

5 Key issues and recommendations

Key issues include:

- the Moreton Bay–Sunshine Coast inter-urban break extent
- Halls Creek Potential Future Growth Area
- future planning for Beerwah East
- the land supply monitoring program
- the sectoral split of employment projections
- the Areas of Regional Economic Significance
- centres, knowledge and enterprise areas.

5.1 Introduction

While many of the initiatives and provisions of *ShapingSEQ* are supported, there are a range of outstanding and other concerns that council would like considered in the finalisation of *Shaping SEQ* and which form the core of council's submission.

5.2 Protection of Moreton Bay–Sunshine Coast inter-urban break

Council supports the recognition of regional inter-urban breaks in *ShapingSEQ*. To strengthen this recognition, it is considered that the 50 year vision for SEQ should provide for some recognition of the importance of the inter-urban breaks and their role in protecting the unique identity and character of sub-regions.

It is noted that the inter-urban breaks are recognised in the 25 year vision, however there is no recognition in the 50 year vision.

Council welcomes the approach taken in *ShapingSEQ*, to generally map the extent of inter-urban breaks in SEQ, and in particular recognising that the Moreton Bay–Sunshine Coast inter-urban break has considerable values that need to be protected.

The values and extent of the Moreton Bay–Sunshine Coast inter-urban break are comprehensively documented in the joint submission made by Moreton Bay Regional Council and Sunshine Coast Council in December 2014 (The '*SEQ Regional Plan Review Preliminary submission – Moreton Bay to Sunshine Coast Regional inter-urban break*').

Reference is made to that preliminary submission and its accompanying economic, environmental and other studies that provide a rational and justifiable basis for defining the values and boundaries of the inter-urban break.

To summarise the outcomes of the joint preliminary submission, the purpose of the inter-urban break is to retain its considerable range of non-urban values, notably:

- landscape values (as a non-urban break between Brisbane and the Sunshine Coast)
- environmental values including the protection of water courses, wetlands and water quality in Pumicestone Passage
- cultural values including Aboriginal cultural heritage, village settlements, traditional rural activities providing a link to the past
- use values including nature based tourism and recreation, food production and rural living areas
- economic values (which were conservatively valued by SGS Economics & Planning to be worth at least \$5 billion to the SEQ economy, with capacity to grow).

While urban development in sensitive environmental areas would compromise these values, existing uses are compatible with the landscape values, as are a range of other uses into the future. This area is expected to be an evolving landscape over time and can, for instance, provide for a much valued green space for greater Brisbane's growing recreation needs into the future.



Moreton Bay–Sunshine Coast inter-urban break

It is also important to note that the value of the inter-urban break is greater than the sum of its parts and is not simply the view of the pine forests as seen from the Bruce Highway. Its true value lies in the inter-connectedness of all of its parts from the hinterland rural areas surrounding the Glass House Mountains to the riparian and biodiversity corridors flowing to the Pumicestone Passage.

It is further understood that Noosa Council is highly supportive of the maintenance of the full extent of the Moreton Bay–Sunshine Coast inter-urban break.

