

Part C

Sub-regional directions

SEQ is a large region with diverse urban, rural and natural landscapes and characteristics.

ShapingSEQ 2023 divides the region into four sub-regions as shown on Map 21. Each sub-region shares similar characteristics such as economic and infrastructure interdependencies, geography and land use, housing, markets, community expectation and levels of self-containment.

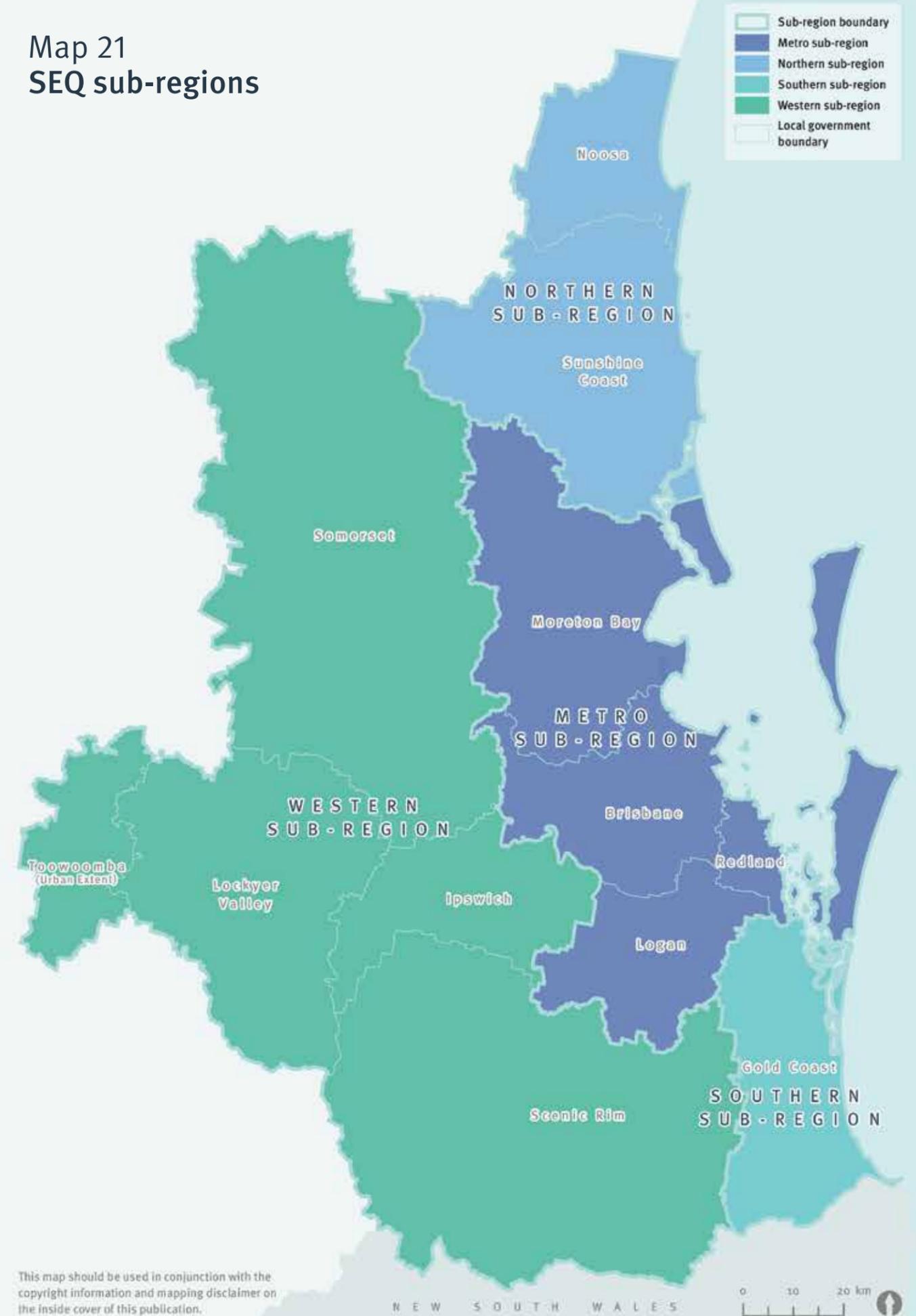
The sub-regional directions:

- » Identify sub-regional planning outcomes that build on, and provide greater clarity and direction to the outcomes and strategies of ShapingSEQ 2023.
- » Provide an important framework to guide the application, weighting and prioritisation of state interests as described in the SPP in planning scheme preparation.
- » Inform other plans and programs to prioritise and coordinate the planning and delivery of critical infrastructure and service needs across the sub-regions.

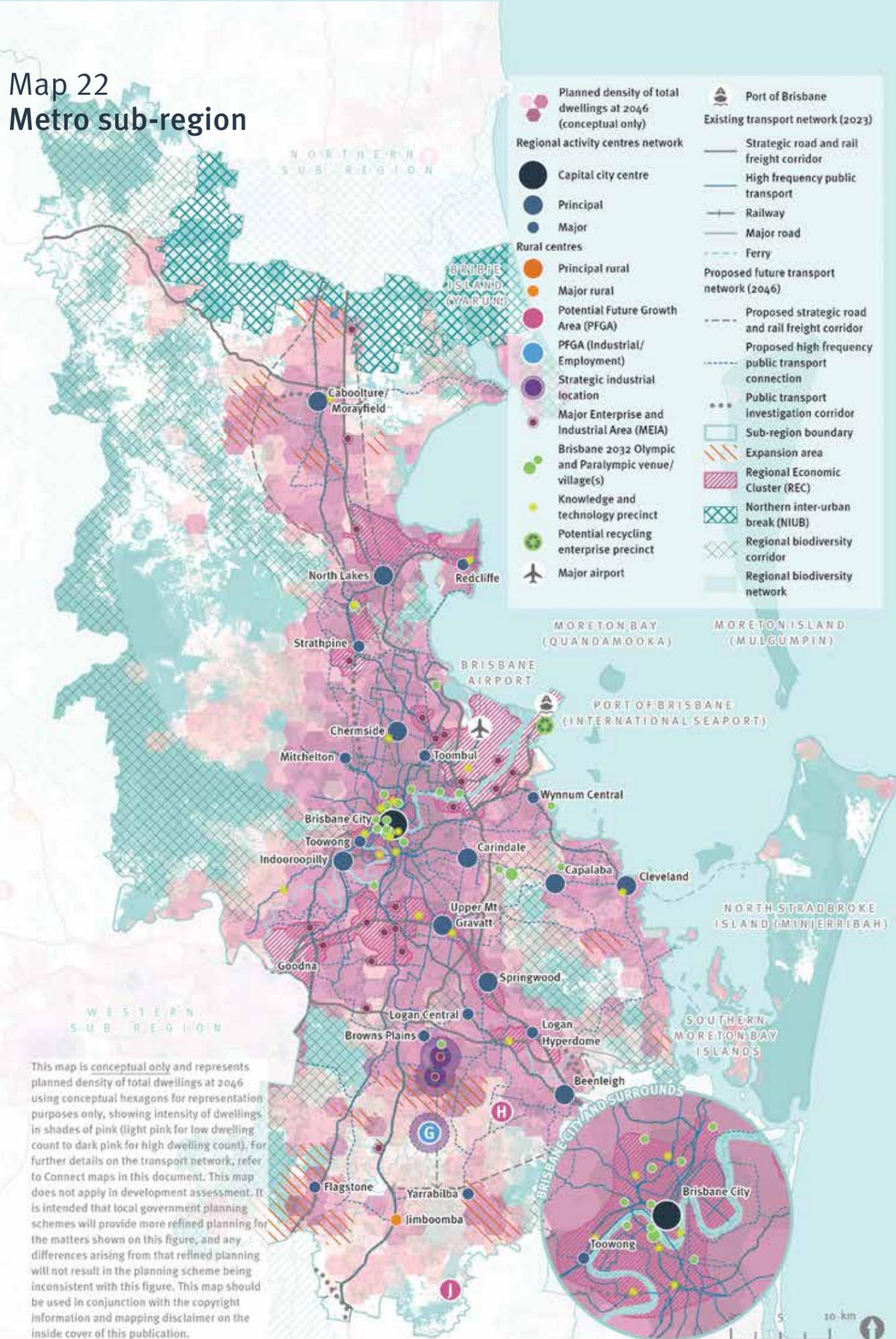
The Queensland Government and SEQ local governments will work together to implement the planning outcomes in the sub-regional directions. This will include the preparation of local planning responses that sequence and deliver the sub-regional outcomes in local areas. Each local government will be required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

Matters not addressed in the sub-regional directions will be implemented in line with the regional strategies in **Part A** of this chapter.

Map 21
SEQ sub-regions



Map 22
Metro sub-region



This map is conceptual only and represents planned density of total dwellings at 2046 using conceptual hexagons for representation purposes only, showing intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further details on the transport network, refer to Connect maps in this document. This map does not apply in development assessment. It is intended that local government planning schemes will provide more refined planning for the matters shown on this figure, and any differences arising from that refined planning will not result in the planning scheme being inconsistent with this figure. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

Metro sub-region

The Metro sub-region is the social, cultural and economic heart of SEQ. It contains the region’s major urban area, incorporating the state capital of Brisbane and the growing cities of Moreton Bay, Logan and Redland. Each of these places brings its own culture, history and unique contribution to this sub-region.

The Metro sub-region anchors the diverse and prosperous SEQ region and shares strong connections with the other sub-regions.

The Metro sub-region is characterised by:

- » A vibrant and cultured big city/metropolitan lifestyle, surrounded by spectacular coastal, bay and island areas that provide a diversity of lifestyle options.
- » The largest concentration of people and employment, and the highest order of services in the region.
- » A highly urbanised inner-city area focused on the capital city centre – the region’s social and economic epicentre.
- » Diverse living opportunities, including inner-city, urban centres, mixed-use, suburban, coastal, rural residential and rural (including hinterland) on its fringes.

- » A strong focus on residential consolidation growth in high amenity areas, including around major urban centres and along high frequency public transport corridors.
 - » Major expansion areas on its southern and northern edges in the Logan and Moreton Bay LGAs that are well-served by transport infrastructure that encourages sustainable growth and travel.
 - » Its role as the region’s primary export gateway, connecting SEQ to the Asia–Pacific economy and beyond.
 - » A richly diverse and well-established nationally and globally oriented economy supporting productive and knowledge-intensive activity and creative industries.
 - » A strong network of centres, knowledge and technology precincts, MEIAs, a major international seaport, and the state’s pre-eminent domestic and international airport.
- » An integrated transport network focused on the capital city centre, which extends outward along strategic transport corridors to all other sub-regions and beyond, providing the highest level of public transport service and the most advanced active transport network in the region.
 - » Brisbane Airport which is the largest airport in Australia by area and the third busiest with 50 million passengers forecast by 2040.
 - » Nationally and internationally recognised natural assets and environmental values, including Moreton Bay (Quandamooka), the major sand islands of Moreton (Mulgumpin) and North Stradbroke (Minjerrabah) and world-class coastal and hinterland areas.

Metro sub-regional outcomes

Outcomes for Grow

Growth by consolidation

The Metro sub-region is the densest sub-region in SEQ and presents the most significant opportunity to achieve greater diversity in housing close to jobs, services and facilities. The Metro sub-region has, and will continue to, benefit from considerable investment in infrastructure which will help drive a consolidated urban form. Current policy is recognised and will continue to be refined and advanced to deliver growth to 2046.

Growth by consolidation will be focused in high amenity areas, including around high frequency public transport stations and centres, and appropriate density across low-density residential areas. Focusing growth in these locations enables the most efficient use of land and infrastructure, providing growth where it is more easily able to be supported and serviced.

Delivering greater housing choice will require concerted effort by local governments, the Queensland Government, and industry. The community also has an important role to play. Low-density residential areas have the potential to deliver more housing choice through gentle density, including low-rise attached dwellings such as dual occupancies, secondary dwellings, row or terrace housing, townhouses and low rise apartments (up to three storeys). By gently increasing the number of houses within existing urban areas, close to existing services such as transport, education and shops, people will have more choice as to how and where they live.

Unlocking underutilised land in the Urban Footprint will also play a role in achieving growth by consolidation for the Metro sub-region.

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

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

- c. Key precincts associated with Cross River Rail, Brisbane Metro, including the Gabba Metro integration, and Brisbane 2032, including Woolloongabba, Northshore Hamilton and Bowen Hills. Infrastructure investment in these precincts will act as a catalyst to support more housing, more jobs and better connectivity.
- d. The proposed high frequency public transport connection between Inner Brisbane and Strathpine. The corridor will support increased density to deliver infill growth in north Brisbane and Moreton Bay.
- e. The South East Busway extension to Springwood, including the Upper Mount Gravatt and Springwood regional activity centres and key busway stations.

By 2046, these high amenity areas will be more compact, mixed-use, connected and active, and will provide improved urban amenity. Housing diversity, including a range of gentle density housing forms, will also increase in and around these places.

Increased residential densities and employment growth at and around these regional activity centres and station precincts will be supported by future extensions (to 2046) of high frequency public transport connections to Browns Plains, Springwood, Capalaba and Bracken Ridge which will increase public transport accessibility and efficiency in these areas.



Growth by expansion

The inclusion of four major expansion areas in previous planning decisions at Waraba (formerly Caboolture West), Park Ridge, Flagstone / Flinders and Yarrabilba, has driven growth by expansion in the Metro sub-region. These areas will continue to play a critical role in growth by expansion for this sub-region and will be supported by transport infrastructure including the Salisbury-Greater Flagstone high frequency public transport connection and Bruce Highway Western Alternative to enable continued growth and ongoing delivery of well-planned and serviced communities.

