

GROWTH MANAGEMENT STRATEGY

2041



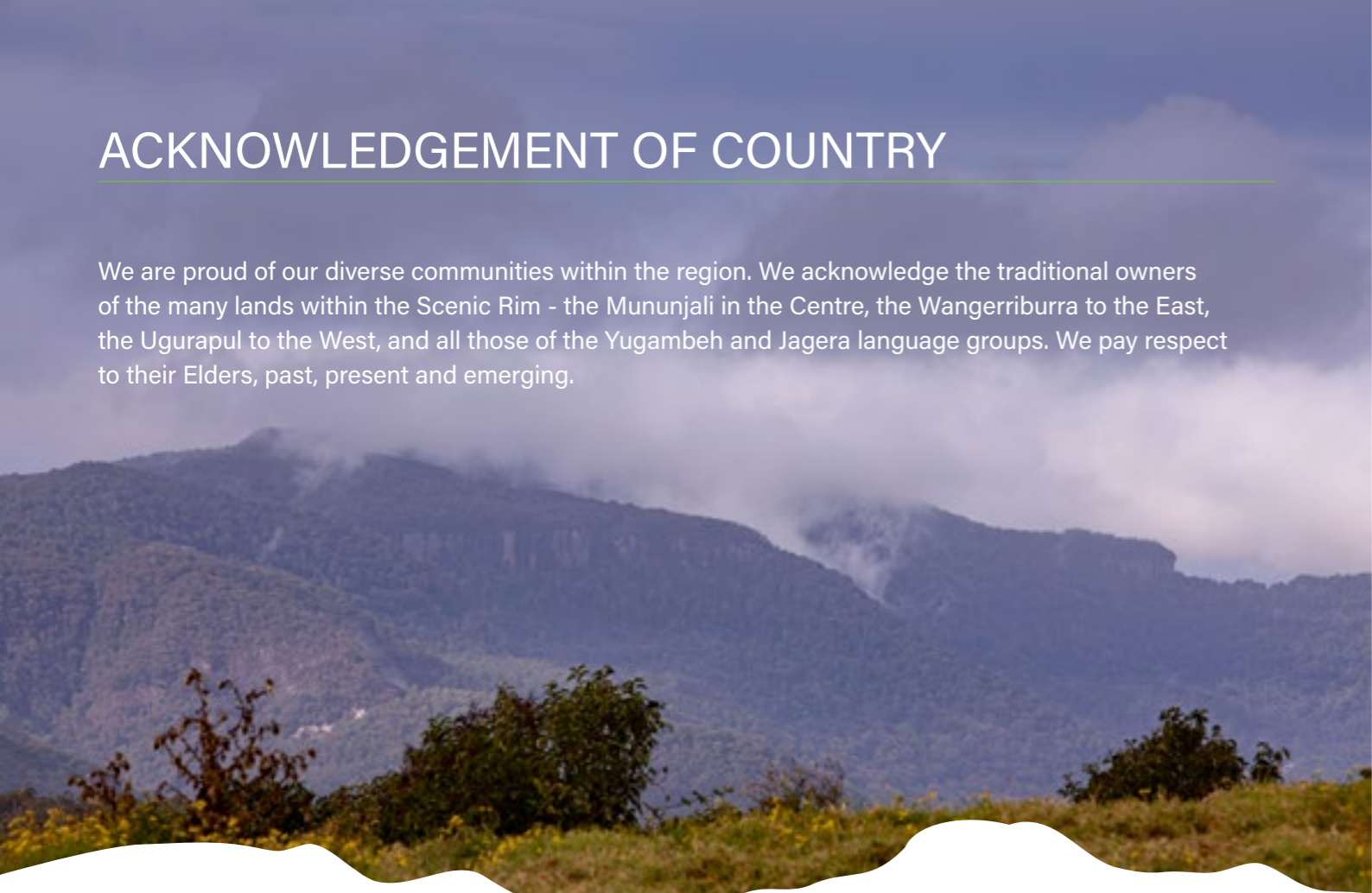
SCENIC RIM



REGIONAL COUNCIL

ACKNOWLEDGEMENT OF COUNTRY

We are proud of our diverse communities within the region. We acknowledge the traditional owners of the many lands within the Scenic Rim - the Mununjali in the Centre, the Wangerriburra to the East, the Ugurapul to the West, and all those of the Yugambah and Jagera language groups. We pay respect to their Elders, past, present and emerging.



ACKNOWLEDGEMENTS:

The Scenic Rim Growth Management Strategy was prepared by the Strategic Planning team with the assistance and support of PSA Consulting Pty Ltd and Bull & Bear Economics Pty Ltd.

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MAYOR'S FOREWORD

Our region is growing, with around 24,000 new residents expected to call the Scenic Rim home in the next 20 years. This means the Scenic Rim is projected to reach a population of over 67,000 by 2041.

The Scenic Rim Growth Management Strategy 2041 presents an evidence-based approach to managing this growth in an efficient and holistic manner, while balancing opportunities, impacts and competing priorities of Council and the community. It has also been framed in the context of the Queensland Government's

Shaping SEQ South East Queensland Regional Plan, which requires Council to plan for 11,000 additional dwellings and at least 7,609 new jobs between 2016-2041.

This strategy identifies preferred growth areas where land will need to accommodate more dwellings, in addition to those already provided through the current

Scenic Rim Planning Scheme 2020. Opportunities to provide a greater variety of residential land options and more diverse dwelling sizes and types to meet the needs of residents of all ages, lifestyles and stages of life are also identified.

Increasing land supply and housing options place our region in a strong position to achieve the dwelling supply benchmark within the Scenic Rim by 2041, while managing the needs and expectations of the community and maintaining our enviable lifestyle.

Our natural environment is also prioritised in this strategy, which proposes initiatives focused on continuing to protect our natural assets and identifying important biodiversity linkages.

Overall, sufficient land is available for new and existing businesses to grow and provide additional local jobs in the Scenic Rim to meet the basic employment growth benchmark set by the Shaping SEQ Plan. These additional jobs will present new opportunities across a range of industries and sectors and drive future development in the Bromelton State Development Area. However, this future growth and prosperity is highly dependent on the delivery of key regional infrastructure, including upgrades to the Mount Lindesay Highway, the delivery of the Bromelton East/West bypass and Inland Rail.