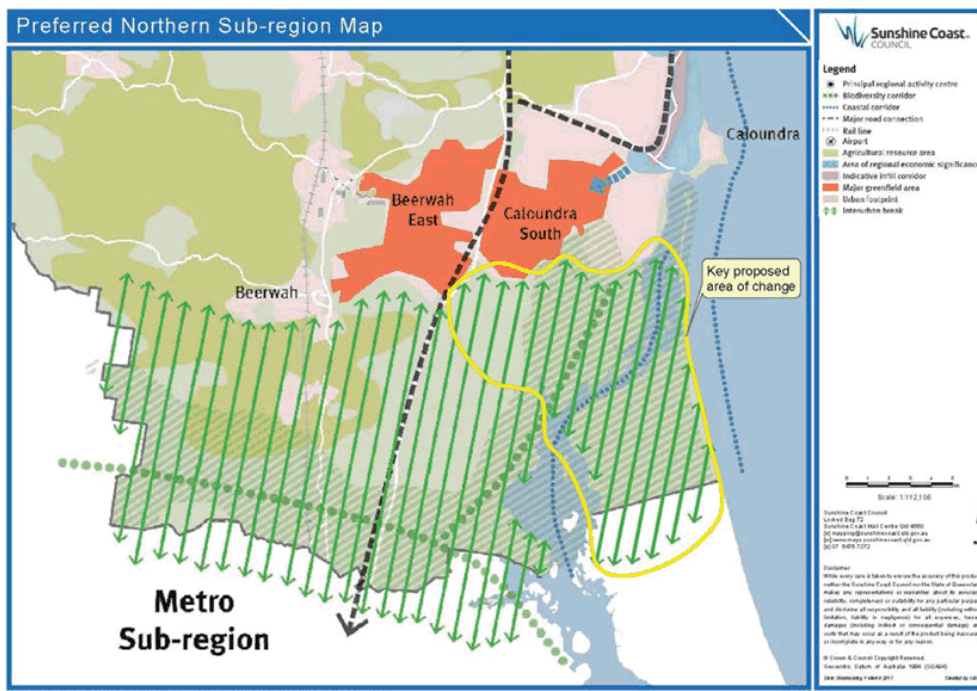
For the reasons outlined above, concern is therefore raised about the extent of the Moreton Bay–Sunshine Coast inter-urban break depicted in *ShapingSEQ*, which appears to exclude the Halls Creek Potential Future Growth Area and the northern part of Bribie Island, both of which are considered to be part of the inter-urban break.

Additional areas within the Moreton Bay Regional Council area also appear to be excluded where there are Potential Future Growth Areas.

To ensure that the full values of the inter-urban break are protected, it is critical that the full extent of the Moreton Bay–Sunshine Coast inter-urban break is protected into perpetuity. Council’s preferred extent for the Moreton Bay–Sunshine Coast inter-urban break is shown in **Figure 6**.

It is further noted that *ShapingSEQ* indicates that the extent of and the values of the inter-urban break will be investigated by the State government with Moreton Bay Regional Council and Sunshine Coast Council, to ensure its long-term protection. While council is supportive of the intention for additional protection of the inter-urban break and acknowledges the need to engage further with the State government on the issue, there is a concern that this action in *ShapingSEQ* could replicate work that has already been undertaken and creates a process which could result in the further erosion of the extent of the inter-urban break despite the collective positions of councils and their communities.

Figure 6: Amended inter-urban break boundaries



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In relation to the terminology used to describe the inter-urban break in *ShapingSEQ*, Council would prefer that references to it 'separating' the distinctive character of the Northern sub-region from the Metro sub-region were avoided. The Sunshine Coast does not seek to separate itself from the rest of SEQ, but rather, ensure it maintains its defined identity whilst being connected to SEQ and elsewhere.

Recommendation 1

Amend the 50-year vision for SEQ (Chapter 2, page 23, 4th & 5th paragraphs) to recognise the outcomes of successfully maintaining inter-urban breaks, as follows:

'SEQ's centre will be a major metropolitan area anchored by Brisbane—Australia's Newest World City—and the Logan, Moreton Bay and Redland municipalities. Major cities will be located on the Gold Coast and Sunshine Coast along our great coastline, and inland, at Ipswich. Toowoomba, a major city situated on the crest of the Great Dividing Range, will connect SEQ with the west and provide a temperate climate alternative in the region.'

Framing these cities will be our magnificent rural and natural areas, including Noosa, Lockyer, Somerset and Scenic Rim, which contain prosperous and attractive towns and villages. These areas will be vital to the success of our region, as they contain our food bowl, major biodiversity and conservation areas, regional landscapes, waterways and beaches, agriculture, natural resources, and tourism and recreation opportunities. Inter-urban breaks further define the sub-regions, including a generous inter-urban break in the Northern sub-region which protects the landscape setting of the heritage-listed Glass House Mountains National Park and water quality of the Ramsar listed wetlands of the Pumicestone Passage, and provides for agricultural production and forestry, tourism and outdoor recreation to meet the needs of the growing region.'

Recommendation 2

Amend the extent of the Moreton Bay-Sunshine Coast inter-urban break to include the area generally east of the Bruce Highway, north of Coochin Creek and south of Bells Creek Road and including Bribie Island North in the inter-urban break on *Map 4b – Regional landscape values* and *Figure 14 – Northern sub-region in ShapingSEQ*, as generally depicted on *Figure 6*.