Waraba, Flagstone/Flinders, Yarrabilba and Park Ridge will be the key growth areas by expansion and will accommodate the largest proportion of the sub-region's planned expansion growth to 2046.

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

1. Elimbah

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

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

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

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

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

- » Confirming the relationship between Unitywater's investigation into the proposed Wamuran Irrigation Scheme and any future urban development at Elimbah, including any requirements for additional irrigation land to service the scheme or alternative mitigation strategies. Such investigations apply primarily to areas west of the land with potential for future urban growth and any interim use of that land for irrigation can be designed and staged to enable its future transition to urban purposes.
- » Mitigating and/or managing threats to significant environmental values including MSES, and appropriate treatment, such as providing a buffer in the area adjoining the Glass House Mountains National Park and any areas of State forest containing significant environmental values or MSES.
- » Assessing impacts of bushfire hazard across the expansion area to inform proactive mitigation strategies, such as:
 - » the requirement to provide appropriate buffers between development areas and adjoining protected areas and State forests
 - » emergency preparedness
 - » the protection of life and property within the Urban Footprint while also protecting the environmental and cultural values in the adjacent state lands.
- » Determining any potential ecological and water quality impacts, including on MNES such as Pumicestone Passage/Ramsar wetlands, and any subsequent EPBC Act referral or approval requirements.

2. Southern Thornlands

Investigations undertaken as part of ShapingSEQ 2023 indicate that there is limited residential capacity in the Redland LGA to 2046, along with a significant mismatch between housing stock and household composition within the Redland LGA. The Southern Thornlands PFGA, identified in ShapingSEQ 2017, is required to support residential and employment outcomes for the region and has been transitioned into the Urban Footprint as a SEQ development area.

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

- » Indigenous cultural value considerations.
- » Capacity for affordable and efficient staged expansion of public transport networks.
- » Land fragmentation to ensure efficient delivery of infrastructure.
- » State interests relating to agricultural land identified on portions of the area.
- » Accessibility to required infrastructure including the reticulated wastewater network.
- » Mitigation and/or management of significant environmental values including MSES such as vegetation protection requirements and identified koala habitat through appropriate environmental assessments.

3. Burpengary East

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

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

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

4. Narangba

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

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

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

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

Potential Future Growth Areas

PFGAs may be needed to accommodate long-term urban growth for SEQ. These areas are not required to accommodate the dwelling supply targets or employment planning baselines set out in ShapingSEQ 2023.

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

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

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

Rural towns and bay islands

Development in rural towns, including Jimboomba, Logan Village, Woodford, Samford and Dayboro will occur in a sustainable manner to ensure community resilience and that the needs of local communities are met.

Future development of the bay islands, including those of Southern Moreton Bay, will need to be informed by detailed land use and infrastructure investigations that examine the effects of climate change and natural hazard risk, as well as the impact growth will have on the environmentally sensitive Moreton Bay Marine Park. This will require a coordinated response between the Queensland Government, local government and key stakeholders to determine the safe development capacity and long-term sustainability of the islands. Development on North Stradbroke Island (Minjerrabah) should support the provision of land for social, cultural and residential housing opportunities promoting Aboriginal knowledge, culture and tradition while also encouraging investment, economic resilience and economic diversity for the Quandamooka people on Quandamooka Country.

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

Moreton Bay. Supplied by City of Moreton Bay

Outcomes for Prosper



Regional Economic Clusters

The intent to be a globally competitive region and an attractive destination for investment and high-value economic activities will be accelerated by identifying, protecting and growing economic opportunities and synergies within and between RECs.

Regional activity centres, knowledge and technology precincts, and MEIAs that are not part of RECs will be developed in line with the regional strategies. Key to the ongoing success of RECs is the implementation of the directions and actions for both the Queensland Government and local governments outlined in ShapingSEQ 2023. Not all RECs require the same level of planning or implementation of actions but in some cases, further work is required to reflect their context and their different roles and functions at a regional level.

The RECs in the Metro sub-region include:

1. Capital City

The Capital City REC is SEQ's most important high-value economic cluster. Supporting priority sectors of health and tertiary education, professional services and tourism, this REC contains the most concentrated cluster of economic activity in the region and is supported by a radially based heavy rail network and dedicated busway connections.

The key to unlocking this REC's future will be achieving high-quality urban amenity and greater levels of accessibility both within the REC and more broadly. A well-integrated transport network focused on moving people through active and public transport will enable increased connectivity between clusters of economic activity and encourage efficient movement of knowledge workers.

The Capital City REC will benefit from funding through the Queensland Jobs Fund towards the Translational Manufacturing facility at the world-leading Translational Research Institute (TRI) located in the Dutton Park/Buranda knowledge and technology precinct within the REC. Further funding has been provided towards the construction of the Thermo Fisher Scientific manufacturing facility which is co-located alongside the TRI.

2. Australia TradeCoast

Representing one of SEQ's most significant existing industrial agglomerations, the Australia TradeCoast REC features high levels of specialisation in the priority sectors of manufacturing, mining services, transport and logistics, food product manufacturing and tourism.

This REC is supported by major supply chain networks that extend the region, throughout the state, nationally and globally. Two distinct industry precincts separated by the

Brisbane River make up this REC: the port-related cluster (south of the river) and the airport-related cluster (north of the river).

The Australia TradeCoast REC is one of the region's most significant RECs with a large agglomeration of industrial land uses serviced by some of the state's most important freight infrastructure.

Planning for the Australia TradeCoast REC should leverage the competitive advantages of the area by ensuring that high-value export-orientated employment uses are able to locate and intensify in this area.

The Australia TradeCoast REC is well-positioned to support a range of new industry as part of the decarbonising global economy. This includes the new green hydrogen demonstration production plant at Bulwer Island and the establishment of the Queensland Energy and Storage Technologies Hub (QUEST Hub) at the Queensland University of Technology Pilot Plant Precinct in Banyo.

This REC would benefit from improvements to last mile / first mile freight connections. Additional improvements to active and public transport connections to serve the significant workforce population, utilising the existing railway network, and additional centre-like functions, particularly in the northern precinct would benefit this REC.

3. South West Industrial Corridor

Supported by significant state and national transport infrastructure, this well-established REC, spanning into the Western sub-region, contains the most significant industrial cluster in SEQ.

It operates as a receiving and dispatch location for much of SEQ's land-based freight.

The function of this REC varies from a very heavy industrial focus supporting the priority sectors of manufacturing, mining services and transport and logistics at its expanding western boundary, to health and tertiary education-oriented sectors towards its eastern boundary.

Maximising the capacity of the existing rail network, improving internal mobility and prioritising the movement of freight will enhance the functioning of this REC. As a key freight route, the Ipswich Motorway will benefit from ongoing capacity improvements to enable freight movement within the REC and beyond. There may also be potential for synergies to emerge with the Pacific Motorway REC through strong connections via the Logan and Pacific motorways. The potential strengthening of freight connections to the Port of Brisbane is being investigated in the context of the opportunities arising from the Inland Rail project and other rail capacity improvements.

4. Pacific Motorway

This well-established REC supports priority sectors of manufacturing, professional services and knowledge-intensive activities as well as higher-order consumer functions including retail and hospitality. The REC's industrial component serves its primary economic function, focused on the Underwood–Slacks Creek industrial corridor. Professional services and knowledge-intensive activities are primarily located in the REC's two regional activity centres and the knowledge and technology precinct.

This REC is supported by the Pacific Motorway and the South East Busway. Future extensions to the busway and improvements to the motorway will further facilitate the growth of this REC. There may also be potential for synergies to emerge with the Yatala–Stapylton–Beenleigh REC and benefits from further planning for the northern extent of the Coomera Connector.

5. Strathpine–Brendale–Petrie

The Strathpine–Brendale–Petrie REC hosts priority sectors of manufacturing, transport and logistics and commercial and corporate services clusters.

Brendale has emerged as the dominant economic component of this REC, supported by the Strathpine regional activity centre. Strathpine provides higher-order consumer activities including retail, hospitality and commercial and corporate services.

The establishment of the University of Sunshine Coast campus at Petrie has provided a knowledge-based dimension to the REC which will continue to support the achievement of strong employment levels and specialisations.

Facilitating synergies between the university, regional activity centre and industrial area to enhance economic growth will be important. This will require improving local connectivity and incorporating the strategies outlined in ShapingSEQ 2023 for knowledge and technology precincts.



6. Yatala–Stapylton–Beenleigh

This REC, which is in both the Metro and Southern sub-region, represents a significant manufacturing cluster with a specialisation in the priority sectors of integrated food and beverage supply chains and transport and logistics located within the Yatala Enterprise Area. The regional activity centre at Beenleigh provides higher-order consumer functions such as retail and hospitality as well as community, civic and cultural activities.

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

This REC is located alongside the Pacific Motorway and has direct access to the strategic SEQ freight network with the motorway providing access to the Australia TradeCoast, Logan, Ipswich and northern Brisbane.

This REC would benefit from better active and public transport connections that serve the workforce population, particularly using the existing railway network, and improved accessibility to the Pacific Motorway. Opportunities exist to improve synergies between the regional activity centre and the Yatala Enterprise Area. There may also be potential for synergies to emerge with the Pacific Motorway REC.

7. North Lakes–Redcliffe

The North Lakes–Redcliffe REC (formerly North Lakes–Mango Hill REC) has emerged as a major employment precinct, benefitting from the Redcliffe knowledge and technology precinct including the expanded Redcliffe Hospital, Narangba MEIA, two regional activity centres and the heavy rail network.

North Lakes supports the priority sectors of health, tertiary education and community service, while Deception Bay contains industrial uses in the Narangba Innovation Precinct, and Redcliffe contains health and tourism specialisations.

Mango Hill has been removed from the REC due to the absence of major employment in the area.

As the regional activity centres mature, the professional and commercial services sectors will continue to emerge.

Improving synergies between the North Lakes industrial precinct and regional activity centre, and leveraging the existing rail network for better connectivity, will improve the functioning of this REC. Planning for arterial roads that support the movement of north-south traffic and facilitate more efficient freight movement on the Bruce Highway will continue and ultimately support the functioning of this REC.

8. Meadowbrook–Loganholme

The Meadowbrook–Loganholme REC is emerging as a fully integrated knowledge and technology precinct supporting core health and education facilities. It has access to regional transport infrastructure and the ability to accommodate a mix of complementary uses and activities.

For this REC to realise its potential, major improvements to business-to-business interactions will be required. This will also depend on developing synergies between industry, the Meadowbrook knowledge and technology precinct and the regional activity centre. Local planning has been carried out to enhance opportunities for the knowledge and technology precinct, with improvements to local connections being made (including active transport links to the railway station). However, further investment is required to improve local connections between these economic components including providing for a more direct connection between the university and the regional activity centre.

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

Industrial land

The intent of ensuring there is sufficient industrial land to accommodate projected demand will be implemented by planning for new industrial areas. Detailed planning will be prioritised for these future industrial areas in the Metro sub-region:

- a. Part of the land within the Southern Thornlands Urban Footprint expansion area will provide for a major new employment area. This will accommodate a mix of business and industrial uses within Redland LGA with good arterial road access which ultimately accesses the SEQ strategic freight network via the Gateway Motorway as well as provides direct access to the Capalaba PRAC.
- b. The Urban Footprint expansion area at Redland Bay is an area that will contribute to industrial land supply in the Redland LGA. This area represents a logical expansion of an existing industrial area and residential development is not supported in this area.

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

The Metro sub-region includes a number of MEIAs that play a key role in the region's industrial land supply, accommodating existing and future medium and high-impact industrial land uses and other employment uses associated with, or with access to, state transport infrastructure. Planning and development within MEIAs will enable the growth and intensification of these areas and protect them from encroachment.

The intent of enabling the intensification and expansion of MEIAs to improve their capacity and functionality will be implemented by expanding the Park Ridge MEIA through prioritised infrastructure investment to improve freight accessibility to Park Ridge.

The expanded Park Ridge MEIA will be supported by detailed local planning in the area. Activating the industrial land at the Park Ridge MEIA is challenged by poor access to major freight networks. The long-term efficiency of Park Ridge as an industrial location will be influenced by its access to the freight network. The future Park Ridge Connector provides for north-south movements between the Logan Motorway and Park Ridge. Upgrades to the Mount Lindesay Highway and east-west connections to Park Ridge are being planned to support freight movement and similarly, access will need to be provided to the Mount Lindesay Highway via arterial roads with all-movement interchanges to facilitate freight flows north, south and west from Park Ridge.



Outcomes for Connect



Key regional infrastructure

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

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

Future investigations



Rail freight connectivity improvements, including consideration of a dedicated connection to the Port of Brisbane are currently subject to preliminary investigation. As these investigations progress, the Australian and Queensland governments, Brisbane City Council and key stakeholders will be involved.

Increasing the frequency of rail services to Cleveland will require improvements to the rail line between Manly and Cleveland, ultimately, to a full duplication of the line.



Lores Bonney Riverwalk. Supplied by Brisbane City Council

Outcomes for Sustain



Landscape areas and natural assets

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

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

Inter-Urban Break

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

Regional water supply

Seqwater will work with the Queensland Government, relevant water service providers, local governments and the community to ensure water security for the sub-region and will investigate new water supply solutions, as needed.