The Growth Management Strategy also supports the continued promotion of the region's strong agricultural and rural production industries, including opportunities for agritourism as a key generator of employment for the Scenic Rim.

Through almost two years of its development, the strategy has included extensive consultation with the Queensland Government, Urban Utilities, the Scenic Rim community and other key stakeholders.

My thanks to everyone who participated in the consultation, which has been vital in shaping the direction of growth for our region

Greg Christensen
Mayor
SCENIC RIM REGIONAL COUNCIL



EXECUTIVE SUMMARY

The Scenic Rim Growth Management Strategy 2041 has been prepared as the first region-wide Strategy of this nature, to manage the future growth needs of the Scenic Rim. The overall aim of the Growth Management Strategy is to identify the indicative scale, location and timing of future residential and employment growth within the region that is established through a strong evidence base, which includes community feedback, land use analysis and projected housing and employment needs.

The Scenic Rim has experienced steady population growth over the last decade and was home to 41,000 residents in 2016 and 44,000 in 2021¹. The Scenic Rim's population is expected to reach over 67,000 by 2041 and there is a need to plan for 11,000 additional dwellings and a minimum of 7,609 new jobs between 2016-2041 to support projected growth for the region. Council is required to ensure sufficient land is available to accommodate this growth through the *Scenic Rim Planning Scheme 2020*.

The Growth Management Strategy has been developed to inform the South East Queensland Regional Plan 2017 (*ShapingSEQ*) and is consistent with achieving the dwelling supply benchmarks and employment planning baselines outlined therein. It takes a holistic approach in demonstrating how and where such dwellings and additional jobs should be facilitated throughout the region, whilst recognising that

the provision of infrastructure is essential in supporting future growth. In particular, key upgrades to the Mt Lindesay Highway and the delivery of Inland Rail are region-shaping infrastructure that are needed to support growth within the nationally significant Bromelton State Development Area and Beaudesert more broadly.

The Growth Management Strategy has determined that the current *Scenic Rim Planning Scheme 2020* has adequate zoned land to meet the dwelling supply benchmarks and employment planning baselines identified within *ShapingSEQ*. However, given slower residential development take-up than predicted since 2016, and the fragmented nature of residential-zoned land, the need for areas of additional and rezoned land for dwellings is identified in order to deliver a realistic and practical planning framework to achieve the dwelling supply benchmark of 11,000 dwellings between 2016 and 2041. The proposed approach seeks to increase the planned dwelling supply to approximately 15,000 dwellings to facilitate the uptake of more diverse development opportunities for housing in a range of locations and to provide market flexibility. Providing additional zoned land for residential purposes will not only offer more realistic opportunities to meet the dwelling supply benchmark, but also present greater opportunities for housing diversity and choice to meet the changing needs and lifestyles of the Scenic Rim community.

The unique and diverse growth issues for key localities within the region have also been considered and the Growth Management Strategy addresses outstanding matters that were raised through the public consultation conducted on the *Scenic Rim Planning Scheme 2020*, particularly in addressing the future growth management of Tamborine Mountain and Tamborine.

The Growth Management Strategy also presents a need for the *ShapingSEQ* to take a different approach in addressing the growth potential of Scenic Rim's many rural towns and villages which are currently located within the Regional Landscape and Rural Production Area. A revised planning framework led by the *ShapingSEQ* is required in order to practically support the future sustainable growth of rural towns and villages within the South-East Queensland Region.

It is important that growth in the Scenic Rim is supported by the provision of the associated infrastructure, transport networks, community facilities, open space and environmental areas needed to sustainably achieve that growth. The Growth Management Strategy therefore makes recommendations that seek to address further alignment with Council and Queensland Government led infrastructure planning, including the need to review the Local Government Infrastructure Plan and identifies the need to prepare a Transport Strategy.

A key implementation action of the Growth Management Strategy is to identify and protect important biodiversity corridors and linkages and update the Matters of Environmental Significance in the Planning Scheme. This initiative is prioritised over amendments to the Planning Scheme involving the rezoning of rural land for residential purposes and infill subdivision at Tamborine and Tamborine Mountain. This will ensure that further growth is informed by this new information and will contribute to the protection and enhancement of important environmental attributes.

The Growth Management Strategy aims to protect the region's outstanding natural and environmental features and strong agricultural base and provide important tourism, recreation and employment opportunities. The Scenic Rim is positioned to accommodate future growth in housing and employment, whilst maintaining the attributes that enable residents to continue to enjoy relaxed living and a rural lifestyle, that sets it apart from much of South East Queensland.

¹ Bull and Bear Scenic Rim Housing Needs Assessment, Scenic Rim Regional Council, 11 August 2022



1. OVERVIEW

1.1 Why do we need a Growth Management Strategy?

The Scenic Rim has experienced steady population growth over the last decade and was home to 41,000 residents in 2016, which increased to 44,000 in 2021. The Scenic Rim's population is expected to reach over 67,000 by 2041 and there is a need to plan for 11,000 additional dwellings and a minimum of 7,609 new jobs between 2016-2041 to support projected growth. Through the *Scenic Rim Planning Scheme 2020*, Council is required to ensure sufficient land is available to accommodate this growth.²

It is important that this growth is thoughtfully planned and delivered in an efficient and holistic manner, balancing opportunities and impacts and competing priorities.

To achieve this, Council is preparing the *Scenic Rim Growth Management Strategy 2041* (Growth Management Strategy).

The Minister's conditions of approval for the adoption of the *Scenic Rim Planning Scheme 2020* also required Council to ensure the *Scenic Rim Planning Scheme 2020* advances the outcomes of *ShapingSEQ* through the preparation of a Growth Management Strategy.

1.2 Minister's Condition and Advice

On 3rd January 2020, Cameron Dick MP, Minister for State Development, Manufacturing, Infrastructure and Planning approved Council to adopt the proposed Scenic Rim Planning Scheme 2020 subject to conditions. The following condition was relevant to the preparation of a growth management strategy for the Scenic Rim region:

The council should prepare a subsequent amendment package to the proposed planning scheme to advance the outcomes of ShapingSEQ and ensure the outputs of the council's proposed growth management strategy are reflected.

