



Redland
CITY COUNCIL

GENERAL MEETING

Wednesday, 8 March 2017

LATE REPORT

**SHAPING SOUTH EAST QUEENSLAND
REGIONAL PLAN – COUNCIL SUBMISSION**

DRAFT SHAPING SOUTH EAST QUEENSLAND REGIONAL PLAN – COUNCIL SUBMISSION

Objective Reference: A2218198
Reports and Attachments (Archives)

Attachment: [Submission on draft SEQRP](#)



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PURPOSE

The purpose of this report is to seek Council endorsement of the attached submission as Council's formal submission on the Draft Shaping South East Queensland Regional Plan 2016 – 2041 (SEQRP).

BACKGROUND

The following background is relevant to Council's submission on the draft SEQRP:

- **October 2016** – the State Government released the draft SEQRP for community consultation purposes until the 3 March 2017.
- **November 2016** – a councillor workshop was held to provide an overview of the draft SEQRP and to begin to identify key issues and implications for Redland City.
- **February 2017** – a further workshop was held with Councillors to review a draft submission on the draft SEQRP and identify any additional matters for inclusion. At the workshop councillors supported the refined submission being sent to the Department of Infrastructure, Local Government and Planning (DILGP).
- **March 2017** – Following the councillor workshop, the draft submission was updated to incorporate Councillor in-put and submitted to the Department of Local Government, Infrastructure and Planning (DILGP) for its consideration in finalising the SEQRP.

ISSUES

As noted above, the consultation period on the draft SEQRP closed on the 3 March 2017. Following a Councillor workshop the attached submission was lodged on the 1 March. At the workshop Councillors requested the submission be submitted to the next available General Meeting for formal Council endorsement.

STRATEGIC IMPLICATIONS

Legislative Requirements

Once finalised the SEQRP 2016-2041 will be the statutory regional plan for the SEQ region and a state planning instrument. Council will need to ensure that its planning aligns with the finalised SEQRP.

Risk Management

No risks are identified in making a submission on the draft SEQRP. The submission will ensure matters identified by Council are formally considered by the State Government in finalising the SEQRP.

Financial

There are no financial implications associated with the submission or the recommendation of this report.

People

The draft SEQRP includes a significant implementation plan and monitoring program. Part of the implementation plan and monitoring program will be dependent on input and advice from Council, however at this stage without further detail it is expected this could be achieved with existing resources.

Environmental

The draft SEQRP identifies a number of elements which seek to protect and enhance environmental values across the region. One new aspect of relevance to Redland City is the identification and protection of a major regional biodiversity corridor located within the Regional Landscape and Rural Production Area of the City. Council has supported this element of the draft SEQRP in its submission.

Social

The draft SEQRP identifies a number of elements which seek to address social and community matters across South East Queensland.

Alignment with Council's Policy and Plans

Once finalised, Council will need to ensure that its planning is consistent with the new SEQRP. Based on the draft SEQRP there will not be a need for any major changes to Council's planning framework.

CONSULTATION

The draft SEQRP has been prepared based on significant engagement with the community and a collaborative process with local government.

The draft SEQRP formal community consultation process ran from 20 October 2016 to 3 March 2017. During this time, the SEQRP drafting team held two talk to the planner sessions in the City.

Officers in Council's Economic Sustainability and Major Project Group, Planning Assessment Unit, Redland Water and Waste Group and Environment and Regulation Group have been consulted with in the drafting of the submission.

OPTIONS

The options for Council are:

- 1) To endorse the attached document as Council's formal submission on the draft SEQRP. This submission will provide a basis for further discussions with the State Government regarding the matters Council would like addressed and/or incorporated in finalising the SEQRP.

or

- 2) Noting that the submission was sent to the State Government following the Councillor workshop held on the 21 February, further refine the comments in the attached submission and re-submit to the State Government. It should be noted that because the formal consultation period ended on the 3 March, the State Government is unlikely to formally consider any additional comments or matters which were raised.

OFFICER'S RECOMMENDATION

That Council resolves to endorse the attached document as Council's formal submission on the draft South East Queensland Regional Plan 2016-2041.

Introduction

Redland City Council acknowledges and congratulates the State Government on its commitment to coordinated land use planning for South East Queensland (SEQ), provided through the draft South East Queensland Regional Plan (SEQRP) 2016 - 2041. In addition, Council recognises the significant community engagement and stakeholder collaboration undertaken to date to support the draft plan. Overall, the draft SEQRP is considered to provide a sound framework for sustainably managing growth and development within the region and Redland City over the next twenty five years.

While generally supportive of the draft SEQRP, there are a number of matters that Council believes require further review and consideration prior to its finalisation. Recognising that significant regional and sub-regional matters are being raised through a Council of Mayors submission, Council has sought to focus its submission primarily on localised matters of relevance to Redland City. These matters are further examined following an overview of the key elements of the draft SEQRP supported by Council.