In addition to the significant cultural value of the areas, the protection of unique aquifer recharge areas of North Stradbroke Island (Minjerribah) and Bribie Island that support potable drinking water and contain First Nations cultural values will also be important for the long-term sustainability of the region.

Resilience

The intent to deliver risk-responsive growth across the region means that this sub-region will become an exemplar of safer places and resilient built form. This will be achieved by building on the lessons learned from previous events since 2011 by ensuring that natural hazard and climate risk assessments and settlement-scale mitigation planning inform future expansion and consolidation growth efforts.

Implementation actions from various plans and strategies such as the Brisbane River Strategic Floodplain Management Plan 2021–2022, Southern Queensland Floods State Recovery and Resilience Plan 2022–2024, and the Queensland Strategy for Disaster Resilience 2022–2027 will continue to be delivered in the short-term while the sub-region takes the initial steps for longer-term adaptation options. Outcomes from other local risk management and adaptation processes will also be incorporated into planning for the sub-region.

Indigenous landscape values

Traditional Owners will be engaged to ensure their cultural knowledge and connection to land and Sea Country is included in planning for all areas including Moreton Bay (Quandamooka) and the South Passage between Moreton (Mulgumpin) and North Stradbroke (Minjerribah) Islands.

Native Title exists in relation to areas of land or waters within the area recognised as Quandamooka Country. For a full description see www.nntt.gov.au.



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

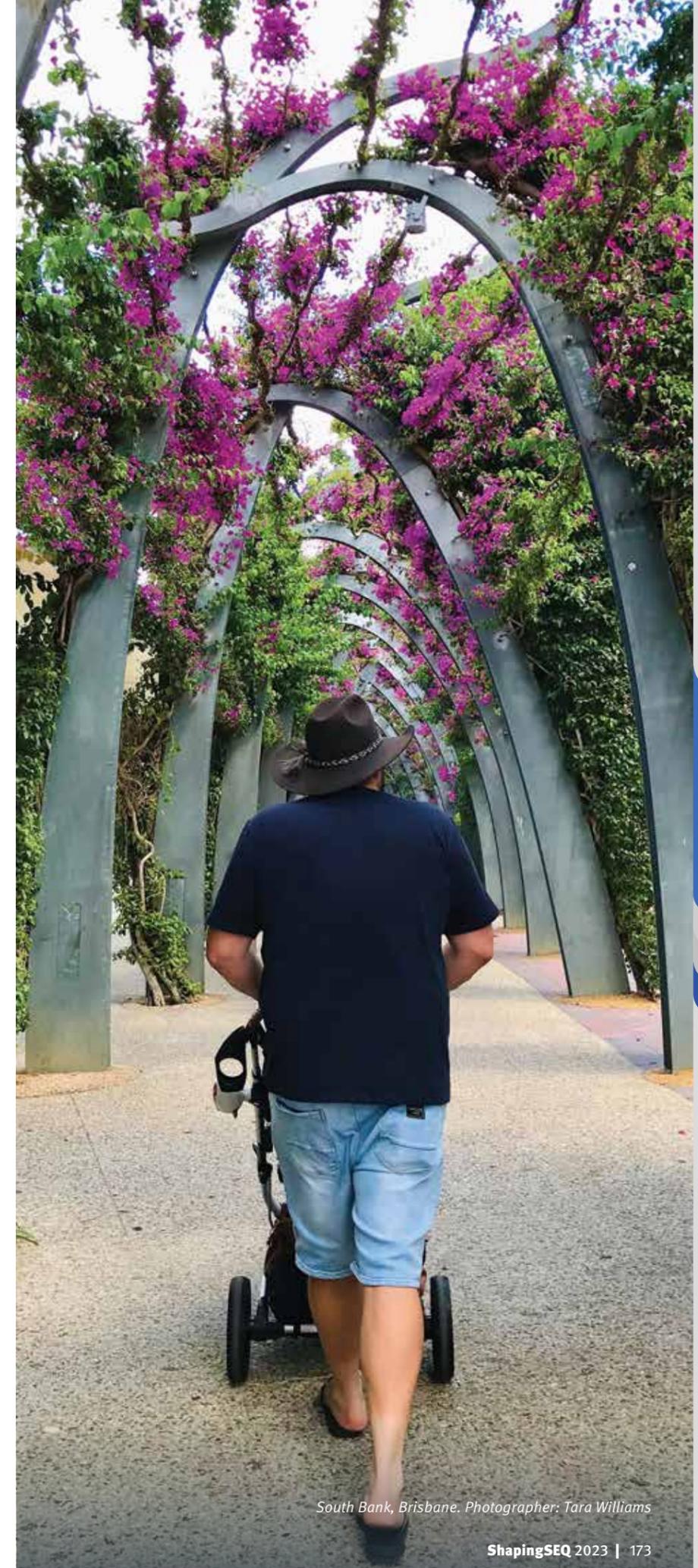
Outcomes for Live



Our great places

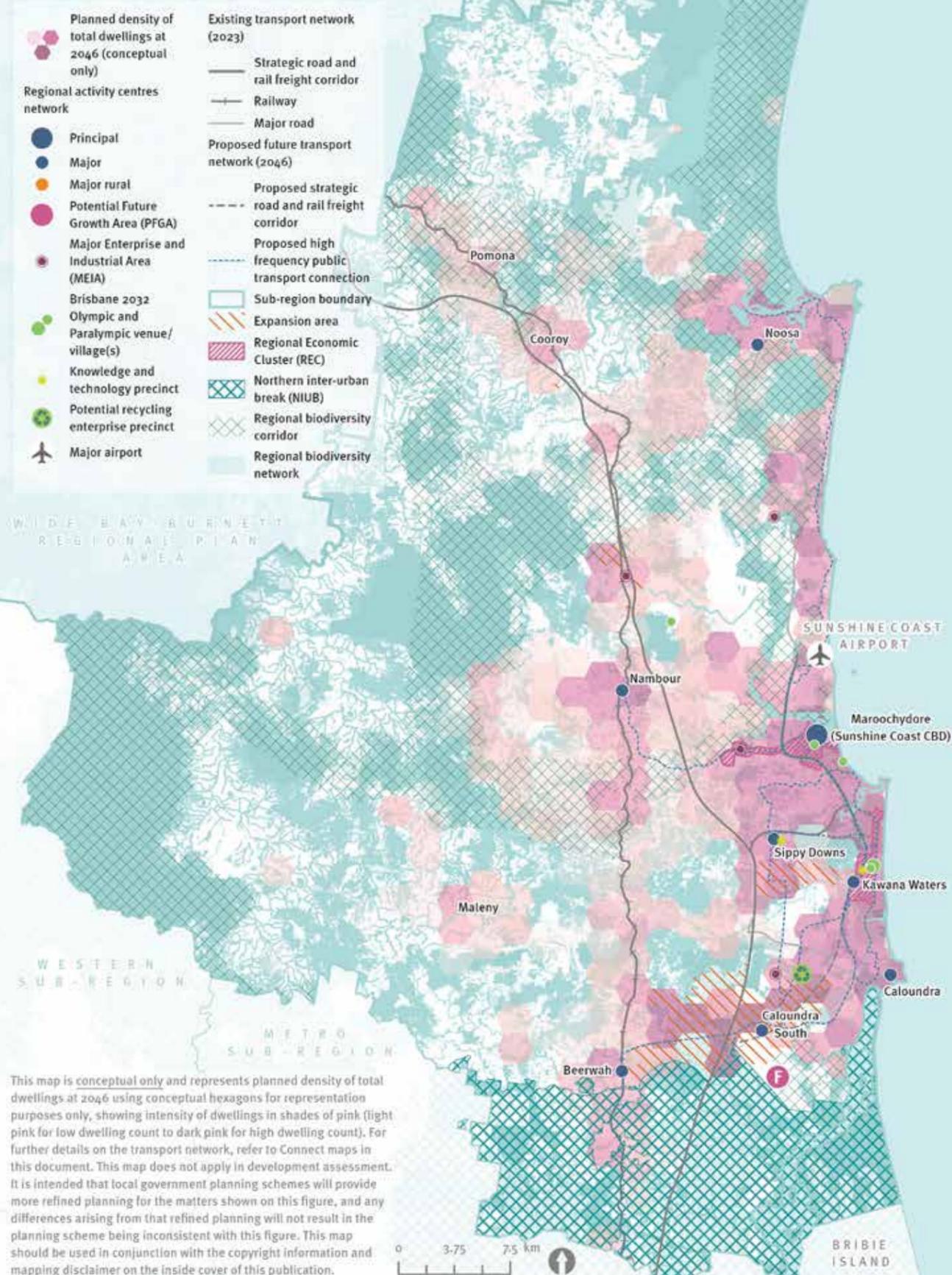
Developing and promoting great places will support the sub-region's liveability, prosperity and sense of identity and community. Current and evolving great places identified by local governments in the Metro sub-region include:

- a. Brisbane CBD, the vital heart of the SEQ region, combines a range of uses and activities, celebrated heritage places and a high-quality public realm that adds liveliness, entertainment and interest that sustains its vitality and social and economic value.
- b. Laneways throughout the Brisbane CBD and inner-city have come to life with activity and vibrancy, forming an important part of the city's placemaking.
- c. South Bank, Brisbane's post-World Expo 88 area, has become a world-class and much-loved central riverfront parklands and mixed-use precinct as well as a magnet for SEQ residents and visitors. This includes the Cultural Precinct, home to the state's leading arts and cultural institutions including the Queensland Art Gallery and Gallery of Modern Art (QAGOMA), Queensland Museum and Sciencentre, Queensland Performing Arts Centre (QPAC), State Library of Queensland and The Edge. It is a concentration of cultural, educational, retail and recreational spaces unique in Australia.
- d. Brisbane's inner-city precincts, including Howard Smith Wharves, Kurilpa/South Brisbane and Fortitude Valley, are focal points in the renewal of the inner-city and a major focus for entertainment, entrepreneurship, community and housing.
- e. Suburban main streets, such as Latrobe and Given Terraces in Paddington, Oxford Street in Bulimba, Kedron Brook Road in Wilston and Logan Road in Woolloongabba, continue to develop as great places that sustain local communities and attract people through their sense of place and vibrancy.
- f. Brisbane's identity as a great place overall complements placemaking initiatives with drawcards including the Brisbane River, Kangaroo Point Cliffs, Mt Coot-tha and City Botanic Gardens and Roma Street Parkland, Brisbane Forest Park, Moreton Bay/Tangalooma, Shorncliffe Pier, Lone Pine Koala Sanctuary and Boondall Wetlands.
- g. Beenleigh Town Square provides a community focus for placemaking and directs this traditional town towards a future as a major centre in its own right.
- h. Logan Central and Woodridge are the civic and cultural heart of Logan City supported by civic spaces; fine-grain pedestrian and cycle networks that link key activity generators including the Logan Entertainment Centre and Council's Administration Centre; Logan Gardens; and Woodridge Train Station.
- i. The Kingston Butter Factory Cultural Precinct utilises the former Kingston Butter Factory Building, one of the city's significant heritage places, as an art, performance, entertainment and concert space. The precinct includes an outdoor stage and, amphitheatre and hosts festivals, markets and events. The precinct is bordered by a rail corridor with Kingston Station serving the area.
- j. Meadowbrook is the City of Logan's health, knowledge and wellness centre. It provides key healthcare services through the Logan Hospital, Brisbane South Primary Health Network (BSPHN), Headspace, Logan Urgent and Specialist Care Centre (LUSCC) and will house private hospitals in the future. It also includes Griffith University's Logan Campus and Loganlea TAFE Campus as anchor higher-learning facilities with Loganlea High School and Ohana College as primary and secondary schools. Meadowbrook is strategically located on the Gold Coast rail line with an express station (Loganlea) and has access to the Logan and Pacific Motorways.
- k. Springwood is Logan's pre-eminent commercial centre and will be a vibrant community heart featuring public realm spaces, alfresco dining areas, cinemas, restaurants, art and community facilities, parks and open spaces and will deliver higher residential densities close to transit.
- l. Cleveland is a traditional town centre with a grid street pattern, wide streets and bayside location. It is transforming into a modern, compact mixed-use business centre while maintaining its high-quality subtropical urban design and human scale.
- m. Wellington Point is a vibrant mix of cafes, restaurants and specialist shops close to high-quality family waterside recreation which makes the most of its coastal location.
- n. Capalaba is strategically located at the gateway to Redland City with the opportunity to accommodate new housing and commercial development in a compact urban form supported by a high-quality public realm.
- o. The townships of North Stradbroke Island (Minjerrabah) have their own unique character, identity and cultural heritage values, including:
 - i. Point Lookout – a coastal township renowned for its iconic coastal landscape and foreshores of state heritage significance.
 - ii. Dunwich (Gumpi) – the gateway to North Stradbroke Island and a historical town rich in heritage and culture.
 - iii. Amity Point – a low-key seaside village and a popular holiday location.
- p. Redcliffe Peninsula and foreshore initiatives such as Bee Gees Way, pop-up markets, the Redcliffe Jetty and Scarborough Boat Harbour promote this bayside destination as a magnet for residents and visitors alike.
- q. The 'Mill at Moreton Bay' will be a thriving new precinct generating thousands of higher education and employment opportunities. With the University of the Sunshine Coast campus at its core, the precinct aspires to offer world-class study opportunities with an on-site train station.
- r. The Coastal village of Bongaree is a gateway to Bribie Island that embraces its coastal character, attracting residents and visitors.
- s. Rural townships and villages – including Samford, Dayboro, Woodford, Jimboomba and Logan Village – seek to build on their rural charms to become great examples of traditional towns that are becoming great places for residents and visitors.