In considering the limitation of subdivision on Tamborine Mountain and the need to resolve any impacts through the undertaking of a Growth Management Strategy, the Minister advised:

Undertake the proposed growth management strategy as a priority to determine any impacts from the proposed change to limit further subdivision on Tamborine Mountain³ on the achievement of the dwelling supply benchmarks with the results informing a future amendment to the proposed planning scheme if required.

1.3 What does the Growth Management Strategy do?

The Growth Management Strategy provides a planning framework to guide and manage the growth of the Scenic Rim region to 2041. The Growth Management Strategy identifies the indicative scale, location and timing of future residential and employment growth within the region based on community feedback and needs.

The Growth Management Strategy is supported by extensive analysis and an evidence base which addresses housing needs, employment lands, growth assumptions, emerging trends, constraints and opportunities. This work has informed the preparation of the Growth Management Strategy and provides the basis upon which policy recommendations have been made for the future growth of the region.

The Growth Management Strategy:

- guides future actions, including amendments to the *Scenic Rim Planning Scheme 2020* and the Local Government Infrastructure Plan. These are subject to the plan making and amendment processes under the *Planning Act 2016*; and
- outlines implementation strategies that include ongoing advocacy for State-led infrastructure and the *ShapingSEQ* changes to support the growth of the region.

1.4 Timeframes of the Growth Management Strategy

The Growth Management Strategy addresses the region's growth needs between 2016 and 2041, which aligns with the timeframes of the current *ShapingSEQ*. It will be reviewed periodically, - including in response to updated population projections, the review of the *ShapingSEQ* and the 2026 Census, to ensure that the growth policies developed remain relevant and appropriate to respond to community needs.

1.5 Purpose of the Growth Management Strategy

The Growth Management Strategy addresses the current and emerging strategic planning issues for the management of growth within the region, including updating Council's long term land use, environment, economic and infrastructure policy for the future sustainability and prosperity of the Scenic Rim region.

The Growth Management Strategy informs the upcoming review of the *ShapingSEQ* around dwelling supply benchmarks, employment planning baselines, and areas identified for future residential growth, as part of ongoing consultation with the Queensland Government. Other SEQ and nation-wide growth opportunities that can be informed by the Growth Management Strategy include the implementation of the South East Queensland CityDeal and the Olympics and Paralympic Games in 2032.

As a formal adopted policy position of Council, the Growth Management Strategy provides policy direction to progress implementation actions and identify areas for future review.

1.6 Growth Management Strategy Planning Principles

The Growth Management Strategy supports the delivery of a diverse range of housing types and sizes to help address affordability and changing demographics in accordance with the requirements of the Queensland Government's *State Planning Policy 2017*. This includes an ageing population, growth in single-person households and the increase in couples and single parents with older children.

The Growth Management Strategy supports the provision of a range of employment and job opportunities within the region, which are appropriately located and respond to the region's existing and emerging employment sectors. Key to increasing employment within the region, is the activation of the Bromelton State Development Area (SDA). However, the Growth Management Strategy supports the delivery of over 7,600 new jobs, exclusive of the employment opportunities to potentially be provided by the SDA.

The Growth Management Strategy is supported by a series of planning principles, as outlined in Table 1 Growth Management Strategy Planning Principles.

³ In response to submissions received on the consultation draft, it was determined by Council that further examination of the proposed policy for residential subdivision would be undertaken prior to any policy that supported infill subdivision. As such, the second consultation draft Scenic Rim Planning Scheme 2020 precluded the creation of additional lots on Tamborine Mountain.



Figure 1: Scenic Rim Population and Employment 2016-2041

² The South East Queensland Regional Plan 2017 (*ShapingSEQ*), outlines that the region's population is expected to reach 62,000 by 2041. *ShapingSEQ* identifies a need for 10,000 additional dwellings and a minimum of 7,609 new jobs between 2016-2041 to support projected growth for the Scenic Rim. *ShapingSEQ*'s dwelling supply benchmark of 10,000 new dwellings has been adjusted in the Growth Management Strategy to reflect the 2018 Queensland Treasury dwelling projections (medium series).

The 2018 dwelling projections were created in association with the Queensland Government revised population projections (2018 edition) which estimate Scenic Rim's population to reach over 67,000 by 2041. Under the 2018 dwelling projections, the Scenic Rim LGA is projected to experience an increase of 11,000 dwellings between 2016 and 2041.

³ The first consultation draft of the Scenic Rim Planning Scheme 2020 that was made available for community consultation in late 2018 provided for rural-residential infill subdivision with a minimum lot size of 3000m² in the Rural Residential Zone (Where no precinct applies) and 1ha in the Rural Residential Zone (Rural Residential A Precinct). The Minister had endorsed this version of the draft Planning Scheme for public consultation on the basis that it aligned with state interests, including the State Planning Policy and South East Queensland Regional Plan.

Table 1 - Growth Management Strategy Planning Principles

NO.	PRINCIPLE
Settlement Pattern	
1	Principle #1 Development achieves an orderly, integrated and efficient settlement pattern and is sequenced in a logical way which ensures the necessary supply of appropriately zoned, planned and serviced land for centres and industrial growth and supports consolidation in appropriate locations.
	Principle #2 Development within identified growth areas complements planning and development outcomes in existing population areas and includes more compact forms of housing in appropriate locations.
	Principle #3 Development within urban areas provides for high quality designed housing diversity and choice, and a range of allotment sizes and densities relevant to a rural based environment on the periphery of larger metropolitan areas.
	Principle #4 Development supports the projected housing needs of the community through ensuring that a range of housing options are available for residents to continue living in their local communities through all stages of life.
	Principle #5 Development in new neighbourhoods promotes a strong sense of place and unique lifestyle and is master planned, climate-responsive and provides a point of difference in terms of urban form and character, which distinguishes it from other growth areas in SEQ.
	Principle #6 Development co-locates new residential areas with high quality roads, footpaths and an active transport network which provide access to employment, community facilities, schools, childcare centres and local shops and services.
	Principle #7 Development is managed to ensure the long term sustainability for the region and protects key areas from urban encroachment, preserving the region's unique natural and rural production assets.
	Principle #8 Development in the Scenic Rim's diverse rural towns and villages enhances their unique sense of place, protects significant local heritage and streetscape character, and ensures the ongoing sustainability of these localities.
Economic and employment	
2	Principle #9 Development provides for long term, sustainable and diverse employment choices across a wide variety of sectors, leveraging the region's existing and future infrastructure and industries, particularly within the Bromelton SDA and the Beaudesert Enterprise Precinct.
	Principle #10 Development supports evolving and emerging employment sectors and industries and supports the retention and expansion of existing businesses, as well as external investment into the region to capitalise on the region's advantages.
	Principle #11 Development provides for the protection, enhancement and expansion, where appropriate, of the region's existing and future economically significant areas, including the Principal Rural Activity Centre of Beaudesert and the Major Rural Activity Centre of Boonah, supported by a network of other centres and key agricultural/rural production and industrial areas.
	Principle #12 Further investment and business activity, including tourism, is supported through measures that enhance the streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.
Community Facilities and Services	
3	Principle #13 Development delivers strong community foundations and supports improved health and wellbeing outcomes by providing essential facilities and services infrastructure to meet the needs of the local community, including the growing older population, children and people with disabilities.
Biodiversity	
4	Principle #14 Development facilitates the achievement of ecological sustainability by protecting, maintaining and enhancing biodiversity, habitat features and ecological functions.
	Principle #15 Matters of Environmental Significance are protected, maintained and enhanced and/or regenerated through connectivity and linkages. The local and regional network of ecological corridors, linkages and stepping stones, increases connectivity to conservation areas, including World Heritage Areas.
	Principle #16 Development protects, maintains and enhances native vegetation, urban vegetation and habitat trees to retain biodiversity and increase resilience to climate change.

