	
	• Want cities that aren't focused on roads.	
	• Want a wide range of housing options.	
	• Support agribusiness and home businesses.	
	• Want knowledge and technology infrastructure on the coast rather than just in the city.	
	• Support decentralisation of jobs.	
	• Support decentralisation of jobs.	
City team Pink	• Support subtropical design. Do not want to live in boring grey buildings.	• Better design outcomes
	• Design houses for natural cooling so air-conditioning isn't needed.	• Valuing greenspace
	• Support community gardens.	• Entertainment and culture
	• Support outdoor dining.	• Access to services and facilities
	• Support Entertainment precincts.	• Variety in housing options
	• Art.	• Up not out
	• Music.	• Higher density living
	• Heritage protection.	• Sustainable energy sources
	• Working in the city is a trend.	• Improving transport connections
	• Need for access to facilities in rural areas.	
	• Value city life – everyone can find a niche.	
	• Coast to beach in 1 hour – we are super lucky.	
	• Still like the Queensland homes. See them as nice place to raise a family.	
	• Need more townhouses.	
	• The trend towards apartment living is acceptable.	
	• Want a sustainable future.	
	• A range of facilities.	
	• Greenspace.	
	• Some places need to be completely preserved.	

Details	Matters raised	Feedback – key themes
	• Need spaces for camping.	
	• Places for parks in the city.	
	• It is vital to have a mix of open space types.	
	• Parks are for people.	
	• Protect wildlife.	
	• The city should be for high rises. We need to preserve our greenspace corridors. Infill (e.g. South Bank) not growing out.	
	• Everyone loves South Bank. Potential for more nightlife.	
	• General preference toward living in a house but everyone agreed that are totally happy with living in apartments as well.	
	• There was a consensus that the 'Australian Dream' is no longer a feasible option – have accepted that and are happy to change and adapt.	
	• A couple of people were totally against the 'Australian Dream'.	
	• Want sewer and garbage waste to be underground facilities.	
	• Live closer to universities.	
	• Rent is too high.	
	• Need more good quality, cheap student accommodation.	
	• Single dwelling houses are not the way.	
	• Having families in an apartment is ok.	
	• Melbourne was described as the place to become like.	
	• Protect our heritage buildings.	
	• Add more groovy art to the city.	
	• Move well away from coal.	
	• Renewable energy.	
	• Save our future generations.	
	• Brisbane as a tourist city.	
	• Everyone was totally unhappy with the transport network.	
	• Hate public transport. Want it fixed.	
	• Underground rail network.	
	• Public transport is unaffordable.	
	• Against an automated society.	
	• Focus on active transport.	
	• Motorway is too congested to fix it by transport.	
	• Everyone would prefer to use public transport if it was better than driving their cars.	

Details	Matters raised	Feedback – key themes
	• Global trade precinct – have hubs in Brisbane.	
	• Want more entertainment centres.	
	• Make Brisbane have culture.	
	• Live music.	
	• Rooftop gardens.	
	• Subtropical design. Particularly efficient airflow and lighting for housing.	
	• Reduce energy consumption.	
	• Greenbelt – no one likes sprawl.	
Coastal	• Support density done well.	• Better design outcomes
	• Would forgo private green space and have increased density for more public space. As long as it is affordable.	• Valuing greenspace
	• Sunshine Coast needs to maintain character, with selective areas of density, so as not to replicate the Gold Coast.	• Variety in housing options
	• Prefer a diversity of apartment styles and sizes.	• Up not out
	• Broad-acre development and spreading out should be controlled.	• Improving transport connections
	• Better, more affordable public transport needed.	• Access to services and facilities
	• Better integrated and connected transport.	• Sustainable energy sources
	• Not as concerned about car parks as not certain will own a car.	• Protecting agricultural land
	• Facilitating GoGet and Uber models is a good idea.	
	• Buses are better than rail as it is more flexible.	
	• Cities have to be for people not cars. Need more paths and pedestrian friendly development.	
	• Protection of green space is very important.	
	• Support master planned communities where housing, work nodes, services and education is well integrated and walkable.	
	• Support more urbanised and entertainment city life nodes, with quieter places nearby for living.	
	• Greater self-sufficiency and sustainability needed – including energy and food.	
	• Need distinction and character within new urban development.	
	• Need to achieve infill and recycle brownfield sites, rather than taking more green and open space.	
	• Separation of industry from residential areas.	
	• Wi-Fi and connectivity should be everywhere.	
Queen Street Mall group	**Compact development**	• Up not out
	• Very tall buildings use to efficiently sustain land use.	• Variety in housing options
	• Future greenfield planned to preserve room for growth.	• Improving transport connections

Details	Matters raised	Feedback – key themes
	• Low amounts of low density residential – ensures housing diversity.	• Access to services and facilities
	• Predominately three storey (missing middle) and high-density residential.	• Water
	• 90% of residential is mixed use high-density.	• Valuing greenspace
	• All buildings connected to transport infrastructure and close to community facilities.	• Better design outcomes
	Utilities/General Infrastructure	• Entertainment and culture
	• Free Wi-Fi provided in all public spaces.	
	• Stormwater provided to side of developments in form of a water channel.	
	• All roads utilised zebra crossing for better pedestrian environment.	
	• All recreational parks included paths and general embellishments.	
	• Community facilities (school/childcare/library) provided in mixed use residential/commercial buildings.	
	Environment	
	• Large expanse of environment kept as a whole.	
	• Greenspace used to support development.	
	• Noise cancelling barriers used on main roads.	
	• Recreation parks generally separate from other 'plaza' community facilities.	
	• Development oriented towards the parks.	
	Transport	
	• Very strong multi-modal focus – bus, light rail, airport, ferry, active.	
	• Cars still used, to a far lesser extent.	
	• Freight carried by trucks.	
	• Roads joined most developments.	
	• All development accessible by public transport.	
	• Transport adapted to pre-existing environment (i.e. no transport through national park).	
	• No roads in a 'central park' type block.	
	Social	
	• Strong focus on community space.	
	• All housing designed to use community space.	
	• Free Wi-Fi used to encourage activation of community space.	
	• Community space used for safety and to support the lack/loss of backyard.	
	• Top of buildings used for social spaces.	
	General	
	• All land uses provided - mostly high-density	