South Bank, Brisbane. Photographer: Tara Williams

Map 23 Northern sub-region



This map is conceptual only and represents planned density of total dwellings at 2046 using conceptual hexagons for representation purposes only, showing intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further details on the transport network, refer to Connect maps in this document. This map does not apply in development assessment. It is intended that local government planning schemes will provide more refined planning for the matters shown on this figure, and any differences arising from that refined planning will not result in the planning scheme being inconsistent with this figure. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

Northern sub-region

The Northern sub-region contains the emerging city of the Sunshine Coast and Noosa Shire – which form SEQ’s third largest urban area – and maintains a close relationship with its natural setting.

The Northern sub-region is characterised by:

- » A relaxed coastal and hinterland lifestyle supported by world-class beaches, waterways and hinterland areas.
- » An urbanised coastal edge, historic inland urban settlements, and several eclectic and culturally rich hinterland townships.
- » Diverse living opportunities, including seaside and inland urban centres, suburban, rural residential and rural (including hinterland) living.
- » A strong focus on consolidation around major urban centres and along the coastal corridor which will be supported by the high frequency public transport infrastructure between Maroochydore and Caloundra.
- » Existing major expansion areas on its southern and south-western edges that will be supported by public transport services and benefit from the proposed Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore).
- » Its role as the northern gateway, connecting SEQ to coastal and regional cities and central and northern Queensland towns.
- » An emerging national and global-oriented economy that embraces innovation and renewable energy, creativity and entrepreneurial activity, and which leverages major ‘future city’ investments in health and education infrastructure.
- » An expanded city centre at Maroochydore supported by a network of other urban centres, knowledge and technology precincts and MEIAs.
- » Its role as a domestic and international tourism destination.
- » A growing domestic and international airport which supports tourism and broader economic activities.
- » A developing integrated transport network that is accelerating access within the sub-region and contributing to strong social and economic connections with the Metro sub-region.
- » Nationally and internationally recognised natural assets including world-class hinterland areas, biodiversity including threatened species, and the NIUB that helps frame and differentiate it from the Metro sub-region.
- » Scenic amenity areas including the Blackall Ranges, Glass House Mountains, Pumicestone Passage, Noosa River and the lakes system (Cootharaba, Weyba and Cooribah).

Northern sub-regional outcomes

Outcomes for Grow



Growth by consolidation

Brisbane 2032 will see significant investment in high frequency public transport in the Northern sub-region. This will drive more sustainable urban form outcomes for the Northern sub-region and see greater housing diversity outcomes, particularly in high amenity areas which include those areas close to centres, active transport networks, significant green and blue spaces, and/or an education facility. These areas provide greater access to employment and services and are therefore able to support more density.

The intent to use land and infrastructure efficiently to create a preferred growth pattern will be achieved by focusing higher-density in select, but distinctive, locations across the Northern sub-region.

The high amenity areas framework sets out the criteria for identifying areas to be prioritised for further development. High amenity areas for the Northern sub-region will be further refined and spatially defined in collaboration with the Sunshine Coast Council and Noosa Shire Council with key locations including:

a. Maroochydore (City Centre), Kawana, Caloundra and Nambour regional activity centres which present opportunities for increased residential density, mixed-use development and diversity of housing types to support housing choice given their higher concentrations of employment, services and location on the proposed Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore).

b. Kawana Waters (health and education) knowledge and technology precinct. The Sunshine Coast University Hospital and surrounding area will benefit from the proposed Sunshine Coast Public Transport project (Caloundra to Maroochydore) and presents an opportunity for achieving greater density and diversity in housing outcomes for the Northern sub-region.

c. Key stations along existing high frequency public transport corridors including the north-coast rail line between Beerwah rail station and the Metro sub-region. The Beerburrum to Nambour Rail Upgrade Project will improve reliability, create travel time savings and increase capacity for passenger services to the Northern sub-region.

d. Key stations along proposed high frequency public transport corridors including the proposed Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore), proposed Sunshine Coast Public Transport project (Caloundra to Maroochydore) and proposed extensions of high frequency public transport connections from Noosa and Nambour to Maroochydore and Caloundra South.

By 2046, these places will be more compact, mixed-use, connected and active, and provide improved urban amenity. Future growth and urban renewal in high amenity areas will be coupled with good planning and design to ensure these areas add positively to the typical 'Sunshine Coast' character, showcasing subtropical, energy-efficient living options that support outdoor living all year round.

Growth by consolidation will also be supported by an uplift in low-density residential areas and continued incremental growth in all existing residential areas. Delivering greater housing choice will require a concerted effort by government and industry. Low-density residential areas have the greatest potential to deliver more gentle density including dual occupancies, secondary dwellings, row or terrace housing, townhouses, triplexes or quadruplexes and low-rise multiple dwellings (up to three storeys). This will be critical for achieving housing diversity targets and providing more housing choice and affordability.

Growth by expansion

The intent to deliver new, high-quality and more complete communities that are well-planned and serviced will be achieved in areas including:

1. Beerwah East SEQ development area

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

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

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

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

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

2. Caloundra South Priority Development Area

The Caloundra South PDA (otherwise known as Aura) is a master-planned community providing significant housing supported by public transport, housing choice and affordability, employment opportunities, facilities and services. Once complete, Aura will provide a well-designed urban community for approximately 50,000 residents, in 20,000 homes and providing approximately 15,000 jobs. Development at Aura is subject to the provisions of the Caloundra South Urban Development Area Development Scheme.

3. Palmview Structure Plan Area

Palmview is a master-planned community providing residential and commercial precincts and is anticipated to support about 16,000 people in 7,000 homes by 2036. Palmview will include a town centre, a traditional main street layout, a park, civic plazas, a transit station, community facilities, a Local Employment Area Precinct and two schools.

4. Yandina SEQ development area

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

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

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

Potential Future Growth Areas

Halls Creek is the only PFGA in the Northern sub-region that may be suitable for future urban growth. The suitability of Halls Creek for urban development has been under investigation for some time and is subject to approval under the EPBC Act. Another consideration for Halls Creek is the timing for delivery of the Beerwah East SEQ development area. Following the completion of these investigations and assessments, a determination will be made about which parts, if any, of Halls Creek are suitable or appropriate to accommodate urban purposes in the future. Until this time, Halls Creek will remain in the RLRPA to limit development and protect land from further fragmentation that would prejudice the ability of land to accommodate future urban development.

Following the outcome of these investigations, it is intended that the NIUB will be extended to include all parts of Halls Creek that are not deemed suitable for urban purposes.

Although there are no other PFGAs identified in the Northern sub-region, Noosa Shire and Sunshine Coast councils are encouraged to investigate the potential additional longer-term urban growth opportunities, where compatible with those councils' broader strategies for their long-term rural, environmental and landscape sustainability. Studies are to be undertaken in consultation with the Queensland Government and other key stakeholders.

These investigations will consider a range of factors including environmental and landscape values, flooding and coastal hazards, infrastructure networks and services, natural economic resources, and local governments' broader strategies for accommodating population and employment growth. The appropriateness and timing of any additional expansion land supply would also be subject to relevant findings of the Queensland Government's SEQ GMP.

Rural towns

Development in rural towns, including Landsborough, Palmwoods, Yandina, Cooroy and Pomona will occur in a sustainable manner to ensure community resilience and that the needs of local communities are met.

Outcomes for Prosper



Regional Economic Clusters

The intent to be a globally competitive region and an attractive destination for investment and high-value economic activities will be accelerated by identifying, protecting and growing economic opportunities and synergies within and between RECs.

Regional activity centres, knowledge and technology precincts, and MEIAs that are not part of RECs will be developed in line with the regional strategies. Key to the ongoing success of RECs is the implementation of the directions for the Queensland Government and local government outlined in this plan. Not all RECs require the same planning or implementation actions but in cases it must reflect their context and their different roles and functions at a regional level.

The RECs in the Northern sub-region include:

1. Northern Gateway

This REC supports priority sectors of professional services and manufacturing and higher-order consumer functions such as retail as well as community, civic and cultural uses.

The Maroochydore City Centre at the heart of the Maroochydore regional activity centre is a transformative and regionally significant project that will increase employment, improve accessibility and deliver widespread economic and community benefits. With the recent establishment of the International Submarine Broadband Cable into the heart of the city centre, Maroochydore is equipped to support higher-value knowledge-based economic activities that will further complement this REC and create additional economic opportunities for the sub-region.

The Sunshine Coast Airport has undergone a major upgrade to become an international airport. The recently completed runway caters for aircraft such as the Airbus A330 and Boeing 787. It is an increasingly significant aviation and advanced manufacturing hub within the region, contributing to the increasing knowledge intensity of the Northern sub-region's economy.

The delivery of road infrastructure improvements, the Sunshine Coast Public Transport Project (Caloundra to Maroochydore) and Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydore) are critical to the success of the REC. In conjunction with local government planning, this will deliver higher-value economic activity to complement the corridor and benefits to the region as a whole.

2. Kawana

This REC supports the priority sectors of health and professional services. The establishment of the core precinct of the Kawana regional activity centre will provide a range of higher-order consumer functions, such as retail and commercial services.

The Kawana REC would benefit from improvements to workforce accessibility, the provision of land for research and development activities, and improved internal activity and transport connectivity within the REC. Delivering the Sunshine Coast Public Transport project (Caloundra to Maroochydore) and Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore) into the Kawana town centre will accelerate economic activity in this cluster.

Industrial land

The intent of ensuring there is sufficient industrial land to accommodate projected demand will be implemented by planning for new industrial areas. Detailed planning will be prioritised for future industrial uses in the Northern sub-region:

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



Ginger Harvest. Supplied by Sunshine Coast Council



The Northern sub-region includes several MEIAs that play a key role in the region’s industrial land supply, accommodating existing and future medium and high-impact industrial and other employment uses associated with, or with access to, state transport infrastructure. Planning and development within MEIAs will enable the growth and intensification of these areas and protect them from encroachment.

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

- i. Expanding the Coolum MEIA with Economic Development Queensland (EDQ) to prioritise the business case for the expansion of the Coolum Eco Industrial Park with an aim to deliver lots within five years to activate land already zoned for industrial uses and to bring that land into the available supply.
- ii. Expanding the Caloundra MEIA, including Sunshine Coast Industry Park and Sunshine Coast Council’s proposed Sustainability Park.

c.

Rural prosperity

The sub-region’s principal agricultural land resources in Eumundi–Yandina, Beerwah, Palmwoods, Mary Valley and the Glass House Mountains will be protected to preserve long-term food security and export opportunities. This includes preventing further land fragmentation and protecting agricultural activities from encroachment by incompatible uses.

Alternative agricultural futures will be explored to help coastal lowland areas transition from traditional cane farming. This includes diversifying rural activities to strengthen resilience to market cycles and climate change.

Opportunities exist to further grow and diversify the regional food system which has seen a range of direct marketing and value-adding options emerge for small to mid-scale primary producers and food processors. Adaptation of traditional industries and the entry of new players has seen the region become the centre of locally branded and artisanal food and beverage production.

Local farmers’ markets, restaurants and consumers are increasing the demand for the range of locally produced, higher-value dairy products, grass-fed and free-range meats, subtropical fruits, vegetables, nuts and niche products that now augment the well-established exports of processed ginger and herbs.

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

Outcomes for Connect

Key regional infrastructure

The Northern sub-region will be a region of interconnected communities that moves people and freight efficiently to maximise community and economic benefits. This will be facilitated by the delivery of high frequency public transport connections and key improvements to the integrated regional transport system, including connections to Beerburrum, Nambour and Maroochydore that integrate with the preferred pattern of settlement.