NO.	PRINCIPLE
Open Space	
5	Principle #17 Development provides a range of functional open space and recreation opportunities to service the needs of residents, including provision of and/or contribution towards a range of local, district and regional parks.
Climate Change	
6	Principle #18 Land use planning policy ensures new development is resilient to the effects of climate change, including the effects of bushfire, drought, flooding and heatwaves.
Aboriginal Cultural Heritage	
7	Principle #19 Development does not have adverse impacts on any place that has cultural heritage significance to the Traditional Owners of the land. Note: All future development affecting identified places of indigenous cultural heritage significance is required to be carried out in accordance with the latest version of the Aboriginal Cultural Heritage Act 2003 duty of care provisions.
Infrastructure	
8	Principle #20 Development infrastructure and service networks are provided in a coordinated, environmentally responsible and cost-effective sequence, including the adequate provision of: a) Water supply b) Wastewater c) Transport networks d) Stormwater infrastructure e) Open space and recreation facilities f) Community facilities
Sequencing	
9	Principle #21 Development sequencing responds to the logical and most efficient and cost-effective servicing of infrastructure, utilising latent network capacity where possible.
	Principle #22 Long term land use policy supports and enables region shaping and regionally significant infrastructure projects, which is critical in achieving the strategic vision for growth in the region.
	Principle #23 Development is prioritised in locations which have direct access to and/or will directly benefit from the provision of infrastructure (including planned trunk infrastructure) through appropriate land use initiatives.
Planning Framework	
10	Principle #24 The planning framework facilitates the dwelling supply benchmarks and employment planning baselines for Scenic Rim set by the <i>ShapingSEQ</i> , providing a clear intent and strategy for the future development of land which must be able to be serviced and provides a long term direction for growth beyond the current planning horizon.
	Principle #25 Development aligns with the overall economic strategy for the region and improved employment self-containment for the region.
	Principle #26 Development is managed to ensure a feasible hierarchy of centres is maintained and enhanced in accordance with the Strategic Framework of the Planning Scheme and the <i>ShapingSEQ</i> .
	Principle #27 Development contributes to an overall growth management strategy for the Scenic Rim region, which maintains the natural and scenic character that uniquely defines the Scenic Rim region.
	Principle #28 Development is delivered in a manner that ensures the long-term financial sustainability of Scenic Rim Regional Council.
	Principle #29 Development is delivered through clear, robust, transparent planning and statutory processes.
	Principle #30 Development delivered in accordance with the Growth Management Strategy is supported and facilitated through subsequent development assessment processes and future <i>Scenic Rim Planning Scheme 2020</i> amendments including a review of the Local Government Infrastructure Plan.



1.7 Key Growth Management Strategy Policy Directions

The Growth Management Strategy addresses key policy directions for the management of future growth within the region. This includes:

1. The primacy of the Bromelton State Development Area as a regionally significant industrial employment area, that will catalyse growth opportunities for Scenic Rim;
2. Planning for employment growth to offer greater opportunities for people to both live and work within the region, which meets the projected needs;
3. Providing greater housing choice, supply and diversity to meet the dwelling supply benchmarks provided within the *ShapingSEQ*, including meeting the needs of small households, catering for ageing in place and the provision of more small dwellings;
4. Protection and promotion of the region's key economic sectors, including agribusiness and tourism;
5. The role of each study area in contributing to the region's overall dwelling supply benchmarks;
6. Updating *Matters of Environmental Significance* and identifying and implementing additional opportunities in the Planning Scheme to support movement of fauna in the region through biodiversity linkages that further protect and enhance the region's natural assets and biodiversity;
7. Promoting opportunities for the continued sustainability and vibrancy of the Scenic Rim's rural townships and villages;
8. Ensuring growth is supported by community infrastructure through continuing Council-led initiatives and strong coordination with state agencies, to guide prioritised provision and development of community facilities to meet the diverse and changing needs of the Scenic Rim community;
9. Consolidating Beaudesert's role as the Principal Rural Activity Centre for the Scenic Rim and its suitability in accommodating the majority of population and employment growth, which continues to be the primary focus of business activity and the highest concentration of higher density residential development within the region, supported by the Bromelton State Development Area;
10. Ensuring that development continues to result in a point of difference in neighbourhood character and residential built form, in a way which uniquely defines the relaxed living and rural lifestyle choices offered by the Scenic Rim within the SEQ region;
11. Protection of local heritage and character values; and
12. Provision of greater accessibility and connectivity to the region, including improved transport accessibility, road and rail accessibility and digital connectivity.