Details	Matters raised	Feedback – key themes
	residential, community facilities and parks.	
	• Ground floor activation of large blocks.	
	• School/university provided for above ground learning.	
	• Transformative spaces used depending the time of day (e.g. daytime plaza, night time bar).	
	Inventive ideas	
	• Flying foxes used to connect high-density residential.	
	• Above ground development allowing for recreation and open space underneath.	
	• Airport located atop a high rise.	
Green group	**Open space**	• Access to services and facilities
	• Great public infrastructure – free Wi-Fi, work spaces.	• Valuing greenspace
	• Flexible spaces to lots of activities – exercise, social, work and environment.	• Variety in housing options
	• High quality green and open spaces (like South Bank) – privately owned is ok so that not Council maintained.	• Better design outcomes
	Housing	• Improving transport connections
	• Diversity.	• Entertainment and culture
	• Large and light.	
	• Queenslander style is great.	
	• Apartments okay.	
	• Lots of shared amenity.	
	Transport	
	• Lots of options and high frequency.	
	• Active transport - more cycling options.	
	Safety	
	• Would sacrifice personal safety for community safety.	
	• Don't want high walls in suburbs.	
	• Active streets to make places safer.	
	Social	
	• We want to know our neighbours.	
	• Spaces the let people meet each other are essential.	
	• Wide streets and lots of parks help.	
	• Vibrant hubs full of diverse services.	
Country team Aqua	**Priorities for country settings**	• Access to services and facilities
	• Access to services and social infrastructure	• Improving transport connections
	• Public transport – where populations are not sufficient to justify dedicated public transport routes to city centres (Ipswich, Brisbane, Gold Coast and Maroochydore) a hierarchy of country towns should	• Renewable energy sources

Details	Matters raised	Feedback – key themes
	be established. Within this hierarchy, higher-order country towns (such as Toowoomba) should be prioritised for public transport connections to city centres with lower order towns (such as Esk) with public transport links to higher order towns.	• Entertainment and culture • Better design outcomes • Increased employment opportunities • Variety in housing options • Protecting agricultural land
	• Renewable energy productions – not to compete with agricultural land, but rather to exist alongside agricultural uses, to diversify the economic base of regional towns.	
	• Tourism – in addition to renewable energy, tourism should be further promoted to further diversify the industries supporting local economies in country towns. It is noted that the draft regional plan is 'light on' with regard to tourism.	
	• Arts and culture – cultural density and not linked to physical density. The unique character of country areas should be celebrated through the regional plan, to the extent possible.	
	Other notes	
	• The wide streets of most country towns provide an excellent opportunity for cycle paths. The ability to safely cycle as a means of transit should not be seen as a priority in urban areas only.	
	• A centralised model is desirable. Public spaces in country towns are often not of human scale so effort should be given to ensuring all essential services and lifestyle opportunities are located within close proximity, in the centre of towns.	
	• Wish to retain the historically rich character of main streets in country towns. Adaptive reuse of historical buildings should be prioritised in country towns; otherwise these beautiful landmarks will decay.	
	• If telecommuting continues to grow in popularity, it is fair to assume that living in geographically remote areas will become desirable to more people (including young professionals) in the future. Therefore, efforts should be afforded to making sure activities which cannot occur virtually are prioritised over other which can occur virtually.	
	• Car-sharing, on-demand transport, or promotion of shared autonomous vehicles may be able to substitute for public transport, where public transport is not feasible.	
	• Interested in capitalising on emerging creative industries in country towns.	
	Prompt questions	
	• What level of access do regional communities need to public transport? For services to and for services from higher-order country towns, rail preferred to cities with bus services linking to country towns.	
	• Employment options? Would like a wider variety of employment options, including energy production, tourism and creative industries.	
	• Ageing-in-place? This is a concept usually related to seniors, however to ensure young people are able to	