Key outcomes for the Northern sub-region include:

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



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

Outcomes for Sustain

Landscape areas and natural assets

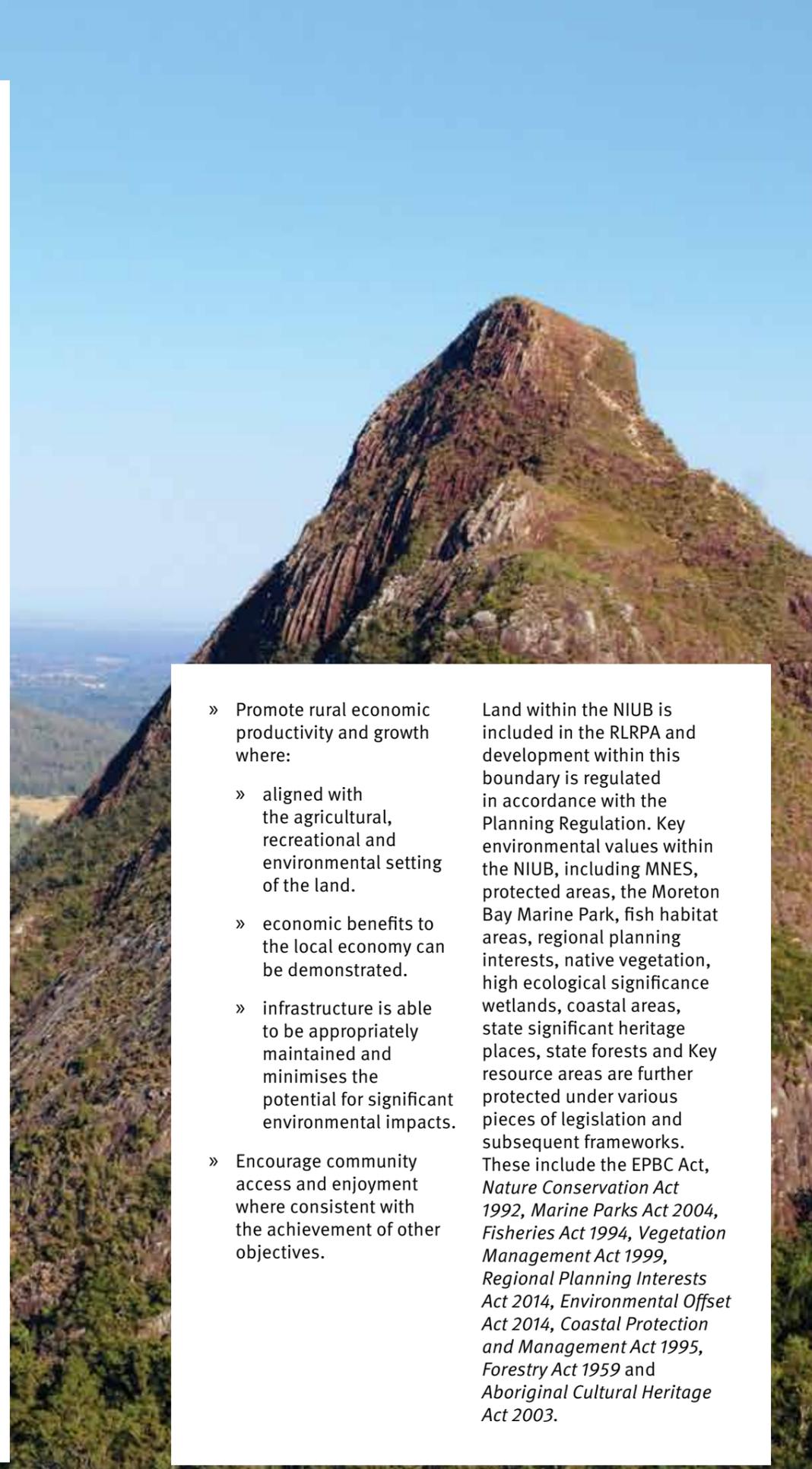
The intent to protect and nurture the regional biodiversity network and manage regional landscapes will be particularly relevant to the following locations:

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

Inter-Urban Break

The Moreton Bay–Sunshine Coast NIUB is protected in perpetuity as a regionally significant green break providing open space, amenity and other non-urban landscape values between the major urban areas of the Metro and Northern sub-regions. This will also serve to retain their distinctive lifestyles.

- | | | |
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| <p>This NIUB protects the landscape setting of the heritage-listed Glass House Mountains National Park and the water quality of the Ramsar-listed wetlands of the Pumicestone Passage and preserves opportunities for agricultural production and forestry, tourism and outdoor recreation.</p> <p>Since 2017, the Queensland Government has been working with the NIUB Reference Group (including Sunshine Coast Council, the City of Moreton Bay and relevant state agencies) to further develop the values and objectives of the NIUB.</p> | <p>The seven core values of the NIUB include urban break, water, biodiversity, amenity, culture, prosperity and community with the following objectives sought for the NIUB:</p> <ul style="list-style-type: none"> » Protect and preserve separation for non-urban purposes between urban areas. » Maintain and restore hydrological functions and water quality discharging into creek systems, wetlands and other sensitive habitats associated with the Pumicestone Passage. » Maintain, restore and improve biodiversity and associated ecosystems. | <ul style="list-style-type: none"> » Protect and enhance rural and scenic landscapes and character, including: <ul style="list-style-type: none"> » views to and from the Glass House Mountains and the Pumicestone Passage. » traditional rural activities and landscape settings. » Protect and enhance cultural landscapes and character, including: <ul style="list-style-type: none"> » places of Aboriginal heritage and cultural significance. » places of historic cultural heritage. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



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

Land within the NIUB is included in the RLRPA and development within this boundary is regulated in accordance with the Planning Regulation. Key environmental values within the NIUB, including MNES, protected areas, the Moreton Bay Marine Park, fish habitat areas, regional planning interests, native vegetation, high ecological significance wetlands, coastal areas, state significant heritage places, state forests and Key resource areas are further protected under various pieces of legislation and subsequent frameworks. These include the EPBC Act, *Nature Conservation Act 1992*, *Marine Parks Act 2004*, *Fisheries Act 1994*, *Vegetation Management Act 1999*, *Regional Planning Interests Act 2014*, *Environmental Offset Act 2014*, *Coastal Protection and Management Act 1995*, *Forestry Act 1959* and *Aboriginal Cultural Heritage Act 2003*.

Indigenous landscape values

Traditional Owners will be engaged to ensure their cultural knowledge and connection to land and Sea Country is included in planning for all areas including Mt Coolum, Mt Ninderry, Maroochy River and Glass House Mountains.

The Blue Heart

The Blue Heart is a regionally significant greenspace of the Maroochy River Floodplain that provides critical flood storage to the catchment and areas of planned growth, including the Maroochy regional activity centre and surrounds. The area also contains important non-urban uses, significant public and open space and areas of environmental and cultural significance.

The Blue Heart will continue to transition away from uses at risk from flooding and climate change-related impacts. New land uses and intensification of existing uses that are incompatible with the values of the land are inappropriate and will not be supported.

Under the SEQ City Deal, the Australian Government, Queensland Government and Sunshine Coast Council, in partnership with the private sector, will expand the existing Blue Heart partnership.

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

Glass House Mountains, Sunshine Coast. Photographer: Tara Williams

Regional water supply

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

Resilience

Developing climate and natural hazard risk responsive coastal and hinterland communities that reflect local mitigation and adaptation values of protecting natural areas and consolidating growth in safer locations will advance the intent to:

- » Realise risk-responsive future growth by continuing local efforts to avoid development in areas of intolerable risk, including those areas projected to be at risk from climate change.
- » Prepare for future settlement adaptation by integrating outcomes from local natural hazard risk management and adaptation strategies such as local governments' Coastal Hazard Adaptation Strategies.

The Blue Heart provides a critical regional environmental preservation, flood storage, and climate adaptation function for the Maroochy River catchment and the broader Northern sub-region. Transition planning for this area is to continue with a focus on balancing the ongoing use rights of current landholders with the dynamic nature of environmental and landscape change that is occurring in the area now and into the future. A transitional approach to statutory planning over time that balances economic and environmental transition should be developed in the short-term to provide clarity and certainty for all stakeholders as to how this critical area will transform over time into an environmental area.

Outcomes for Live



Our great places

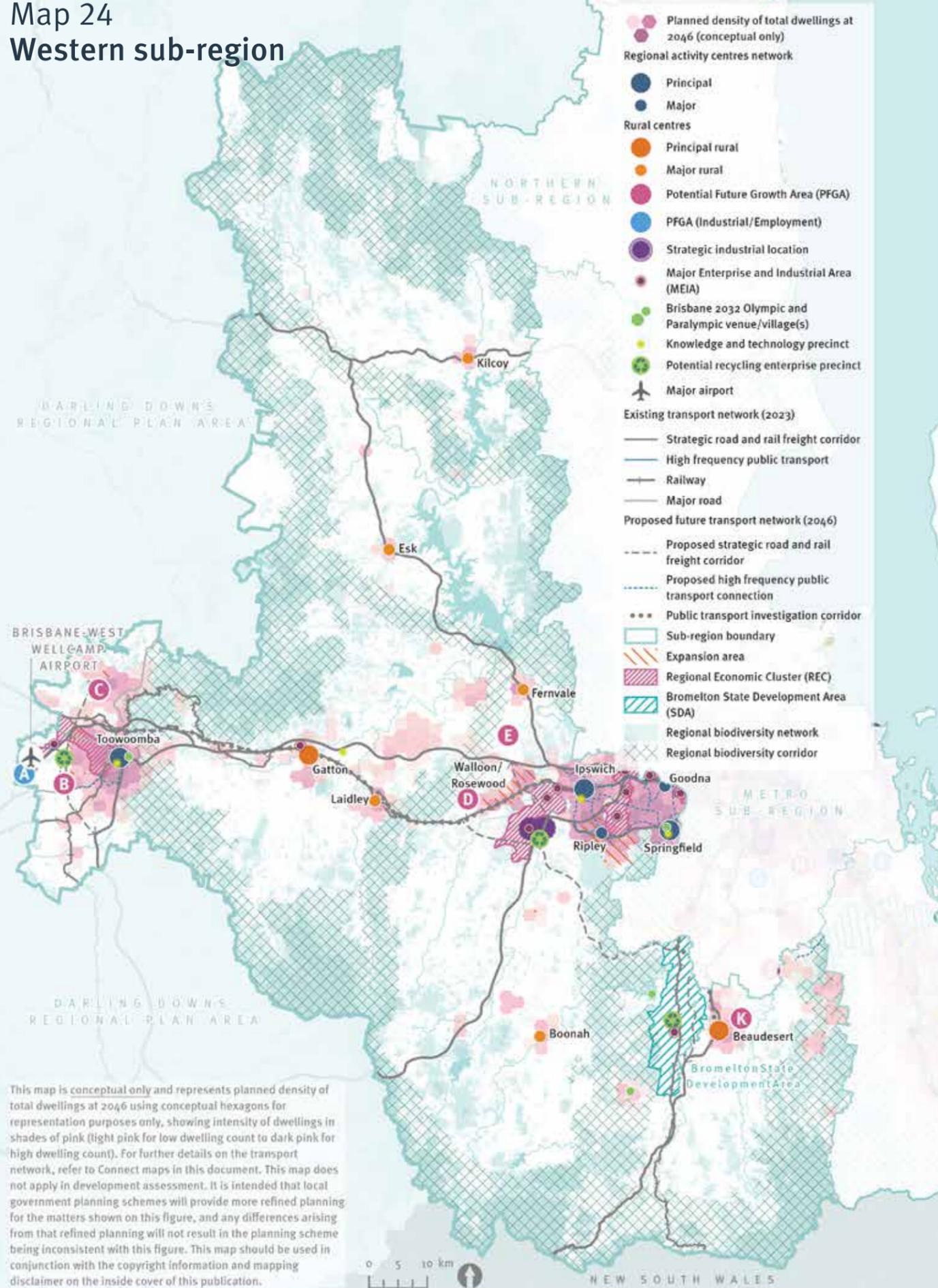
Developing and promoting great places will support the sub-region's liveability, prosperity and sense of identity and community.

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

- Hastings Street Noosa Heads, an iconic destination, is a small-scale main street set among the green backdrop of Noosa Hill that provides a major drawcard for locals and international visitors. These qualities – a vibrant, pedestrian-friendly streetscape and diverse dining and retailing opportunities – all make Hastings Street an outstanding place.
- Caloundra Headland with its traditional main street – Bulcock Street – connecting to Kings Beach and other local beaches involves major and smart city improvements with community involvement to create a great place where community use, commerce, a great public realm and events all co-exist.
- Mooloolaba Esplanade and Spit, a renowned beach and riverfront resort destination features high-quality urban design and public space with street shopping and dining.
- Maroochydore's traditional centre areas of Ocean Street and Cotton Tree Esplanade have a revitalised food, live music and dining scene connected to the new city centre and provide world-class urban form and infrastructure, as well as smart city technologies.
- Palmwoods has a centre rich in historic character with preserved laneways and buildings and a local community offering a mix of activities, arts and crafts and hinterland trails.
- Nambour Town Centre and its surrounds, the historic centre of the sub-region, is renewing itself as a hip place to be for young people living or visiting the sub-region, with an emerging live music scene and vibrant streetlife.
- Eumundi has a traditional and historically intact main street, which is home to the world-famous Eumundi Markets and is a focal point for arts, crafts and other creative activities. It is also renowned for its hinterland.
- Cooroy and its surrounding area services much of the Noosa hinterland. Residents enjoy modern lifestyle conveniences in a country town atmosphere. The streetscape is enhanced by heritage buildings, mature landscaping, shaded footpaths, small/intimate business premises, the Hinterland Adventure Playground and visual connections with the sub-region's agricultural and forestry heritage.
- Yandina, one of the oldest towns on the Sunshine Coast, includes a subtropical town centre showcasing heritage-listed buildings, vibrant markets and dining options.
- Beerwah, an emerging growth town with a modern country feel in the heart of 'Glass House Country', supports an active and lively main street where new development blends with its traditional rural town heritage values.
- Landsborough is a popular historic town, often regarded as the gateway to the hinterland tourist trail.
- Maleny, Montville and Mapleton are small towns and villages on the picturesque Blackall Range offering a mix of activities on their village character main streets.
- Kenilworth sits behind the Blackall Range and offers a historical museum, art gallery and a range of eateries, shops and niche food production.
- Kawana Town Centre and health and stadium precincts, including the lakefront which is connected to the Buddina Urban Village, Bokarina Beach, Sippy Downs Town Centre and the University of the Sunshine Coast, are emerging pedestrian-scale, urban precincts featuring a wide range of town centre uses.
- Coolum Esplanade reflects the relaxed coastal lifestyle along the idyllic coastline of the Sunshine Coast.
- Pomona Village at the base of Mt Cooroora has rich heritage values and attractions including a silent movie theatre, railway gallery and museum, and is complemented by cafes, boutique retail, and antique and old-ware dealers.
- Peregian Beach Village is a unique destination offering many cafes, restaurants and retail and creative businesses. Low-set buildings and small tenancies surrounding a village square ensure an intimate setting with mature trees. The presence of the Peregian Digital Hub provides a key attractor for a growing digital and innovation business and employment sector.
- Noosa Junction has emerged as a vibrant, pedestrian-friendly centre for retail, dining and entertainment. It also accommodates many creative and health and wellbeing businesses, destination shops and galleries. Cafes and restaurants are complemented by live entertainment venues, night markets and street art, which add to the appeal of the contemporary coastal village atmosphere.
- Gympie Terrace, Noosaville adjoins over 1.7km of public parkland along the Noosa River, offering ample opportunities for active and passive outdoor recreation, particularly for families. A wide choice of restaurants and cafes attract patrons with outdoor dining and opportunities to picnic in the park. Retail offerings are niche and of a boutique scale with residents and visitors exploring by foot.