Elements Supported

Specific elements of the plan that Council support include:

- The identification of the extension of the Eastern Busway to Capalaba as a future passenger transport trunk corridor and the identification of high frequency public transport services to Capalaba, Cleveland, Victoria Point and southern Redland Bay. While supportive of the identification of the future trunk corridor and future trunk services, the issues section of Council's submission seeks further details on the proposed timing of the extension of the eastern busway to Capalaba and service improvements within the City. The delivery of the eastern busway to Capalaba will provide a catalyst for investment in Capalaba and support the centre's role as a Principal Regional Activity Centre (PRAC). It will also provide a significant contribution to transforming Capalaba into one of the great places of SEQ.
- The identification of the Cleveland PRAC, Toondah Harbour PDA, Redland Research Station, Cleveland Health Precinct and adjacent industrial land as an area of economic opportunity. Council also supports the identification of the Cleveland Health Precinct as a Knowledge and Technology Precinct. Council has recently commenced a process in partnership with the Metro South Hospital Board and the Mater Private Hospital to undertake a master planning exercise of the Cleveland Health Precinct. Recognising the draft SEQRP is proposing to identify the significance of this area, and that some of the land in the surrounding area is State Government land, it would be appropriate for the relevant State Government departments to actively participate and contribute to this significant planning investigation.

- The regional activity centres network continuing to recognise Capalaba and Cleveland as PRACs. Council does however acknowledge that one of the implementation measures identified in the draft SEQRP is a review of the regional activity centres network. Council reiterates its support for the continued recognition of both Capalaba and Cleveland as PRACs and seeks commitment that any review of the centres network/hierarchy will be undertaken in partnership with local government.
- Council recognizes the population and dwelling supply benchmarks for the Redlands are based on the Queensland Treasury 2015 Edition Projections and can confirm that the City has sufficient supply of appropriately zoned land and redevelopment opportunities to accommodate the 2041 population and dwelling growth projections.
- The inclusion for the first time of indicative employment benchmarks in the draft SEQRP is welcomed; however, the issues section of Council's submission identifies some refinements that may be required to improve this new element.
- The identification of a regional biodiversity and greenspace corridors through the majority of the RLRPA portion of the City and the potential of the RLRPA to support outdoor recreation, tourism uses and a rural economy.
- The identification of Cleveland, Wellington Point, Capalaba and the townships of North Stradbroke Island (NSI) as some of the great places in the SEQ Region.
- The proposed extensive implementation actions and measures identified to support delivery of the plan.

Key Issues

Key issues that Council considers the State Government should address in finalising the SEQRP 2016 – 2041 include:

1. Identification and delivery of Infrastructure

A key concern for Redland City Council with the draft SEQRP is the limited identification and commitment to the delivery of critical infrastructure required to support the additional planned growth and development in the City. In particular, other than the identification of the Eastern busway, the draft SEQRP does not identify a number of critical projects previously identified in the 2009 SEQ Infrastructure Plan and Program, the 2011 State Infrastructure Plan and more recently, the South East Queensland Council of Mayors 2015 State Election Policy Document. Key projects no longer recognized for Redland City include:

- the Manly to Cleveland Rail line duplication;
- improved road links between Redland City to the Port of Brisbane; and
- improved road links between Redland City and the Gateway Motorway corridor.

Council maintains that these projects should be reconsidered for inclusion in the SEQRP, as they will play a critical role in improving connectivity in the Redlands and reducing congestion.

Additional detail on why Council considers the duplication of the Cleveland rail line should be identified in the SEQRP 2016-2041 is provided below.

i. Duplication of Cleveland to Manly rail line

The draft SEQRP identifies that high frequency public transport services are not warranted to Cleveland under current analysis but could be further investigated if sufficient infill development is achieved in this corridor. At this stage, no detailed analysis or justification in support of this significant change has been provided. Similarly, to date no details have been provided regarding the level of infill which would be required along the corridor for the State to reconsider its position. This is an unacceptable position for Council and further information, as consistently requested, is required to enable an informed response to be provided. Without technical justification for its removal, Council maintains the identification of the rail line as a future passenger transport trunk corridor is critical. Specific grounds for its reinstatement include:

- All recent State Government infrastructure plans and Council of Mayor infrastructure documents have consistently identified this as a key priority infrastructure project for the region and Redlands;
- The draft SEQRP regional centres hierarchy continues to recognise Cleveland as a PRAC and identifies it, the Toondah Harbour PDA and key stations along the train line as key locations to concentrate higher density infill growth. The draft SEQRP

also identifies the Cleveland PRAC, Toondah Harbour PDA, Redland Research Station, Redland Health Precinct and adjacent industry and enterprise area as an area of economic opportunity. The delivery of the Cleveland rail line duplication between Manly and Cleveland will be critical in assisting to achieve the outcomes sought for these areas and in supporting the movement of both residents and employees;