1.8 How the Growth Management Strategy was prepared

1.8.1 GROWTH MANAGEMENT STRATEGY METHODOLOGY AND KEY ELEMENTS

The Growth Management Strategy is supported by the preparation of:

- **A Project Management Plan** - which provides a comprehensive framework to effectively manage the preparation and delivery of the Growth Management Strategy, to address a contemporary policy position for management of growth within the Scenic Rim region;
- **Baseline Investigations** - which establish the important context and detailed technical background information informing the preparation of the Growth Management Strategy. The baseline investigations were conducted to inform the capacity of the Scenic Rim to achieve the dwelling and employment benchmarks of the *ShapingSEQ*. These investigations included:
 - » an analysis of the key drivers of change;
 - » determination of planning constraints;
 - » identification of key planning matters, including legislative requirements such as the *ShapingSEQ*;
 - » identification of existing and future infrastructure networks;
 - » environment and heritage matters; and
 - » an assessment of matters affecting the sustainable growth of the region's rural towns and villages.
- **Residential and employment land supply calculations** - to verify the theoretical land supply and capacity available within the region to accommodate future residential and employment growth and to help determine whether more land is required to accommodate such projected growth;
- **A Housing needs assessment** - which assesses and considers the housing needs for the Scenic Rim, by providing an evidence base to inform policy decisions around future dwelling growth and location, types of dwellings etc.;
- **An Employment lands analysis** - which assesses and considers whether the Scenic Rim has sufficient existing zoned land available to accommodate the *ShapingSEQ* employment benchmark of 7,609 new jobs between 2016 and 2041; and
- **A Consultation Report** - which provides details of the consultation activities that informed the Growth Management Strategy, including the outcomes of the community consultation undertaken in early 2021 and the consultation on the draft Growth Management Strategy undertaken in early 2022.

These supporting reports and investigations have assisted in informing the Growth Management Strategy by providing a strong evidence base for the recommendations.

1.8.2 COMMUNITY VIEWS

Community and stakeholder engagement has been invaluable in the development of the Growth Management Strategy.

In accordance with the GMS Stakeholder Engagement Strategy adopted by Council on 9 March 2021, the community and stakeholder engagement was undertaken in three phases. Each phase provided an opportunity for stakeholders to inform and influence the proposed growth strategies and their implementation. The consultation activities applied the International Association for Public Participation (IAP2) spectrum engagement approach, which was to 'inform', 'consult' and 'involve' stakeholders in planning for growth in the Scenic Rim.

A growth management strategy is not a planning instrument made under the *Planning Act 2016* and there are no statutory requirements for public consultation. Council therefore had the opportunity to develop consultation activities that offered flexible options to provide feedback within timeframes that were tailored to the project and coordinated with other priority Council projects.

The consultation process provided Council the opportunity to raise public awareness and understanding of the population, housing and employment growth anticipated for the region over the next 20 years within the context of the *ShapingSEQ* South East Queensland Regional Plan 2017 (*Shaping SEQ*) and the population projections for the Scenic Rim produced by the Queensland Government. The draft Growth Management Strategy provides an holistic summary of the constraints, legislative requirements and competing interests that need to be considered and balanced when planning for the growth of the region.

Community consultation on the draft Growth Management Strategy was undertaken between 2 February and 27 March 2022 and the overall response to the public consultation of the draft was strong and consistent with similar Council-led consultation on town planning documents. A total of 527 submissions were received from stakeholders, predominantly comprising Scenic Rim residents from a variety of locations in the region and the consultation page on Council's website was viewed around 1,400 times. A good cross section of the various communities in the Region were represented in the feedback.

Communicating the complexities of planning policy for urban growth in the legislated planning framework continues to be a challenging aspect of community and stakeholder engagement. Notwithstanding, community consultation on the draft Growth Management Strategy was invaluable in gaining an understanding of community concerns about growth in the Scenic Rim and informing the further refinement of the proposed growth strategies and their implementation.

The outcomes of the targeted stakeholder engagement and public consultation are provided in the supporting Consultation Report.

1.8.3 STATE GOVERNMENT AND OTHER AGENCY INVOLVEMENT

Council has continued to liaise with relevant agencies throughout the preparation of the Growth Management Strategy. This has included consultation with the Department of State Development, Infrastructure, Local Government and Planning, Department of Transport and Main Roads, Urban Utilities, Seqwater, Department of Housing, Communities and Digital Economy and Department of Agriculture and Fisheries.

2. SCENIC RIM CONTEXT

2.1 Regional context

The Scenic Rim region is located in South East Queensland and is approximately 50km south of the Brisbane Central Business District (CBD), 20km west of the Gold Coast CBD and 18km south of the Ipswich CBD. Covering 4,251.6km² in area, the region extends from Peak Crossing and Gleneagle in the north, to the New South Wales border in the south, and from Tamborine Mountain in the east, to Cunningham's Gap in the west.

The region consists of a diverse range of landscapes including rich agricultural and grazing lands, waterways and waterbodies, World Heritage listed National Parks and urban and rural living environments. The landscape is framed by the Main and Macpherson Ranges and comprises large tracts of remnant vegetation and has significant biodiversity values. It provides important recreational and tourist areas to residents, the broader South East Queensland community and its visitors. The region incorporates the catchments for four major South East Queensland river systems, being the Bremer, Logan, Albert and Coomera Rivers.

The region provides vital rural production, biodiversity, air quality, water catchments and landscape amenity to the rapidly growing greater region of South East Queensland. The maintenance of these qualities therefore, is a fundamental objective of planning for the future of the region. The region has three primary settlements at Beaudesert, Boonah and Tamborine Mountain, and many unique rural townships and villages.

The Brisbane to Sydney railway corridor and two interstate highways pass through the region. The Bromelton State Development Area (SDA), located along the Sydney-Brisbane rail corridor, will provide for a regionally significant industrial area. Key strategic infrastructure to support development and growth both within Bromelton and the region more broadly is under construction, including the Mount Lindesay Highway upgrade and the NBN roll out. Inland Rail is progressing through the planning and investigation process.