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



This map is conceptual only and represents planned density of total dwellings at 2046 using conceptual hexagons for representation purposes only, showing intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further details on the transport network, refer to Connect maps in this document. This map does not apply in development assessment. It is intended that local government planning schemes will provide more refined planning for the matters shown on this figure, and any differences arising from that refined planning will not result in the planning scheme being inconsistent with this figure. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

Western sub-region

The Western sub-region contains SEQ's major RLTPAs and is supported by the major cities of Ipswich and Toowoomba. These cities both have strong links with the broader Metro sub-region and contain significant expansion areas, RECs and infrastructure connections of national significance.

The Western sub-region is SEQ's rural heartland. Places including the Lockyer Valley, Scenic Rim, Somerset and Ipswich rural hinterland counterbalance the region's major urban areas. Parts of the sub-region also offer an alternative temperate climate and lifestyle, further boosting the sub-region's distinctiveness.

Both development and improving transport connections are strengthening relationships between this sub-region and the Metro sub-region for services and employment.

The Western sub-region is characterised by:

- » A predominantly regional and rural lifestyle supported by spectacular open space, hinterland and natural landscape settings.
- » Its reputation as one of the most fertile farmland areas in the world and its role as Australia's food bowl, growing the most diverse range of commercial fruit and vegetables in Australia.
- » Diverse living opportunities including urban areas and centres, suburban areas, rural centres, rural residential and rural (including hinterland) living.

- » A strong focus on existing expansion areas, primarily around the sub-region's major urban and rural centres, particularly in Ipswich and Toowoomba.
- » Its role as the western gateway, connecting SEQ to the rural areas and towns of the Darling Downs and South Burnett and providing critical freight connections with northern New South Wales and the southern states.
- » An emerging national and global-oriented economy leveraging major investments in airport, logistics and freight infrastructure.
- » The Ipswich and Toowoomba CBDs and a dispersed network of urban and rural centres including Gattoon, Boonah, Beaudesert, Highfields and Kilcoy that service distinct regional populations.
- » A major airport at Wellcamp which supports broader economic activities including freight and tourism.
- » Significant major industry and enterprise areas and Australian Defence Force infrastructure.
- » The provision of significant industrial land supply at the Bromelton SDA which will facilitate industrial activities of regional, state and national significance.
- » Several distinctive and culturally rich rural townships.
- » An integrated transport network that accelerates access within the sub-region and provides strong social and economic connections with the Metro sub-region, including critical freight connections with the Port of Brisbane.
- » Expansive water catchments and groundwater systems that supply the majority of the region's water for drinking, farming and industry.
- » A network of waterways, lakes and wetlands that provide important recreational, cultural, environmental and health benefits.
- » Nationally and internationally recognised natural assets and environmental values, including world-class hinterland areas and the Great Dividing Range.

Western sub-regional outcomes

Outcomes for Grow



Growth by consolidation

The intent to use land and infrastructure efficiently will be supported by focusing density in high amenity areas where there is superior access to public transport, employment and services.

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

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

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

- d. Ipswich knowledge and technology precinct (health and education). This precinct, comprising the University of Southern Queensland, Ipswich campus, Ipswich Hospital and St Andrew's Ipswich Private Hospital is critical to supporting growth for the Western sub-region.

By 2046, these places will be more compact, mixed-use, connected and active and provide improved urban amenity. Housing diversity, including a range of gentle density housing forms, will also increase in and around these places.

Growth by expansion

The intent to deliver high-quality, new and more complete communities that are well-planned and serviced will be achieved in areas including:

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

- i. Westbrook and Drayton
- j. Harrisville

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

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

a substantial contribution to this growth corridor. Assuming local constraints are resolved adequately, residential density and housing diversity will increase in proportion to a location's proximity to employment opportunities, services or public transport frequency.

These places will develop as new high-quality communities.

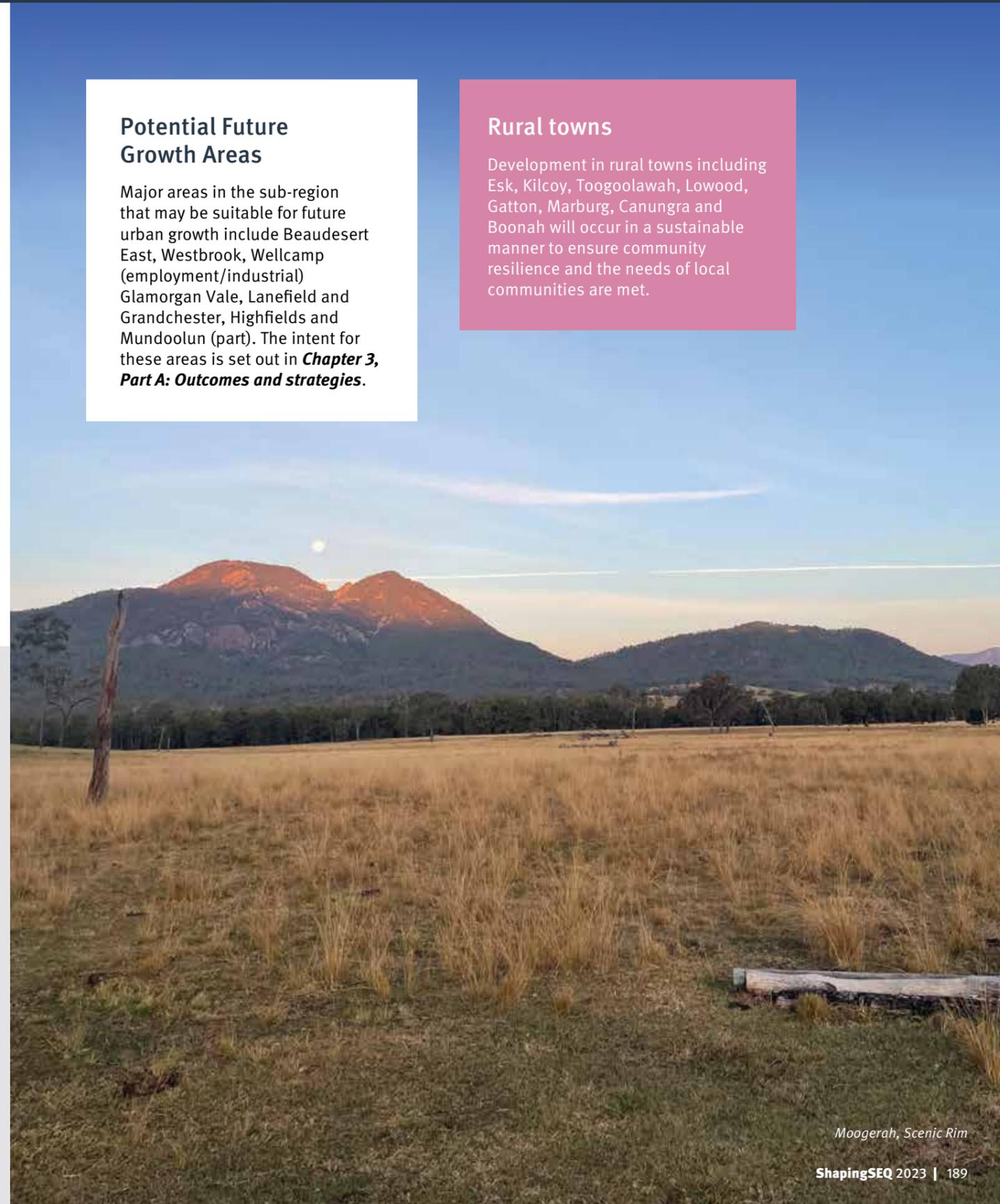
New communities located within Lockyer Valley, Scenic Rim or Somerset local government areas are to plan for and achieve a net residential density that is appropriate for their rural locality.

Potential Future Growth Areas

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

Rural towns

Development in rural towns including Esk, Kilcoy, Toogoolawah, Lowood, Gatton, Marburg, Canungra and Boonah will occur in a sustainable manner to ensure community resilience and the needs of local communities are met.



Moogerah, Scenic Rim

Outcomes for Prosper

Regional Economic Clusters

The intent to be a globally competitive region and an attractive destination for investment and high-value economic activities will be accelerated by identifying, protecting and growing economic opportunities and synergies within and between RECs.

Regional activity centres, knowledge and technology precincts and MEIAs that are not part of RECs will be developed in line with the regional strategies. Key to the ongoing success of RECs is the implementation of the directions for the Queensland Government and local government outlined in this plan. Not all RECs require the same planning or implementation actions but in cases it must reflect their context and their different roles and functions at a regional level.

The RECs in the Western sub-region include:

1. Western Gateway

This REC supports significant agricultural and resource activities and priority sectors of manufacturing, transport and logistics, and health and knowledge (including higher education). It also supports creative and cultural industries, tourism and higher-order consumer functions such as retail, as well as community, civic and cultural uses.

Strategically located as the gateway to the west and at the intersection of three national highways and with direct access to the Toowoomba Bypass, the REC is well-served by the strategic road network and key freight routes.

The ongoing development of the Toowoomba Wellcamp Airport and Charlton Wellcamp industrial area, as well as long-term investments such as the Melbourne to Brisbane Inland Rail, will further strengthen this regional hub as a significant inland port. In particular, growth in domestic and international aviation traffic will provide opportunities for an aviation cluster around the Toowoomba Wellcamp Airport.

Delivery of high frequency public transport connections linking the airport to the Toowoomba CBD and the Toowoomba knowledge and technology precinct, as well as the ongoing growth and development of the Toowoomba CBD to support high-order professional services, will further strengthen economic activity in this cluster.

2. Ipswich

This emerging REC has the potential to develop into a major economic hub featuring a diverse mix of economic activities. Clustering around the Ipswich regional activity centre includes the priority sectors of commercial and professional services, health and tertiary education complemented by a retail and civic heart. The revitalisation of the Ipswich CBD will support the growth of this area with a focus on the Nicholas Street Precinct as the administrative heart of the western corridor.

Towards the west, there is an emerging industrial corridor anchored by the clustering of transport and logistics, and manufacturing (aviation and defence) priority sectors around the Royal Australian Air Force (RAAF) Base Amberley.

Opportunities exist for greater intensification and consolidation of activities within this REC. Its close proximity to major transport infrastructure provides long-term opportunities for a transport and logistics hub associated with the future Melbourne to Brisbane Inland Rail line. Willowbank has been identified as a possible Recycling Enterprise Precinct for further investigation, and the Willowbank and Ebenezer industrial areas are key priorities for the regional industrial land framework (Priority Action 4).

However, this REC will need to overcome challenges relating to geotechnical stability in parts of Ebenezer associated with former mining activities to reach its full potential.

As key freight routes, the Ipswich Motorway, Warrego Highway and Cunningham Motorway will benefit from ongoing safety and capacity improvements to enable freight movement within the REC and beyond. The future proposed intermodal freight terminal at Ebenezer will play an important role as a key junction between the planned Inland Rail project and the freight network, principally the Cunningham Highway. Delivery of high frequency public transport connections and the ongoing growth and development of the Ipswich CBD to support high-order professional services (such as the expansion of the Ipswich Hospital), will strengthen economic activity in this cluster.



3. Springfield

This emerging REC is home to the Brisbane Lions boutique stadium and includes the priority sectors of health and tertiary education clusters, supported by higher order consumer activities such as retail and hospitality. Investment by advanced biotech manufacturers into the newly created BioPark Australia has further elevated the status of this REC as a key knowledge and technology precinct major health expansions, as well as an emerging commercial and professional services sector, will help to diversify this REC.

This REC will benefit from an ongoing commitment to the diversification of its economic base, major investments in public transport and continued high-quality design outcomes.

4. South West Industrial Corridor

Supported by significant state and national transport infrastructure, this well-established REC, spanning into the Metro sub-region, contains the most significant industrial cluster in the region.

It operates as a receiving and dispatch location for much of SEQ's land-based freight. The function of this REC varies from a very heavy industrial focus, supporting the priority sectors of manufacturing, mining services and transport and logistics at its expanding western boundary, to health and tertiary education-oriented sectors towards its eastern boundary.

Maximising the capacity of the existing rail network, improving internal mobility and prioritising the movement of freight will enhance the functioning of this REC. As a key freight route, the Ipswich Motorway will benefit from ongoing capacity improvements to enable freight movement within the REC and beyond. There may also be potential for synergies to emerge with the Pacific Motorway REC through strong connections via the Logan and Pacific Motorways. The potential strengthening of freight connections to the Port of Brisbane is being investigated in the context of the opportunities arising from the Inland Rail project and other rail capacity improvements.