Recommendation 3

Amend the following matters relating to the further investigation of the Moreton Bay-Sunshine Coast inter-urban break:

Chapter 3, Metro sub-region directions, section 16, inter-urban break, last paragraph (page 96) & Chapter 3, Northern sub-region directions, section 12, inter-urban break, last paragraph (page 103) as follows:-

'The Queensland Government will work with Moreton Bay Regional Council and Sunshine Coast Council to investigate confirm the extent and values of this inter-urban break and investigate mechanisms to ensure its long-term protection, coordinated management and greater utilisation in accordance with its stated values.'

Chapter 4, Delivery, Table 22: Implementation actions, Moreton Bay-Sunshine Coast inter-urban break investigation, page 124:-

(Column 1, Purpose): *Northern inter-urban break investigation protection*

To determine confirm the extent and values of SEQ's northern inter-urban break to ensure long-term protection.

(Column 2 Actions): *DILGP to work with Moreton Bay Regional Council (MBRC) and Sunshine Coast Council (SCC) to determine confirm the extent and values of the Moreton Bay-Sunshine Coast inter-urban break and identify additional means of successfully managing and securing it for the long-term.*

Recommendation 4

Remove references in *ShapingSEQ* to the Moreton Bay–Sunshine Coast inter-urban break ‘separating’ the distinctive character of the Northern sub-region from the Metro sub-region, including in the following sections:

- Chapter 2, Sustain, paragraph 4, page 25;
- Chapter 3, Table 13: Regional landscapes and natural assets, Inter-urban breaks, paragraph 1, page 74;
- Chapter 3, Part 3, Metro sub-region directions, section 16 Inter-urban break, paragraph 1, page 96;
- Chapter 3, Part 3, Northern sub-region directions, section 12 Inter-urban break, paragraph 1, page 103; and
- Chapter 5, Glossary, ‘Inter-urban break’, page 143.

5.3 Halls Creek Potential Future Growth Area

ShapingSEQ identifies Potential Future Growth Areas (‘PFGA’) across the region which “may be needed to accommodate future urban growth”.

The *ShapingSEQ* attempts to provide assurances that a PFGA is not a development commitment and is not required to accommodate the dwelling supply or employment benchmarks. However, it nevertheless indicates that PFGAs will be investigated for urban purposes during the life of *ShapingSEQ* should the Queensland Government’s proposed annual monitoring of land supply and development activity indicate that infill or other benchmarks may not be accommodated. This raises a number of concerns, as follows:

- that a short term (i.e. annual) land supply monitoring program may indicate a notional lack of supply which may be due to market demand issues, withholding of land or infrastructure availability rather than any longer term supply issues, and that the solution would be to investigate PFGAs rather than consider these other factors

- that greenfield developments might be considered by the State government as a substitute to achieving infill redevelopment, which appears inconsistent with *ShapingSEQ*’s objectives for the next 25 years for a consolidated urban structure and undermines the strategies relating to efficient land use
- it implies that the PFGAs are the next logical greenfield areas to consider regardless of their suitability or otherwise for urban development.

Linking the timing for the delivery of a PFGA to an unknown land supply monitoring program is simplistic, problematic and without justification. The suitability and timing for the delivery of PFGAs will need to be determined through comprehensive assessments of land supply, market trends, local planning and circumstances. This assessment will need to be undertaken in close consultation with local councils and communities who have specific planning strategies for their area. It is recommended that *ShapingSEQ* is amended to remove the link between PFGAs and the yet to be developed land supply and monitoring program.

Of critical concern to council is the identification of the Halls Creek PFGA in *ShapingSEQ*.

The identification of Halls Creek as a PFGA is considerably at odds with the clear and long-standing position of Council and its predecessors as outlined in Council’s preliminary submission, that Halls Creek is not an appropriate area for urban development due to the impact on the integrity of the inter-urban break, poor location from a transport accessibility perspective and serious potential for adverse water quality impacts on the Pumicestone Passage.



Coochin Creek