The ShapingSEQ identifies the following growth management considerations for the Scenic Rim region:

Table 2 – ShapingSEQ 2017 – Relevant Matters for Scenic Rim

ShapingSEQ Matter	Relevant Provisions/Projections/Baselines	
Population (projection)	41,000 – 2016	
	67,506 – 2041	
	Additional 26,506 population	
Dwellings (benchmark)	0 consolidation	
	11,000 expansion	
Employment areas (baselines)	14,171 – 2016	
	21,780 – 2041	
	Additional 7609 jobs – by sector.	
Expansion Areas	Beaudesert	
Principal Rural Activity Centre	Beaudesert	
Major Rural Activity Centre	Boonah	
Regional Economic Cluster (REC)	Bromelton SDA	
Key Regional Infrastructure	<ul style="list-style-type: none"> • Southern Freight Rail Corridor (part of the Melbourne to Brisbane Inland Rail project), connecting the western rail line near Rosewood to the interstate railway near Bromelton. ▪ Bromelton North-South Arterial Road, as part of the Mount Lindesay Highway upgrade. ▪ Melbourne to Brisbane Inland Rail. 	
	Key Regional Infrastructure Links	▪ Mt Lindesay Highway
		▪ Cunningham Highway
▪ Beaudesert-Nerang Road		
▪ Brisbane-Sydney Rail		
Potential Future Growth Areas (PFGA)*	▪ Mundoolun (part)	
	▪ Beaudesert East	

* In accordance with the *ShapingSEQ*, these areas are not required to accommodate the dwelling supply benchmarks or employment planning baselines of the *ShapingSEQ*. The intent is to protect their future potential, not to promote or support their investigation for urban purposes during the life of the *ShapingSEQ*, unless the Queensland Government's SEQ Growth Monitoring Program indicates there is an inadequate land supply and the benchmarks or baselines may not be accommodated in the Urban Footprint.

2.2 Strategic Vision

The strategic vision of the Growth Management Strategy aligns with the Strategic Vision of the Scenic Rim Planning Scheme 2020, which is reproduced below:

In 2041, the Scenic Rim remains a network of unique and vibrant towns and rural villages embedded in a scenic, productive and sustainable landscape. The region has grown by approximately 22,000 to reach a population of around 62,000. Most of the growth has occurred as a result of planned urban expansions of Beaudesert and to a lesser extent Boonah, Canungra, Kalbar and Kooralbyn. However, Peak Crossing, Harrisville, Aratula, Mount Alford and Rathdowney have also experienced growth within their existing township boundaries and are flourishing as rural townships, each with a distinctive and unique character. The region is widely recognised and appreciated as a natural and rural based destination for the urbanised areas of South East Queensland.

Residents enjoy a high quality lifestyle in self-reliant communities that provide a choice of quality local food, products, services and recreation opportunities. The community supports sustainable farms, businesses and industries that are compatible with the environment and lifestyle, while providing rewarding employment and opportunities for growth.

Residents prosper from the productive farmland, stunning natural environments and character filled towns and villages, which attract tourists and visitors to the region. Natural resources such as productive agricultural land, biodiversity areas, water supply and extractive resources are protected and used sustainably.

Our traditional owners continue to be engaged to ensure their cultural knowledge and connections to the land inform the planning for communities and the sustainable management of natural assets and natural economic resources.

The region is an inclusive, caring and creative environment with healthy and active residents and provides a safe and nurturing environment for children and families. Development in the region has:

1. retained the lifestyles afforded by the diverse urban, rural, acreage, townships and mountain communities;
2. maintained rural production as the foundation of the region's economy, whilst having protected the region's natural assets and rural amenity;
3. protected and enhanced the natural beauty, environment, natural resources and rural landscapes;
4. retained and strengthened the heritage character and community pride experienced in towns and villages through carefully managed development;
5. provided a range of additional housing options with a high level of accessibility to the town and village centres, services, recreation and open space; and
6. facilitated local employment, better services and infrastructure and promoted self-containment and economic development opportunities across the region.

The region's towns and villages are supported by a range of open space, sport and recreation, cultural and other facilities that contribute to a healthy and active lifestyle and engaged residents. Development has ensured that our communities each celebrate an individual character, identity, history and culture, yet maintain an inherent connection to form a strong regional identity and sense of belonging as part of the Scenic Rim region.

2.3 The study areas

While addressing the Scenic Rim region as a whole, particular focus is given to the areas in the region which will accommodate the overwhelming majority of the area's population, employment and dwelling growth. Eleven study areas have been identified which form the basis of the Growth Management Strategy. The study areas are generally locations within the Scenic Rim that are in Urban Footprint or Rural Living Areas in the *ShapingSEQ*.