Roadworks in Crows Nest. Supplied by Toowoomba Regional Council

Industrial land

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

- a. The Urban Footprint expansion area (including expansion of the MEIA) at Charlton/Wellcamp MEIA. This area will provide new employment land to accommodate a mix of business and industrial uses to support jobs closer to where people live within Toowoomba. The area benefits from being located partially within the Western Gateway REC with the intent of attracting investment and high-value economic activities. The site is well-connected to the wider region, intrastate, interstate and overseas markets due to its key freight assets including proximity to the Toowoomba Wellcamp Airport and the Interlink SQ Intermodal

Terminal which support freight transport by air and rail. The inclusion of the area also presents an opportunity to utilise existing infrastructure including Gore Highway, Warrego Highway, Toowoomba Bypass and New England Highway as part of the western gateway.

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

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

Ebenezer MEIA with EDQ to prioritise the delivery of Stage 1 of the Willowbank Industrial Area. Further actions to enable the servicing of Ebenezer MEIA with trunk infrastructure delivered through private development should also be explored.

The Western sub-region includes a number of MEIAs that play a key role in the region's industrial land supply, accommodating existing and future medium and high-impact industrial uses and other employment uses associated with, or with access to, state transport infrastructure. Planning and development within MEIAs will enable the growth and intensification of these areas and protect them from encroachment as well as protect surrounding communities and sensitive receiving areas.

Bromelton State Development Area

The Bromelton SDA provides long-term industrial land supply and will facilitate industrial activities of regional, state and national significance. It is strategically located near Mt Lindesay Highway and on the standard rail gauge line between Brisbane and Sydney which presents significant opportunities for transport and logistics activities, in particular, rail-dependent industries. The Bromelton SDA is well positioned as a location for special industry that needs to be separated from urban areas or for industries where Bromelton itself is central to a supply chain (for example, rural industry). Bromelton is also identified as a possible location for a REP given its unique strategic location in the region.

The SDA is declared under the *State Development and Public Works Organisation Act 1971* and planning and development in the SDA is regulated under the Bromelton SDA Development Scheme. Delivery of a number of key infrastructure projects will facilitate long-term development of the SDA. This includes the Melbourne to Brisbane Inland Rail Project to the Sydney–Brisbane Rail Corridor, which will serve as the major freight link. The Bromelton North-South Arterial road as part of the Mount Lindesay Highway upgrade, through the SDA, will improve connections with SEQ markets and provide efficiencies in freight movement.

The SEQ City Deal allocates funding towards the preparation of a business case to determine what infrastructure planning, sequencing, prioritisation and capital investment is required to activate the SDA. A key aspect of the business case will be to understand the appropriate role and function of the Bromelton SDA in the broader context of the SEQ regional economy and recognise its potential as a specialised industrial area that has the capacity to meet the long-term needs of special industry within SEQ.

The potential for this area to emerge as a REC will require improved synergies with the Beaudesert regional activity centre. The future Salisbury to Beaudesert rail link will facilitate greater worker accessibility to the SDA which presents employment opportunities for the wider Scenic Rim and southern Logan council areas.

Rural prosperity

The sub-region's principal rural production lands for horticulture, forestry and grazing in the Lockyer Valley, Scenic Rim, Somerset and Ipswich areas support one of the nation's most important food bowls. They are extremely important for long-term food security and export opportunities. This land resource and the supporting processing infrastructure will be protected, including preventing further land fragmentation and protecting rural industries and other supply chain activities and infrastructure from encroachment by incompatible uses.

Alternative rural futures will be explored to diversify and increase the productivity of rural activities and strengthen the area's resilience to market cycles and climate change. Maintaining the productive capacity of this land resource will become increasingly important to the region in the face of climate change.

The Queensland Government will partner with Ipswich, Scenic Rim, Somerset and Lockyer Valley councils, the private sector, Seqwater and key stakeholders to identify opportunities to ensure a sustainable future for the sub-region's rural production land resources, including a secure and sustainable water supply.

The sub-region's hinterland areas support the growth of creative and boutique industries and nature, agricultural and adventure-based tourism and recreation activities that add to its visitor appeal and economic diversity. These activities will be encouraged where impacts on agricultural productivity, the environment and scenic amenity can be successfully managed.



Bromelton State Development Area

Outcomes for Connect



Key regional infrastructure

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

- a. Delivering Cross River Rail in the Metro sub-region to support economic growth in the Western sub-region and enable rail network improvements in the Western sub-region as well as support improved accessibility to the capital city centre using sustainable transport modes.
- b. Delivering high frequency public transport connections as part of the strategic public transport system to 2046, including:
 - i. delivering high frequency public transport connections along the Ipswich to Springfield public transport corridor to strengthen economic and social

connections within the sub-region and support expansion areas, including increased residential densities close to planned stations.

- ii. delivering a high frequency public transport connection between Brassall and Yamanto via the Ipswich CBD to support increased residential densities, employment growth and public transport accessibility and efficiency.
- iii. delivering new high frequency public transport connections between Redbank Plains, the Ipswich CBD and Springfield Central.
- c. Delivering the Melbourne to Brisbane Inland Rail project, connecting the West Moreton rail line near Rosewood to the Sydney-Brisbane Rail corridor, to improve the freight network's efficiency and relieve pressure on the passenger rail network between Rosewood/ Ipswich and the Metro sub-region.

- d. Planning for the Western Ipswich Bypass, to improve freight network efficiency and relieve pressure on Ipswich city roads.
- e. Delivering improvements to the Ipswich Motorway, Warrego Highway and Cunningham Highway to support freight movement.
- f. Delivering the Bromelton North-South Arterial Road, as part of the Mt Lindesay Highway upgrade, which will improve freight efficiency through the Bromelton SDA to the freight network.

Supporting and working with the Australian Government to deliver the Melbourne to Brisbane Inland Rail project which will support efficient freight movement throughout the sub-region and more broadly. This will improve national rail freight network connections with Melbourne via Toowoomba, Lockyer Valley, Ebenezer and the Bromelton SDA with opportunities to enhance connectivity to the Port of Brisbane being explored.

Future investigations

As part of the Melbourne to Brisbane Inland Rail project, investigations will continue for the integration of public transport services with the Inland Rail project to provide improved connectivity between Toowoomba and Brisbane.

Enhanced public transport connections from Flagstone to Beaudesert are being explored as part of broader Salisbury to Beaudesert investigations.

Under current analysis, high frequency rail public transport connections are not warranted to Rosewood or in Toowoomba, however, opportunities to improve connectivity along the corridor will be further investigated if sufficient residential densities are achieved in this corridor.

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

Outcomes for Sustain



Landscape areas and natural assets

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

- a. Border Ranges biodiversity hotspot centred on the McPherson Macleay Overlap which contains the Gondwana Rainforest World Heritage Area, including Mt Barney and Main Range National Parks
- b. Scenic Rim Corridor which links Glen Rock State Forest south and east to the Gold Coast including national parks (Main Range, Mt Barney, Mt Maroon, Mt Chinghee, Lamington and Springbrook), Mt Lindesay and Tamborine Mountain
- c. Main Range–Helidon Hills Corridor which links Helidon Hills to Toowoomba and Glenrock and an offshoot including the Mistake Ranges and Little Liverpool Range to Wivenhoe Dam
- d. Helidon Hills–Blackall Range Corridor, which links Helidon Hills north to Benarkin, Imbil and Connondale and to the Blackall Range
- e. Mt Coot-tha–Blackall Range Corridor, which links Mt Coot-tha, D'Aguilar (South)/Bunyaville Conservation Park, D'Aguilar National Park including Mt Glorious, Somerset Dam precinct, Wivenhoe Dam precinct and the Blackall Range
- f. Flinders–Karawatha Corridor which links Karawatha Forest, Greenbank Military Training Area, White Rock, Goolman, Mt Perry, Flinders Peak, Teviot Range, Mt Joyce, Wyaralong Dam and south to Mt Barney in the Border Ranges
- g. D'Aguilar Range–Benarkin Corridor which includes Deer Reserve National Park and Deer Reserve State Forest
- h. Deongwar–D'Aguilar Corridor, which links Deongwar State Forest through the Esk State Forest and east to the D'Aguilar Range National Park including Mt Glorious.

Resilience

The intent to drive growth to risk-appropriate areas across the region means that this sub-region will protect the natural functions and agricultural primacy of its landscape in preference to urban expansion to limit increases in intolerable risk.

Implementation actions from various plans and strategies such as the Brisbane River Strategic

Floodplain Management Plan, 2021-22 Southern Queensland Floods State Recovery and Resilience Plan 2022-24, and the Queensland Strategy for Disaster Resilience will continue to be delivered in the short-term while greater focus on setting resilient growth management patterns will occur in the peri-urban areas of Lockyer Valley, Scenic Rim and Somerset during ShapingSEQ 2023 implementation.

Indigenous landscape values

Traditional Owners will be engaged to ensure their cultural knowledge and connection to land and Sea Country is included in planning for all areas including the Brisbane River, Flinders Peak, Tamborine Mountain, Canungra Valley, Gummingurru and Mt Tabletop.

Native Title exists in relation to areas of land or waters within the area recognised as Jinibara Country. For a full description see www.nntt.gov.au.

Outcomes for Live



Our great places

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

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



Queens Park, Toowoomba. Supplied by Toowoomba Regional Council

Map 25 Southern sub-region

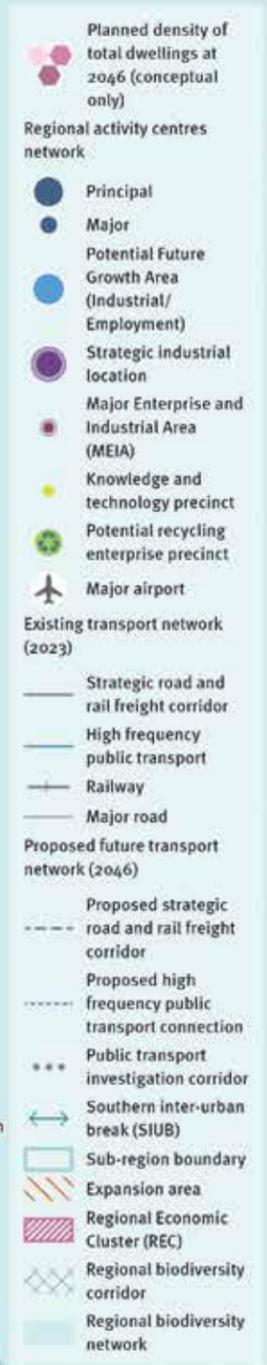
METRO
SUB-REGION

WESTERN
SUB-REGION

SOUTH
STRADBROKE
ISLAND

GOLD COAST
AIRPORT

NEW SOUTH WALES



Southern sub-region

The Southern sub-region contains SEQ's second-largest urban area and a major city in its own right – the City of Gold Coast. The sub-region is a model of coastal urbanity with a contemporary vibe.

The Southern sub-region is characterised by:

- » An exciting coastal-urban lifestyle supported by world-class beaches, waterways and hinterland areas.
 - » A highly urbanised coastal edge and historical, inland urban settlements and hinterland townships.
 - » Diverse living opportunities including seaside urban centres, CBD, mixed-use, canal, suburban, rural residential and rural (including hinterland) living.
 - » A strong focus on consolidation around major urban centres and along the light rail urban renewal corridor and its future extensions.
 - » Its role as the southern gateway connecting SEQ to coastal cities and towns of the southern states and, increasingly, the world.
- » A maturing national and global-oriented economy increasingly focused on productive and knowledge-intensive activity and creative industries.
 - » A CBD supported by a strong network of urban centres, knowledge and technology precincts, industry and enterprise areas and a major domestic and international airport that supports tourism and broader economic activities.
 - » Its role as SEQ's premier domestic and international tourism destination.
 - » An integrated transport network that accelerates access within the sub-region by sustainable transport modes, and provides strong social and economic connections with the Metro sub-region.
 - » Nationally and internationally recognised natural assets and environmental values, including world-class coastal and hinterland areas.

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Southern sub-regional outcomes

Outcomes for Grow

Growth by consolidation

The Southern sub-region is largely characterised by increased densities along the eastern coastline and around regional activity centres to provide denser and more diverse housing product. The sub-region continues to provide homes in proximity to world-renowned beaches and high-quality open spaces as well as recreational, tourist and cultural activities. The Southern sub-region provides a range of leisure and active lifestyle opportunities close to where people live and work through a mix of coastal, urban and rural living.

Growth by consolidation will support the intent to use land and infrastructure efficiently by focusing density in and around appropriate locations identified as providing high amenity and in areas with superior active transport networks, access to public transport, employment and services.

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

- a. The light rail urban renewal corridor, including Southport (Gold Coast CBD), Surfers Paradise, Broadbeach and Helensvale regional activity centres, Gold Coast Health and Knowledge Precinct and key rail stations. Further growth and urban renewal along the light rail corridor will provide a cohesive corridor of high-quality mixed-use environments. This corridor provides increased housing density and diversity outcomes that respond to the local circumstances and character of each station and centre. Economic development opportunities, and housing choice and affordability will also be maximised along this corridor.
- b. Within and in proximity to regional activity centres, including the above locations and Bundall and Coomera, which provide opportunities to focus growth and promote higher-density residential development coupled with mixed-use development to support well-located employment uses and essential services. Additional residential densities (to 2046) will be supported around these centres and precincts to increase accessibility to jobs, services and transportation infrastructure.
- c. Key station precincts along the proposed Southern Transport Corridor including Burleigh Heads, Palm Beach Village Centre, Gold Coast Airport and Coolangatta.
- d. The Gold Coast rail transport corridor including Robina, Nerang, Coomera and Helensvale regional activity centres and key rail stations.
- e. Gold Coast Health and Knowledge Precinct (Lumina), and Robina (health and education) and Varsity Lakes (education) knowledge and technology precincts.
- f. The proposed Coomera Connector transport infrastructure to improve connectivity on the northern Gold Coast and support opportunities for increased residential densities along the corridor where accessibility is enhanced.
- g. Key precincts associated with Brisbane 2032 including Gold Coast Stadium, Coomera Indoor Sports Centre, Gold Coast Convention and Exhibition Centre, Gold Coast Sport and Leisure Centre, Southport Broadwater Parklands and the Robina Olympic and Paralympic Village to stimulate and enhance ongoing urban renewal.
- h. Cultural precincts such as the Home of the Arts (HOTA) centre, including the surrounding parkland and recreational facilities.
- i. The Greenheart destination parkland to promote increased residential development and diversity in Robina given its future benefits of access to significant, improved green space for current and future residents.