Details	Matters raised	Feedback – key themes
	stay in the rural areas they were raised in, diversification of employment options is needed, as well as entertainment services.	
	• Living near intensive animals industries? Intensive poultry farms (and similar) are more like industrial uses and should be located and regulated as such.	
	• Loss of agricultural land for housing? Rural councils should not be forced to accommodate the sprawl of metropolitan councils. Developing detached houses on valuable fertile soil should be avoided at all cost. You can eat rates charges.	
	• What do you value in our rural landscape? Views, connections to nature, strong sense of community.	
	• High speed rail? Essential.	
	• Pros and cons of living and regional communities? Isolation is a double edged sword. Some people love being disconnected from metropolitan areas, however for most young people this is not the case.	
	• Housing diversity? This isn't just a priority for urban areas. If you want to attract a broad range of people into regional areas, you have to provide a broad range of housing. People moving to country areas may be moving because they are priced out of urban areas and want a house instead of an apartment. But in the same way there needs to be a range of attached dwellings and a greater range of detached dwellings available.	
	• Terraces and medium density apartments are ideal in-town, small lots are ideal just out of town, standard 400–500m² lots are ideal further out, with peri-urban development thereafter (only where not consuming fertile land).	
Interview notes	• Not enough employment on Sunshine Coast. Not a lot of opportunities.	• Increased employment opportunities
	• Continuity between generations in the country.	• Improving transport connections
	• Do not know how to engage with younger generation.	
	• Can do a lot more with public transport. Locally on Sunshine Coast – lots of centres that aren't easy to travel between on public transport.	
Interview with an attendee from the Beaudesert area	• Need better public transport. Not a lot in Tamborine, Beaudesert, Yarrabilba.	• Improving transport connections
	• Feel like they have to leave their area to have opportunity for social interaction.	• Entertainment and culture
	• Link between connectivity and social interaction. Needing to get around to be engaged.	• Access to services and facilities
Group interview Botanic Gardens team	• Balance smaller residential area with services they need.	• Access to services and facilities
	• Larger industries that rural areas rely on. Need to be able to deliver to the international market.	• Water
	• Water security and water management.	• Protecting agricultural land
	• Management of prime agricultural land.	

Details	Matters raised	Feedback – key themes
Group interview The Garden Club	• Focus on environment and park life. • Parking underneath park area. • Services focused in main city. • Separation of industrial, commercial. • Entertainment precinct. • Solar panels. • Support for mixed-use. • Airport. • Good transport – roads and public transport. • Job creation, rural production. • Health precinct. • Detached houses close to centre and rural residential on fringes. • Central green space. • Shared facilities = schools and public. • Well-connected to social infrastructure. • Nature based tourism. • Solar as main electricity source.	• Valuing greenspace • Access to services and facilities • Entertainment and culture • Sustainable energy source • Improving transport connections • Increased employment opportunities • Variety in housing options
Group interview City Hall team	• Well-serviced development. • Open space, parkland. • Radial public transport system. • Accessible development. • Free events. • Festivals. • Everything in one spot. • Greenspace importance; space for people to go – do not want concrete jungles.	• Access to services and facilities • Valuing greenspace • Improving transport connections • Entertainment and culture
Group interview QUT team	• Hub based public transport a challenge you cannot get anywhere without going to the city. Wants more hub and spoke. • Access to fresh produce. • Renewable energy. • Airports – international gateways. • Greenspace interspersed between buildings. • Consideration for sea level rise. • Keep waterways natural. • Stormwater quality.	• Improving transport connections • Protecting agricultural land • Valuing greenspace • Managing climate change • Water

Appendix 8 – Engagement report
Aboriginal and Torres Strait Islander and Traditional Owners

South East Queensland Regional Plan 2017– *ShapingSEQ*

Engagement report
Aboriginal and Torres Strait Islander and Traditional Owners

August 2017

Queensland
Government

Contents

1 Introduction

The Queensland Government recognises that the land, water and seascapes of South East Queensland (SEQ) form traditional landscapes that were spiritually and sustainably managed for thousands of years by the region's original inhabitants (Traditional Owners) to provide the resources required for life. Traditional Owners have an ongoing and unique connection to their ancestral lands and have responsibilities to the land under their traditional law and customs.

SEQ is home to approximately 35 per cent of Queensland's Aboriginal and Torres Strait Islander community. This figure includes those who identify as descendants of the region's Traditional Owners and those who have moved to the region (historical and contemporary residents).

As stated in the Sustain Background Paper, the Department of Infrastructure, Local Government and Planning undertook targeted consultation during the consultation period to inform the final *ShapingSEQ*. The department held three workshops with SEQ Indigenous and Traditional Owners to discuss Indigenous cultural heritage and land use planning issues. The purpose of this report is to summarise the outcomes of these discussions and how they informed the final *ShapingSEQ*.

2 Background

The Sustain Background Paper outlined that Indigenous issues have long played a role in the regional planning process. Both the 2005 and 2009 regional plans included policies and principles that recognised and integrated Indigenous cultural heritage values and aspirations in land use planning.

These policies and principles were a result of consultation with a network of representatives from Traditional Owner groups in SEQ, known as the SEQ Traditional Owners Alliance (SEQTOA). SEQTOA developed the SEQ Cultural Resource Management Plan to document and advance Traditional Owner's aspirations on a sub-regional basis aligned to a common set of regional themes. This information informed Desired Regional Outcome (DRO) 7 in the 2009 regional plan. DRO 7 embraced a broad policy and implementation agenda that included Traditional Owners and historical and contemporary Aboriginal and Torres Strait Islander peoples.

Changes in Natural Resource Management (NRM) program funding saw SEQTOA cease operation before the drafting of *ShapingSEQ* began. The absence of a recognised network in place of SEQTOA limited the opportunities for appropriate and effective engagement during the drafting of *ShapingSEQ*. The absence of a network also meant engagement occurred late in the public submission period and further engagement was required after the statutory consultation period closed.

At the same time the draft *ShapingSEQ* was being prepared, Queensland South Native Title Services (QSNTS) was undertaking research commissioned by the Australian Government to identify groups with connection to country over areas in SEQ that did not currently have a native title determination. Quandamooka and Jinibara peoples had previously had claims determined. Evidence to support connection to country is a major component of the formal Native Title process, which is ultimately decided on by the Commonwealth Court under *Native Title Act 1993*.