STUDY AREAS

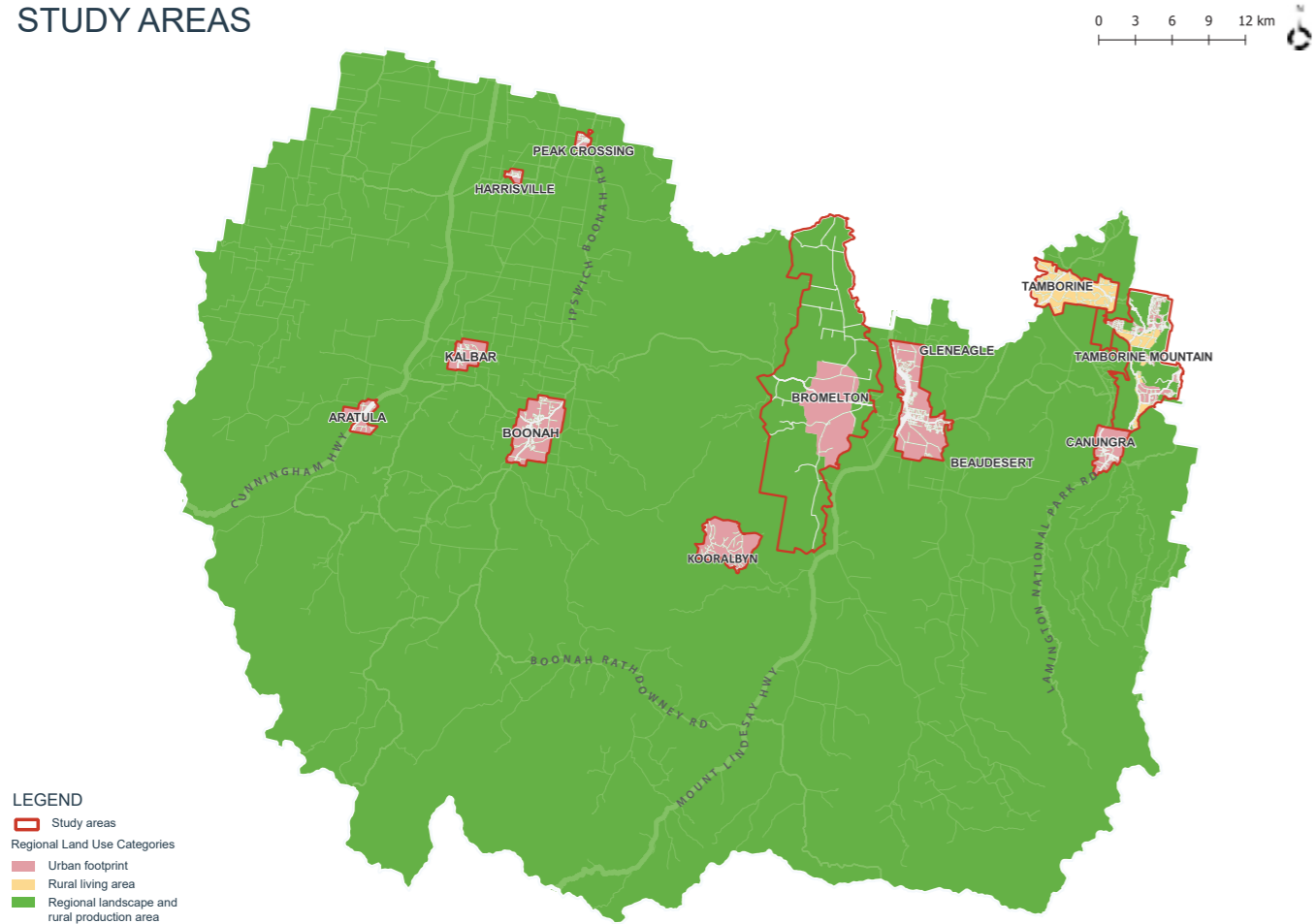


Figure 2: GMS Study Areas

Note:

1. The entire Bromelton SDA is identified as a study area, which extends beyond the Urban Footprint.
2. Beaudesert and Gleneagle are identified as a single study area as they share an Urban Footprint area and infrastructure and services.
3. Due to the fragmentation of the Urban Footprint and Rural Living Area on Tamborine Mountain, and the need to consider the location holistically, the study area boundary incorporates land identified as 'Mountain Community' in the existing **Strategic Framework Map SFM-01: Communities and Character** in the Planning Scheme.

Rural towns and villages which are not captured within the eleven study areas or by the criteria identified above, are designated within the Regional Landscape and Rural Production Area (RLRPA) of the *ShapingSEQ*. The Growth Management Strategy considers the role of these rural localities in the growth of the Scenic Rim region.

2.4 Relationship between the Growth Management Strategy and the Planning Scheme

The *Scenic Rim Planning Scheme 2020* establishes the current context and vision for the region in terms of population growth, character and settlement patterns, employment, infrastructure provision, community facilities, natural features and environmental management. The existing network of towns and villages is well established and the Growth Management Strategy supports this, as the Planning Scheme contains key policies which remain current in setting the future growth direction for the region. These policies are also aligned to the sub-regional narrative contained within the *ShapingSEQ*.

The Planning Scheme is a 'living' policy that is amended over time to respond to the changing nature of growth and development, reflect new requirements and information. The Growth Management Strategy articulates or further refines some policy positions for growth management within particular locations or related to particular issues, as a means of advancing the contemporary vision of the Planning Scheme for the future pattern of growth for the Scenic Rim. These new policies for the management of growth will require future Planning Scheme amendments to ensure alignment, in addition to a range of other strategies and actions.

2.5 Scenic Rim Planning Scheme 2020

Table 3 below provides a summary of the key growth management aspects for the Scenic Rim, based on the current Scenic Rim Planning Scheme 2020.



Table 3 - Summary of Scenic Rim Growth Management Matters

Planning Scheme Matter	Relevant Provisions
Population	<ul style="list-style-type: none"> Over 67,000 – 2041 Additional 26,506 population (between 2016 and 2041)
Urban Areas	<ul style="list-style-type: none"> Beaudesert Boonah Canungra Kalbar Kooralbyn
Townships	<ul style="list-style-type: none"> Aratula Peak Crossing Harrisville Mount Alford Rathdowney Roadvale Tamborine
Mountain Community	<ul style="list-style-type: none"> Tamborine Mountain
Centres	<ul style="list-style-type: none"> Major Centres – Beaudesert District Centres – Tamborine Mountain (North Tamborine), Boonah Local Centres – Kooralbyn, Kalbar, Canungra Neighbourhood Centre - Beaudesert East and Tamborine Mountain Township – Aratula, Peak Crossing, Harrisville, Mount Alford, Rathdowney, Roadvale, Tamborine, Beechmont Future Neighbourhood Centre – Beaudesert South
Employment areas	<ul style="list-style-type: none"> Significant role that agriculture and rural production agriculture plays in employment for the region Potential for the Bromelton State Development Area (SDA) to be an industrial area that has regional, state and national significance, providing for: <ul style="list-style-type: none"> » large-lot industrial uses requiring direct access to the national standard-gauge rail network » freight and logistics operations (major intermodal freight terminal) » medium- and large-scale manufacturing and warehousing activities with road and/or rail requirements » industry support services, freight and logistics/transport servicing depots » high-impact and difficult-to-locate industries that require separation from non-industrial uses due to the potential for off-site impacts (in the Special Industry Precinct).
Planned Urban Expansion Areas	<ul style="list-style-type: none"> Primarily Beaudesert To a lesser extent: <ul style="list-style-type: none"> » Boonah » Canungra » Kalbar » Kooralbyn Rural townships: <ul style="list-style-type: none"> » Peak Crossing » Harrisville » Aratula
Investigation Areas	<ul style="list-style-type: none"> Beaudesert Tamborine
State Development Area	<ul style="list-style-type: none"> Bromelton SDA
Key Resource Areas	<ul style="list-style-type: none"> Bromelton Mundoolun Connections Sands Cryna Erin View Kangaroo Mountain Markwell Creek Yore Road Mount Walker
Industry (other than Bromelton)	<ul style="list-style-type: none"> Aratula Boonah Beaudesert Kooralbyn
Rail Infrastructure	<ul style="list-style-type: none"> Existing Brisbane-Sydney Rail Line (part of Melbourne to Brisbane Inland Rail) Future rail (connecting the western rail line near Rosewood to the interstate railway near Bromelton) Rail Investigation Network
Key Road Infrastructure	<ul style="list-style-type: none"> Cunningham Highway Mount Lindesay Highway Beaudesert-Nerang Road Beaudesert-Boonah Road Boonah-Fassifern Road Warrill View-Peak Crossing Road Boonah-Rathdowney Road Ipswich-Boonah Road Tamborine Mountain Road Beaudesert-Beenleigh Road Waterford-Tamborine Road

2.6 Constraints informing land use policy in the region

A series of 'hard' constraints to development are detailed within the Housing Land Supply and Constraints Methodology supporting document. The constraints methodology provides spatially mapped elements derived from the *Scenic Rim Planning Scheme 2020* and the Queensland Spatial Catalogue for Matters of State Environmental Significance. The growth strategies are informed by a single dissolved constraints map layer that comprises each element which is used to determine the developable land, that is, the land area (square metres) that remains once the constraints have been removed.