By 2046, these places will be more compact, mixed-use, connected and active, and provide improved urban amenity. Housing diversity, including a range of gentle density housing forms, will also increase in and around these places.

Delivering greater housing choice will require concerted efforts by government and industry. The community also has an important role to play. Low-density residential areas have the potential to deliver more housing choice through gentle density including duplexes, secondary dwellings, row or terrace houses, townhouses, triplexes or quadruplexes and low-rise multiple dwellings (up to three storeys). By gently increasing the number of houses within existing urban areas, close to existing services such as transport, education and shops, people will have more choice as to how and where they live.

Unlocking underutilised land in the Urban Footprint will also play a role in achieving growth by consolidation for the Southern sub-region.



Pimpama Sports Hub. Supplied by City of Gold Coast

Growth by expansion

Key expansion areas for the Southern sub-region, including Coomera and Ormeau are nearing capacity and will be fully developed during the life of this plan. Growth by expansion in the Southern sub-region will remain challenging and subject to inherent trade-offs in social and environmental values, Native Title determinations and the comparative cost of servicing large greenfield development.

The City of Gold Coast is currently investigating potential growth by expansion at Oxenford and Parkwood.

Potential Future Growth Areas

No major areas with potential for future residential growth have been identified outside the Urban Footprint. However, this is subject to monitoring to ensure there is adequate supply and the targets can be accommodated in the sub-region. If this monitoring indicates a shortfall in housing, other areas for expansion may need to be considered. Such areas will be identified with regard to investigations undertaken by the City of Gold Coast.

One PFGA has been identified at Stapylton for employment purposes (see further information under outcomes for Prosper).

Outcomes for Prosper

Regional Economic Clusters

The intent to be a globally competitive region, and an attractive destination for investment and high-value economic activities will be accelerated by identifying, protecting and growing economic opportunities and synergies within and between RECs.

Regional activity centres, knowledge and technology precincts, and MEIAs that are not part of RECs will be developed in line with the regional strategies. Key to the ongoing success of RECs is the implementation of the directions for the Queensland Government and local government outlined in this plan. Not all RECs require the same planning or implementation actions but in cases it must reflect their context and their different roles and functions at a regional level.

The RECs in the Southern sub-region include:

1. Southport–Broadbeach

This well-established REC is economically significant across a range of sectors at varying points that combined, create a corridor of activity. Priority sectors include health and knowledge (including tertiary education), cultural and creative, commercial and corporate services, tourism, and higher-order consumer functions, including retail and hospitality.

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

Opportunities to leverage the cultural arts precinct, while maintaining high-quality design outcomes, will also benefit this corridor, providing fragmentation from the canals can be overcome to maintain good accessibility and mobility to the east.

2. Robina–Varsity Lakes

This REC contains specialisations in the priority sectors of creative and cultural, health and tertiary education and commercial and corporate services.

The knowledge, creative and commercial functions of this cluster are supported by high-order consumer activities such as retail and hospitality, providing amenities and lifestyle opportunities.

This REC will benefit from investment in east-west high frequency public transport services and facilitating greater synergies between the university and the regional activity centre.

3. Yatala–Stapylton–Beenleigh

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

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

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

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

This REC would benefit from better active and public transport connections that serve the workforce population, particularly using the existing railway network, and improved accessibility to the Pacific Motorway.

Opportunities exist to improve synergies between the regional activity centre and the Yatala Enterprise Area. There may also be potential for synergies to emerge with the Pacific Motorway REC.

4. Southern Gateway

This emerging REC supports priority sectors of health and tertiary education, manufacturing (focused on aviation industries) and tourism clusters. There are opportunities to further strengthen cross-border trade as the Gold Coast offers Tweed residents a number of services that include university institutions, an international and domestic airport, major regional hospitals and numerous higher-order consumer activities.

The growth of this REC will not compromise the environmental integrity and values of the nearby Cobaki Broadwater.

Extending the light rail to Coolangatta and the Gold Coast Airport will accelerate economic activity in this cluster. Growth in domestic and international aviation traffic will also provide opportunities to develop an aviation cluster around the Gold Coast Airport.

5. Helensvale–Coomera

A new REC has been identified at Helensvale-Coomera, reflecting the Coomera Marine industry precinct, MRACs at Helensvale and Coomera, industrial areas at Oxenford, Coomera and Helensvale and the emerging health precinct with the Coomera Hospital. It supports the priority sectors in final manufactures, creative and cultural industries and tourism-related industries.

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

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



Industrial land

The intent to deliver a sufficient supply of suitable land for industrial development that considers anticipated demand, constraints of the land, surrounding land uses and proximity to essential infrastructure required to service industrial development will be achieved in the Urban Footprint expansion area at Stapylton as a short-medium-term supply of industrial land in the sub-region. Because of its location and scale, the expansion of the Yatala/Stapylton MEIA represents the most appropriate policy response to the regional industrial land challenges within the Gold Coast context.

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

The Yatala/Stapylton MEIA represents the only regional-scale industrial area within the northern Gold Coast. The Yatala/Stapylton MEIA straddles the Pacific Motorway and has direct access into the strategic SEQ freight network via the Pacific Motorway, providing the MEIA with motorway access to the Australia TradeCoast, Logan, Ipswich and northern Brisbane. Sub-regional arterial access will be provided with the delivery of the Coomera Connector which will connect Yatala/Stapylton MEIA to the northern Gold Coast growth areas of Ormeau, Pimpama and Coomera.

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

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

The Southern sub-region includes several other MEIAs that play a key role in the region's industrial land supply, accommodating existing and future medium and high-impact industrials and other employment uses associated with, or with access to, state transport infrastructure. Planning and development within MEIAs will enable the growth and intensification of these areas, and protect them from encroachment.

In addition to the satisfactory outcome of detailed planning investigations for the area, the timing and extent of land from this PFGA to be included in the Urban Footprint will also be informed by the regional industrial land framework (Priority Action 4).

Subject to further planning being undertaken by the City of Gold Coast, additional land in this area may be appropriate for the future growth of industrial land. Planning investigations for the area will consider a range of factors including environmental and landscape values, flooding and coastal hazards, natural economic resources, and councils' broader strategies for accommodating growth.

Potential Future Growth Areas

Additional land at Stapylton has been identified as an area that may be suitable for future urban growth. This area has already been identified as having the potential to meet some of the demand for industrial land in the Gold Coast LGA, as well as being well-located to meet some of the regional demand for industrial land.

Rural prosperity

The sub-region's principal agricultural land resources are located in the Woongoolba/Norwell/Gilberton/Alberton area. Preventing further land fragmentation and protecting agricultural activities from encroachment by incompatible uses in this area preserves options for long-term food security and export opportunities.

Opportunities for production and value-adding to raw products to service niche-market, high-demand food and beverage industries will be encouraged. The sub-region's hinterland areas support the growth of creative and boutique industries, as well as nature, agricultural and

adventure-based tourism and recreation activities that add to its visitor appeal and economic diversity. These activities will be encouraged where impacts on agricultural productivity, the environment and scenic amenity can be successfully managed.

If the land transitions from its traditional cane farming use, a wide range of possible futures will be investigated jointly with the City of Gold Coast including the diversification of rural activities to provide enhanced resilience to market cycles and climate change. Any future use is to protect the identified Key resource areas.

Outcomes for Connect



Key regional infrastructure

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

- a. Delivering Cross River Rail in the Metro sub-region to support economic growth in the Southern sub-region and enable rail network improvements in the Southern sub-region and support improved accessibility to the capital city centre using sustainable transport modes.
- b. Delivering a network of high frequency public transport connections as part of the strategic public transport system to 2046, including:
 - i. extending the light rail from Broadbeach to Burleigh Heads with eight new light rail stations being delivered by 2026 providing increased public transport accessibility and supporting increased residential densities and employment opportunities.
 - ii. planning for the extension of the light rail from Burleigh Heads to Coolangatta, to support increased residential densities and employment growth, increase public transport accessibility and efficiency and connect the Southport–Broadbeach REC with Gold Coast Airport.
- iii. providing high frequency public transport connections between Robina and the Broadbeach to Coolangatta corridor which will support increased residential densities and employment growth, increase public transport accessibility and efficiency and connect the Robina–Varsity Lakes economic cluster with the Southport–Broadbeach REC and Gold Coast Airport.
- iv. providing high frequency public transport connections between the Varsity Lakes rail station and Metro sub-region, to relieve pressure on the strategic road network and improve freight efficiency.
- v. delivering the Logan and Gold Coast Faster Rail project to significantly increase capacity on the Gold Coast rail line and enable high frequency public transport connectivity.
- c. Delivering the Coomera Connector from Nerang to Coomera initially and from Coomera to the Metro sub-region in the longer term, to relieve pressure on the Pacific Motorway by removing local traffic and providing better connections between the Southern and Metro sub-regions and improving freight movement on the Pacific Motorway.
- d. Delivering enhancements and improvements to the Pacific Motorway corridor through the City of Gold Coast from Mudgeeraba to Tugun.
- e. Planning for extension of the heavy rail corridor between Varsity Lakes and Gold Coast Airport to further extend the reach of existing services.

Outcomes for Sustain



Landscape areas and natural assets

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

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

Indigenous landscape values

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

Inter-Urban Break

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

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

Regional water supply

Seqwater will work with the Queensland Government, relevant water service providers, local governments and the community to ensure water security for the sub-region and will investigate new water supply solutions. Seqwater continues to plan ahead, invest in the SEQ Water Grid, including through its Dam Improvement Program, and investigate into new water sources as required as part of its Water Security Program.

Resilience

Developing climate and natural hazard risk-responsive coastal and hinterland communities that reflect local mitigation and adaptation values of protecting natural areas and consolidating growth in safer locations will advance the intent to:

- » Realise risk-responsive future growth by continuing local efforts to update hazard mapping and implement planning scheme amendments.
- » Preparing for future settlement adaptation by integrating outcomes from local natural hazard risk management and adaptation strategies such as local government’s Coastal Hazard Adaptation Strategy.

Outcomes for Live

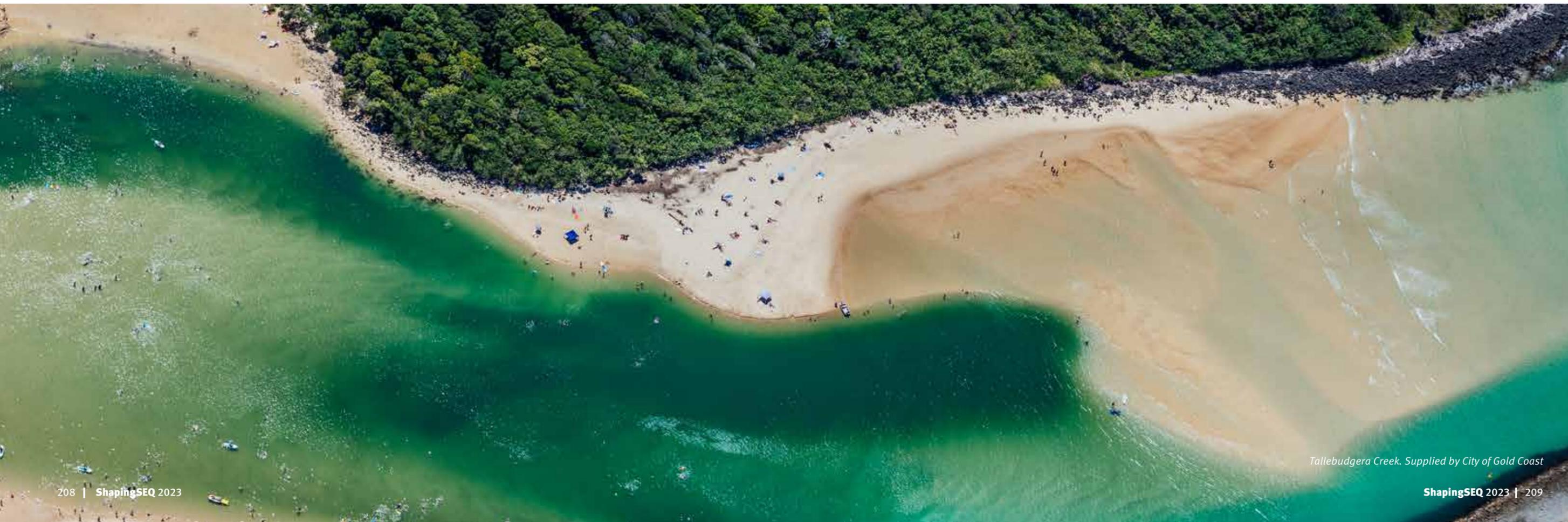


Our great places

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

Current and evolving great places identified by the City of Gold Coast in the Southern sub-region include:

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



Tallebudgera Creek. Supplied by City of Gold Coast