At the time the 2009 regional plan was prepared, there were no native title determinations in SEQ. Native title is therefore a new matter for consideration for regional planning in SEQ. This has required research, legal advice and close collaboration with stakeholders to ensure aspirations and outcomes in the final *ShapingSEQ* are collectively met.

In the time between the 2009 regional plan and the drafting of *ShapingSEQ*, Professor Darryl Low Choy (Environmental and Landscape Planning) from Griffith University had conducted research to

identify and incorporate Indigenous landscape values into regional planning processes. This work was prompted by an acknowledged gap in the 2009 regional plan and was conducted in partnership with the former SEQTOA. Workshops identified four key defining landscape elements through which cultural heritage values of the regional landscape could be considered.[1] Professor Low Choy offered his services to facilitate the workshops to confirm these findings and to build upon this work as it related to *ShapingSEQ*.

3 Workshops

The workshop format was accepted as an appropriate method of engagement as it facilitates the collective sharing of information and traditional knowledge in a supportive environment. Walkabout Creek at the Gap in Brisbane was chosen to provide a bushland setting that supported a culturally appropriate and relaxed environment for the first two workshops. The third workshop was held at 1 William Street in the city to facilitate the attendance of the Honourable Jackie Trad MP, Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning. The Deputy Premier's attendance was welcomed by attendees as an important recognition of the engagement process.

The QSNTS were also invited to participate in the workshops as an independent expert entity and to share the findings of their research.

The workshops were particularly important for many of the participants who were new to the regional planning process or not familiar with the draft *ShapingSEQ*. The workshops helped to build the capacity of Traditional Owners and the department to integrate Indigenous values and aspirations in regional planning.

The workshops were co-facilitated by Professor Low Choy and Andrew Davidson, a Principal Planner within the Regional and Spatial Planning team of the department.

Attendees were invited to suggest changes to the draft agendas at each workshop and were encouraged to raise issues for discussion at any time throughout the day.

3.1 Workshop one

The first workshop was held on Wednesday 1 February 2017.

During the first workshop, participants were encouraged to provide input into two primary questions:
1. Does the draft *ShapingSEQ* adequately incorporate Aboriginal and Torres Strait Islander values and how can it do this better?
2. Does the vision for 2066 in the draft plan reflect these values and how might this be enhanced?

Fourteen representatives attended from six Traditional Owner groups across SEQ. Groups who attended are shown in table 1.

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[1] Low Choy, D., Wadsworth, J., and Burns, D. (2010) Seeing the landscape through new eyes: identifying and incorporating Indigenous landscape values into regional planning processes, Australian Planner 47(3), pp. 178-190.

Table 1: List of groups/affiliations attending workshop one

Group/affiliation
Ngarang-Wal Gold Coast Indigenous Association
Ngarang-Wal Gold Coast Aboriginal Association
Jagera
Gubbi Gubbi/Kabi Kabi
Ngunda Joondoburri
Mununjali
Quandamooka
Griffith University
Department of Infrastructure, Local Government and Planning

3.2   Workshop two

The second workshop was held on Monday 27 March 2017.

The purpose of this gathering was to determine how to better incorporate Aboriginal and Torres Strait Islander values in the final *ShapingSEQ*. There were three primary questions explored at the workshop:
1. How can the draft *ShapingSEQ* adequately incorporate Traditional Owners' values?
2. How can the plan recognise native title now and into the future?
3. How can the vision for 2066 better reflect these values?

There were 18 representatives from nine Traditional Owner groups across SEQ. Groups who attended are shown in table 2.

As part of the discussion on Indigenous values, participants suggested the principles from DRO7 in the 2009 regional plan be reviewed at the next workshop to discuss how they could be appropriately reflected in the final *ShapingSEQ*.

Table 2: List of groups/affiliations attending workshop two

Group/affiliation
Mununjali
Kabi Kabi
Kombumerri/Ngarghwal
Yuggera/Ugarpul
Southern Region
Wangerriburra
Wakka Wakka/Yuggera
Joondoburri/Kabi
Quandamooka
Griffith University
Queensland South Native Title Services (QSNTS)
Department of Infrastructure, Local Government and Planning

3.3   Workshop three

The third and final workshop was held on Wednesday 26 April 2017.

This final gathering was held to finalise input to the draft *ShapingSEQ* to ensure it:
1. adequately incorporated values and reflected the principles from DRO 7 in the 2009 regional plan
2. reflected these values in the vision for 2066
3. recognised native title now and into the future.

There were 10 representatives from six Traditional Owner groups across SEQ. Groups who attended are shown in table 3.

The Honourable Jackie Trad MP spoke to the gathering and reaffirmed the government's commitment to acknowledging the importance of valuing, protecting and promoting Aboriginal and Torres Strait Islander knowledge, culture and tradition in plans such as *ShapingSEQ*.

Table 3: List of groups/affiliations attending workshop three

Group/Affiliation
Mununjali
Kombumerri/Ngarghwal
Yuggera/Ugarpul
Wangerriburra
Quandamooka
Mununjali
Queensland South Native Title Services (QSNTS)
Griffith University
Department of Infrastructure, Local Government and Planning

4 Workshop outcomes

Feedback from participants was recorded on butcher's paper by a facilitator and supported by notes taken by staff from the department.

The feedback from participants was collated and reviewed to identify key themes. Issues and opportunities were identified in the workshops and assessed by the department to establish if they could be progressed and included in the final *ShapingSEQ.*

This section contains a summary of the issues and opportunities for the key themes and how they were considered and integrated into the final *ShapingSEQ*.