- Council’s long term strategic planning for the Cleveland PRAC has been based on the expectation and previous State Government commitments that the duplication of the Cleveland train line would be delivered. Over the last 10 years Council has seen significant take up of Medium Density zoned land around Cleveland and the Cleveland Centre Master Plan supports further significant expansion within and around the Cleveland PRAC. The duplication of the Cleveland rail line is critical to support Council’s strategic planning for Cleveland and its role and function as a PRAC;
- The duplication of the Cleveland line will support the Toondah Harbour Priority Development Area and improve accessibility to NSI. Improved accessibility and connectivity between the Brisbane CBD and NSI will be important in supporting the State Government led economic transition work for the Island;
- A significant proportion of the Redland’s work force currently travels to the CBD and to locations outside of the city for employment. Duplication of the Cleveland rail line and more frequent train services will assist with reducing the number of private vehicle trips in the City, peak hour congestion and car dependency in the Old Cleveland Road corridor.

ii) Bus Transport Infrastructure and Service Improvements

As noted earlier, Council supports the extension of the eastern busway to Capalaba being identified in the draft SEQRP, as well as the associated service improvements to Capalaba, Cleveland, Victoria Point and Southern Redland Bay. However, at this stage no details have been provided on when this infrastructure or the associated service improvements are likely to be provided. Council’s view is that this infrastructure and the service upgrades are required in the short term. In addition, to support a more efficient public transport system, key intersections on trunk corridor and service routes should be upgraded to include bus priority measures.

Council also requests that further consideration be given to the identification of a future passenger transport trunk service between Victoria Point Centre and Mount Gravatt and/or Eight Mile Plains providing a direct connection onto the South Eastern Busway. A trunk passenger service along this route would provide improved connectivity and more efficient

services for residents (particularly those in the southern part of the city) that need to travel towards the Brisbane CBD as well as south towards Springwood and Beenleigh.

2. Southern Thornlands Potential Future Growth Area

Council supports the Southern Thornlands Area being identified as a Potential Future Growth Area retained within the RLRPA and acknowledges the need for future planning of the area to be completed in the short term. Council has previously resolved at its General Meeting on 9 December 2015 to investigate this area as a potential integrated employment area and to investigate the following matters:

1. Reviewing the scope and outcomes of previous studies for the area formerly known as the Thornlands Integrated Employment Area;
2. Considering emerging opportunities for employment embracing new technology, innovation, transport and logistics in this area; and
3. Identifying opportunities for high speed internet infrastructure, strategic transport corridors connecting the area with the Gateway Arterial Road and Australia Trade Coast as well as other regionally significant employment areas to strengthen economic supply chains.

Pursuant to this resolution, economic consultants have been engaged to complete a demand and supply analysis for employment generating land in the Redlands to 2041 and provide recommendations to Council. This work is currently nearing completion and is expected to be presented to Council shortly. Once finalised, this information is likely to inform more detailed planning investigations of the area, as required by the draft SEQRP, which Council understands needs to be completed in time to inform the next 5 yearly review of the SEQRP.

3. North Stradbroke Island Economic Transition Strategy

Despite numerous requests, the draft SEQRP currently fails to recognise the State Government's economic transition package on NSI. This work is critical to the future of NSI and ensuring a smooth transition from a mining based economy to tourism. This vision and associated work should be recognised and supported through the SEQRP 2016-2041. The success and smooth transition of the NSI economy will also support the development of the Toondah Harbour PDA.

4. Southern Moreton Bay Islands

The draft SEQRP does not currently acknowledge the unique circumstances that exist on the island communities within Moreton Bay and particularly the Southern Moreton Bay Islands (SMBI) consisting of Russell Island, Macleay Island, Lamb Island, Perulpa Island and Karragarra Island. Currently, there are approximately 8000 vacant residential zoned lots across the SMBI with the potential to accommodate a population of approximately 23,000 people. The SMBI are located within the Moreton Bay Marine Park – an internationally recognised RAMSAR site. The development potential of the SMBI and its location within a

unique environmental setting presents a range of opportunities and challenges. The SMBI require a coordinated response from all levels of government to appropriately address the opportunities and challenges which should be specifically acknowledged in the metro sub-regional direction of the SEQRP. It is also noted that Figure 12 SEQ Sub-Region Mapping on page 88 currently incorrectly includes Russell Island within the Southern Sub-Region and should be included within the Metro Sub-Region.

5. Koalas in SEQ

Council understands that the Koala Expert Panel will soon be releasing its preliminary findings and recommendations on koala protection and conservation in SEQ. Recognising the importance of this issue for Redland City, Council would like to be actively involved in the consultation process and given the opportunity to consider and respond to the expert panel's findings and recommendations.

6. Employment Benchmarks

As noted earlier, Council supports the inclusion of employment benchmarks in the draft SEQRP, however, further work and refinement on this element of the draft SEQRP is required. Currently the employment benchmarks in Chapter 3 simply identify the total number of jobs by sector for the entire SEQ region and Appendix 1 identifies total sector employment in 2041 for each local government area. It is considered that further work needs to be undertaken to identify the total employment growth by sector in 5 year increments for each local government area. This needs to recognise the competitive and comparative advantages of each LGA.