4.1 Engagement

Participants agreed that greater engagement and involvement from Aboriginal and Torres Strait Islander people and Traditional Owners of SEQ is required. However, there was an acknowledgement of the role that the former SEQTOA had played in the previous review of the 2009 regional plan and the value of having a peak group representing and coordinating Indigenous interests. There was a willingness from participants to enhance the involvement of Indigenous groups in planning in SEQ.

In the second workshop it was acknowledged that ongoing consultation is important to ensure that Indigenous interests are recognised, particularly given that the regional plan is not a static document and will undergo a review every five years. Participants voiced a strong desire to work with the government to enhance engagement with Indigenous people in regional land use planning.

In response to the feedback received and to maintain the conversation and on-going relationships, the final *ShapingSEQ* includes a delivery mechanism to convene two Aboriginal and Torres Strait Islander planning forums per year to help inform planning and the delivery of relevant programs.

4.2 Greater recognition

Participants at the first workshop were concerned that the draft *ShapingSEQ* did not adequately recognise or reflect Indigenous values and connection to country, particularly in the vision. It was

acknowledged that the Sustain theme did contain draft strategies to support the recognition of Indigenous values.

A separate Traditional Owner theme was suggested for the final *ShapingSEQ*, or alternatively Traditional Owner interests and values could be embedded within each of the other themes of Grow, Prosper, Connect and Live. The final *ShapingSEQ* includes an acknowledgement of Traditional Owners in the introduction and integrates cultural values and aspirations as appropriate throughout the plan. It also reflects Indigenous interests and aspirations in the vision.

Participants also raised a concern that, in the preparation of local government planning schemes, adequate opportunities to promote Indigenous issues are not always provided. Options to work with local government to incorporate Indigenous issues more holistically in planning will be discussed at future Aboriginal and Torres Strait Islander planning forums.

The final workshop compared the principles from DRO 7 in the 2009 regional plan to the strategies in the draft *ShapingSEQ*. Strategies and delivery mechanisms in the final *ShapingSEQ*, including the Aboriginal and Torres Strait Islander planning forums, will provide the opportunities to continue this discussion as part of implementation.

4.3   Incorporating cultural heritage

There are culturally significant landscapes in SEQ as opposed to single sites/trees/middens etc. Often there is a landscape that is of cultural significance that needs to be protected. These landscapes often contain natural/cultural resources (e.g. rocks for spear heads or trees with bark that can be used for rope) that are important to Indigenous societies. Many spatial features today (e.g. roads and other corridors) are based on Indigenous, pre-colonial tracks.

Participants were concerned that developers often do not understand the significance of the area under development. Participants expressed the need to recognise cultural heritage values before development approval is given through meaningful consultation with the appropriate Traditional Owners.

There was a concern that even though the *Aboriginal Cultural Heritage Act 2003* (Qld) (ACHA) and *Torres Strait Islander Cultural Heritage Act 2003* (Qld) (TSICHA) (together, the Cultural Heritage Acts) require development to consider cultural heritage issues and undertake a risk assessment, in some situations completed cultural heritage surveys have not been recognised or cultural heritage items have not been recorded or known. Participants were aware that the planning and development approval process in Queensland operates separately from the Cultural Heritage Acts.

Further, the onus is on the developer to ensure they have undertaken reasonable and appropriate measures for meeting cultural heritage duty of care. Participants were concerned this sometimes meant that Aboriginal and Torres Strait Islander cultural heritage matters are generally not raised as a consideration until after a project has been approved.

Participants enquired as to how *ShapingSEQ* could be better aligned with the Cultural Heritage Acts to enable the effective protection of cultural heritage and landscapes. This issue was identified as an action for future Aboriginal and Torres Strait Islander planning forums.

The draft *ShapingSEQ* included a strategy to engage Traditional Owners to enable their cultural knowledge and connection to land and sea to be included in land use planning. The final *ShapingSEQ* retains this strategy and seeks to enhance its effect by adding the Indigenous

Landscape values[2] map from Professor Darryl Low Choy's research in the Sustain theme.

4.4   Recognition of native title

Participants requested that the final *ShapingSEQ* consider how its strategies protect or impact native title rights. It was suggested that resolving native title claims would provide more certainty for everyone particularly in areas that have been identified for future growth.

As previously mentioned, the resolution of native title is a Commonwealth Government process governed under the Native Title Act. There is no legal obligation under the Native Title Act or the Cultural Heritage Acts to reflect native title determinations or claims, Indigenous Land Use Agreements (ILUAs), cultural heritage duty of care obligations, or cultural heritage management plans in planning schemes/instruments.[3]

However, the final *ShapingSEQ* recognises that there are areas in SEQ that have native title determinations and where claims are currently being considered. Despite native title claims process occurring outside of the scope of a regional plan, the final *ShapingSEQ* has included references to current and future native title determinations by raising awareness and to help inform councils, the community and the development industry of their obligations to consult with Traditional Owners.

It also provides the opportunity for the government to work with Traditional Owners to maintain and enhance the health of SEQ land and sea country. To ensure users of *ShapingSEQ* are informed about the latest determinations, they are referred to the Native Title Register for up-to-date information on the status of claims.

The fact that *ShapingSEQ* is the first regional plan in SEQ that has had to consider native title prompted participants to suggest a megatrend that describes an increase in the legal recognition of Indigenous rights and knowledge across the globe similar to the trends already described. An addition was made to the final *ShapingSEQ* to acknowledge the increasing trend in the recognition of Indigenous rights across the globe.

4.5   Acknowledging connection to country

Participants requested that the final *ShapingSEQ* recognise the special relationship that Indigenous people have with country. Spiritual sustenance from connection to country is very important for Traditional Owners. It was suggested that there needs to be areas of the landscape where Indigenous people are able to go to reconnect with country, away from the urban environments.

Traditional Owner groups of SEQ collectively identify themselves as the Goori-Murri Nation. This nation comprises several autonomous communities which have shared and distinct languages, cultural practices, Songlines and Dreamings.

The final *ShapingSEQ* includes a map showing Traditional Owner groups as agreed by participants and based on research facilitated by QSNTS that identifies connection to country. The map is intended for information purposes only and recognises the people and culture of the Goori-Murri Nation.

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[2] Low Choy, D., Wadsworth, J., and Burns, D. (2010) Seeing the landscape through new eyes: identifying and incorporating Indigenous landscape values into regional planning processes, Australian Planner 47(3), pp. 178-190
[3] Department of Justice and Attorney-General Crown Law advice to Department of Infrastructure, Local Government and Planning 4 May 2017

4.6   The incorporation of traditional language

The importance of Indigenous language to Indigenous culture was raised during the workshops. It was suggested that the department has an opportunity to prepare a regional plan that recognises and is based on Indigenous values achieved through the use of, among other things, Indigenous language throughout the plan.

The final *ShapingSEQ* incorporates traditional names of significant Indigenous landscapes like Moreton Bay and the islands and acknowledges the importance of these landscapes for the sustainable provision of cultural resources, spiritual sustenance and economic opportunities.

4.7   Promoting healthy people, country and culture

Participants identified the significant biodiversity values of Moreton Bay Marine Park, and how activities occurring upstream (i.e. concentrated growth) can impact on its health.

It was noted that the Moreton Bay Marine Park has greater visitation than the Great Barrier Reef and there is a need to consider the overarching value of Moreton Bay and the links to catchment and people. This is based on research by Department of National Parks, Recreation, Sports and Racing[4]. The draft *ShapingSEQ* did recognise Moreton Bay as an important regional landscape area and natural asset. Policies under the Sustain theme required its protection and sustainable management to ensure it continues to provide benefits to the community and the environment.

The final *ShapingSEQ* maintains support for the protection of Moreton Bay Marine Park, and recognizes the value it has to the community and the environment but has expanded its importance to include connections to the Indigenous community as well.

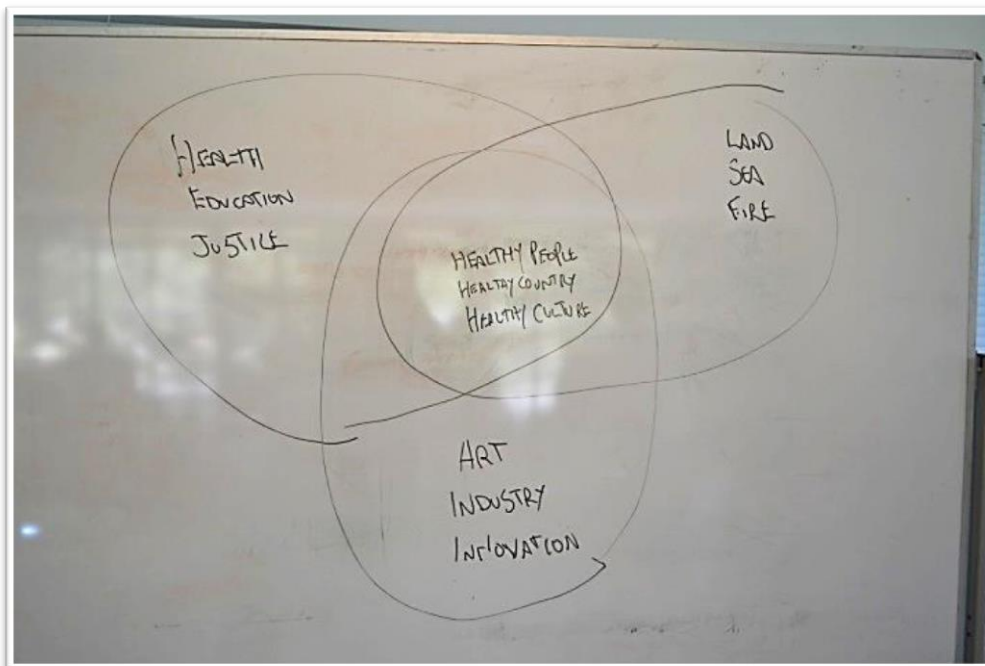**Figure 1: The interrelationship between healthy people and the elements of a healthy environment (John Nalder – participant at workshop one)**

The relationship between healthy people and the elements of a healthy environment were

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[4] Department of National Parks, Recreation, Sports and Racing (2012). Queensland Parks and Wildlife Service Community Survey 2012. Data only considers domestic visitors.

illustrated by one of the participants (figure 1). Participants discussed how planning could consider the role that land/sea/fire; health/education/justice; and art/industry/innovation have in creating healthy people, healthy country and a healthy culture.

The final *ShapingSEQ* includes strategies to support the coordination of existing and emerging programs that are focused on minimising the impacts of development on land and sea country including Moreton Bay, and promoting the important relationships displayed in figure 1.

The final *ShapingSEQ* also includes new strategies in the Sustain theme to support the principles of total water cycle management, catchment management and the sustainable management of water resources including groundwater and the protection of drinking water catchments.

The Aboriginal and Torres Strait Islander planning forums will also provide an opportunity to combine traditional knowledge with contemporary science to support decision making processes for land use planning and management.

Participants also requested that the consideration of Indigenous cultural elements in the design of urban spaces be incorporated into the final *ShapingSEQ*. In response to this feedback, additional strategies are included under the Live theme to support the recognition of cultural heritage in urban communities and to integrate where appropriate into the design of urban spaces.

5 Going forward

To inform the final version, the government undertook a carefully considered engagement process to enable input from the Aboriginal and Torres Strait Islander community and from Traditional Owners with proven connection to land and sea country in SEQ.

The conduct and results of the three *ShapingSEQ* Aboriginal and Torres Strait Islander and Traditional Owner workshops addressed a known gap in specific content in the draft created by the absence of an acknowledged engagement network to fill the void left by the former SEQTOA.

The identification of a network of representatives recognised as having connection to country in SEQ based on the best available advice from QSNTS, facilitated a more informed and contemporary engagement process. This lengthier and more considered process was necessary to ensuring a more informed and cultural aware regional plan for SEQ.

The gaps between content in the draft *ShapingSEQ* and the expectations of Aboriginal and Torres Strait Islander people were explored in the workshops to identify a number of themes for further investigation. The workshops generated a series of issues and opportunities under these themes that were assessed and appropriately included in the final *ShapingSEQ*.

The co-facilitation of workshops allowed the rapport established between Professor Low Choy and the Aboriginal and Torres Strait Islander community (as a result of the previous research into Indigenous landscape values) to advance the government's commitment to reflecting these values in planning. The department's commitment to building its capacity, and that of participants to integrate issues into planning, was also expressed through the coordination and co-facilitation of the workshops.

The delayed start to the engagement process, while not ideal, was significantly redressed through the three workshops aided by the willingness and time given by participants and the department to work together to enhance the regional plan.

The commitment from Aboriginal and Torres Strait Islander people and the department to continue working together through biannual Aboriginal and Torres Strait Islander planning forums that will

consider social, cultural, spiritual, environmental and economic values and aspirations in planning is a positive outcome that will also advance the purposes of the planning act.

Appendix 9 – Stakeholder meetings

9.1   South East Queensland Regional Planning Committee as at 1 June 2017

Membership	Organisation
Honourable Jackie Trad MP	Chair of South East Queensland Regional Planning Committee, Deputy-Premier, Minister for Transport and Minister for Infrastructure and Planning
Councillor Paul Antonio	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 Paul Pisasle	Mayor, Ipswich City Council
Councillor Graham Quirk	The Right Honourable the Lord Mayor of Brisbane
Councillor Luke Smith	Mayor, Logan City Council
Councillor Allan Sutherland	Mayor, Moreton Bay Regional Council
Councillor Tom Tate	Mayor, City of Gold Coast
Councillor Tony Wellington	Mayor, Noosa Shire Council
Councillor Karen Williams	Mayor, Redland City Council
Honourable Mark Bailey MP	Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply
Honourable Michael de Brenni MP	Minister for Housing and Public Works and Minister for Sport
Honourable Kate Jones MP	Minister for Minister for Education and Minister for Tourism, Major Events and the Commonwealth Games
Honourable Dr Anthony Lynham MP	Minister for State Development and Minister for Natural Resources and Mines
Honourable Dr Steven Miles MP	Minister for Environment and Heritage Protection and Minister for National Parks and the Great Barrier Reef

9.2   State Agency Leadership Group

State agency
Chair of State Agency Leader Group, Deputy Director-General, Department of Infrastructure, Local Government and Planning
Department of Agriculture and Fisheries
Department of Environment and Heritage Protection
Department of Housing and Public Works
Department of Infrastructure, Local Government and Planning
Department of Natural Resources and Mines
Department of Premier and Cabinet
Department of Science, Information, Technology and Innovation
Department of State Development
Department of Transport and Main Roads
Queensland Treasury

9.3   Industry Reference Group

Organisation
Chair of Industry Reference Group, Deputy Director-General, Department of Infrastructure, Local Government and Planning
Australian Institute of Architects
Housing Industry Association
Master Builders Association
Planning Institute of Australia
Property Council of Australia
Queensland Environmental Law Association
Queensland Resources Council
Urban Development Institute of Australia

9.4 State Agency Working Group

State agency
Chair of State Agency Working Group, Department of Infrastructure, Local Government and Planning
Department of Aboriginal and Torres Strait Islander Partnerships
Department of Agriculture and Fisheries
Department of Communities, Child Safety and Disability Services
Department of Education and Training
Department of Energy and Water Supply
Department of Environment and Heritage Protection
Department of Fire and Emergency Services
Department of Health
Department of Housing and Public Works
Department of Infrastructure, Local Government and Planning
Department of National Parks, Sport and Racing
Department of Natural Resources and Mines
Department of Premier and Cabinet
Department of Science, Information, Technology and Innovation
Department of State Development
Department of Tourism, Major Events, Small Business and the Commonwealth Games
Department of Transport and Main Roads
Queensland Police Service
Queensland Treasury
SEQ Water

9.5 Local Government Working Group

State agency
Chair of Environment and Community Reference Group, Department of Infrastructure, Local Government and Planning
Brisbane City Council
City of Gold Coast
Ipswich City Council
Lockyer Valley Regional Council
Logan City Council
Moreton Bay Regional Council
Noosa Shire Council
Redland City Council
Scenic Rim Regional Council
Somerset Regional Council
Sunshine Coast Regional Council
Toowoomba Regional Council
Council of Mayors South East Queensland

9.6   Environment and Community Reference Group

Organisation
Chair of Environment and Community Reference Group. Department of Infrastructure, Local Government and Planning
Brisbane Residents United
Environmental Defenders Office Queensland
Griffith University
Heart Foundation
Local Government Association of Queensland
National Trust of Australia (Queensland)
Queensland Conservation Council
Queensland Council of Social Services
Queensland Shelter
Queensland University of Technology
SEQ Catchments
University of Queensland
Wildlife Preservation Society of Queensland

9.7   Aboriginal and Torres Strait Islanders and Traditional Owners Groups

Group/affiliation
Gubbi Gubbi/Kabi Kabi
Kabi Kabi
Jagera
Joondoburri/Kabi
Kombumerri/Ngarghwal
Mununjali
Ngarang-Wal Gold Coast Indigenous Association
Mununjali
Quandamooka
Yuggera/Ugarpul
Southern region
Wakka Wakka/Yuggera
Wangerriburra
Griffith University
Queensland South Native Title Services (QSNTS)

Appendix 10   List of events

10.1   Community conversations – Round 1

Date	Forum	Local government	Participants
13 May 2016	Brisbane City	Brisbane	30
21 May 2016	Caloundra	Sunshine Coast	44
22 May 2016	Logan	Logan	54
28 May 2016	Burleigh Heads	Gold Coast	51
29 May 2016	Chermside	Brisbane	154
2 June 2016	TLS – West End	Brisbane	140
6 June 2016	TLS – Brisbane City	Brisbane	110
6 June 2016	TLS – Cleveland	Redland	85
7 June 2016	TLS – Sunshine Coast	Sunshine Coast	50
8 June 2016	Noosa	Noosa	30
10 June 2016	Lowood	Somerset	30
11 June 2016	Boonah	Scenic Rim	55
12 June 2016	Gatton	Lockyer Valley	30
16 June 2016	Caboolture	Moreton Bay	9
19 June 2016	Wellington Point	Redland	25
22 June 2016	Stockyard Creek	Lockyer Valley	30
24 June 2016	TLS – Brisbane City	Brisbane	205
25 June 2016	Toowoomba City	Toowoomba	74
26 June 2016	Ipswich City	Ipswich	25
28 June 2016	TLS – Gold Coast City	Gold Coast	130
Total	**20**	**12**	**1361**

10.2   Community conversations – Round 2

Date	Forum	Local government	Participants
5 November 2016	Jimboomba	Scenic Rim	28
8 November 2016	Southport	Gold Coast	20
9 November 2016	Toowoomba City	Toowoomba	22
10 November 2016	Gatton	Lockyer Valley	54
12 November 2016	Chermside	Brisbane	16
15 November 2016	Strathpine	Moreton Bay	22
16 November 2016	Mt Gravatt	Brisbane	49
17 November 2016	Esk	Somerset	9
19 November 2016	Caloundra	Sunshine Coast	20
21 November 2016	Wynnum	Brisbane	28
21 November 2016	Logan City	Logan	24
22 November 2016	Ipswich City	Ipswich	18
24 November 2016	Ferny Grove	Brisbane	15
26 November 2016	Caboolture	Moreton Bay	34
28 November 2016	Brisbane CBD	Brisbane	40
29 November 2016	Cleveland	Redland	48
30 November 2016	Maroochydore	Sunshine Coast	19
30 November 2016	Noosa	Noosa	12
1 December 2016	Robina	Gold Coast	25
6 December 2016	Beaudesert	Logan	19
7 December 2016	Capalaba	Redland	20
10 December 2016	Spring Hill	Brisbane	26
Total	**22**	**12**	**568**

Appendix 11 – List of acronyms

Acronym	Definition
ABS	Australian Bureau of Statistics
ARES	Areas of regional economic significance
ATSI	Aboriginal and Torres Strait Islander
CSG	Coal seam gas
DEHP	Department of Environment and Heritage
DRO	Desired Regional Outcome
DTMR	Department of Transport and Main Roads
ESD	Ecological sustainable development
EUA	Existing Urban Area
GFA	Gross floor area
GIS	Geographical Information System
IUB	Inter-urban break
KEP	Koala Expert Panel
KTP	Knowledge and technology precinct
LGA	Local government area
LGIP	Local Government Infrastructure Plan
LSDMP	Land Supply and Development Monitoring Program
MCU	Material Change of Use
MDA	Major Development Area
MEIA	Major enterprise and industrial area
MLES	Matters of Local Environmental Significance
MNES	Matters of National Environmental Significance
MSES	Matters of State Environmental Significance
NRM	Natural Resource Management
PAA	Priority Agricultural Area
PDA	Priority Development Area
PFGA	Potential future growth area
PIA	Priority Infrastructure Area
PLA	Priority Living Area
Q-CAS	Queensland Climate Adaption strategy
QSNTS	Queensland South Native Title Services
RACN	Regional Activity Centres Network
RBV	Regional Biodiversity Value
REC	Regional Economic Cluster
RLA	Rural Living Area
RLRPA	Regional Landscape and Rural Production Area
RLUC	Regional Land Use Category
SEA	Strategic Environmental Area
SEQ	South East Queensland
SEQRP 2009	*South East Queensland Regional Plan 2009-2031*
SEQRPC	South East Queensland Regional Planning Committee
ShapingSEQ	The regional plan for SEQ for the period from 2016 to 2041
SIP	State Infrastructure Plan
SPA	*Sustainable Planning Act 2009*
SPP	State Planning Policy
SPRP	State Planning Regulatory Provision
SRD	Sub-region direction
TWCM	Total water cycle management
WSUD	Water Sensitive Urban Design