The dissolved constraints map is shown below and includes the following items and their map elements:

- Koalas
- Flood
- Water and Wastewater Infrastructure
- Slope
- Landslide
- Key Resource Areas
- Aviation and Defence
- Heritage
- Streams and Dams
- Agriculture
- Local Biodiversity
- Matters of State Environmental Significance
- Matters of National Environmental Significance

A more detailed application of how the dissolved constraints map layer is used to inform growth within the Growth Management Strategy is illustrated in each of the individual study area strategies and maps within section 9 of this report.

CONSTRAINTS MAP

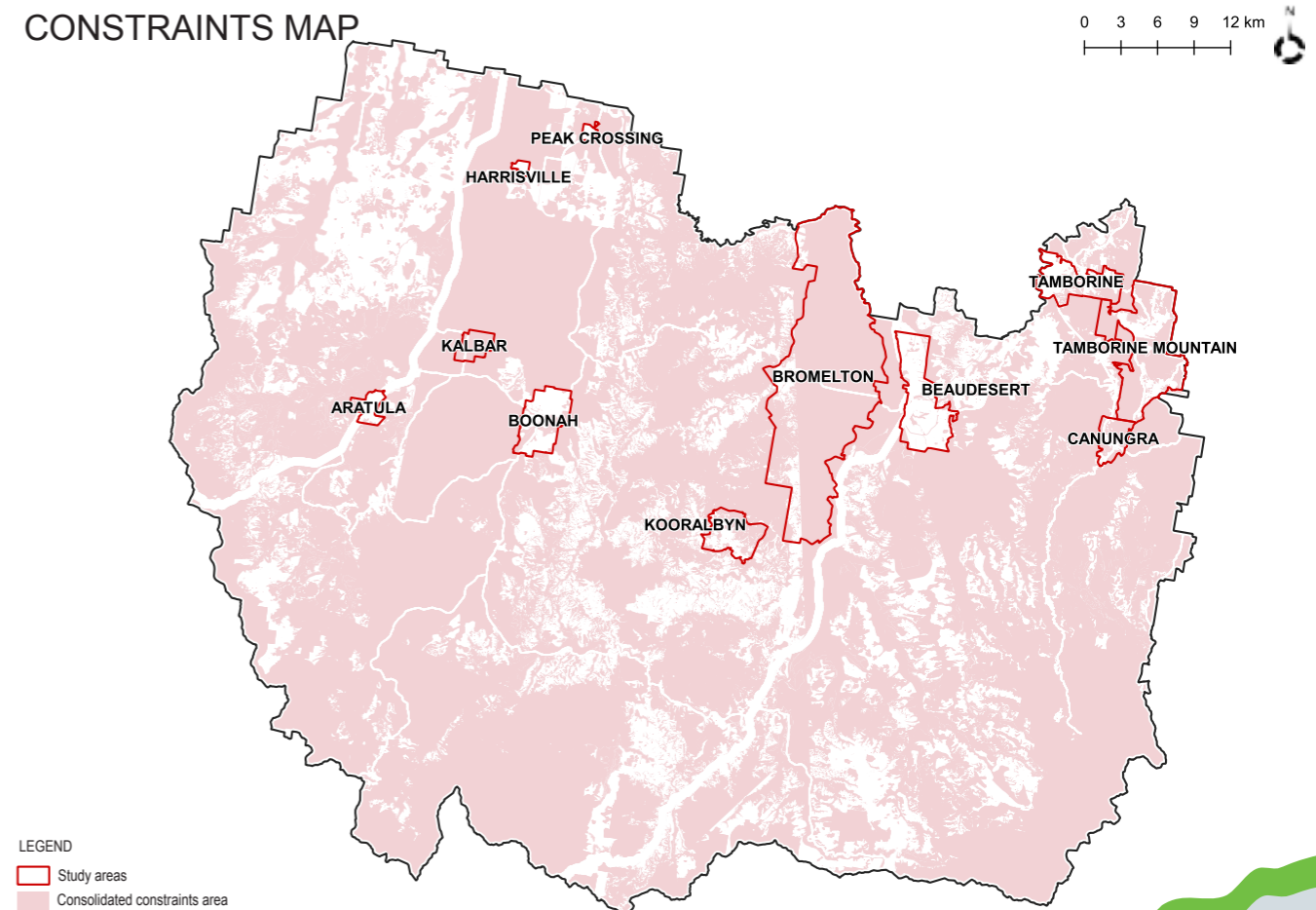


Figure 3: Consolidated Constraints Map

3. DRIVERS OF CHANGE

The Growth Management Strategy has been developed as a realistic and deliverable plan that is based around the Scenic Rim's unique features comprising a range of rural towns and villages against a backdrop of outstanding natural and World Heritage values, which provide diverse housing, employment and recreational opportunities. This sets the Scenic Rim apart from the more densely populated urban areas, providing distinctly different growth management outcomes for the region, as compared with the rest of South East Queensland.

The Scenic Rim has a number of competitive advantages that it can trade upon, including affordability, agricultural strengths, lifestyle, natural environment and strategic location, in terms of proximity to a large consumer market, as well as major transport infrastructure such as the Port of Brisbane, Brisbane International Airport and Gold Coast Airport.

The Scenic Rim is affected by a number of key drivers of change which influence how growth will occur in the region. These include:

- The 2032 Brisbane Olympic and Paralympic Games, which bring a unique and unrivalled opportunity for the construction of region-shaping infrastructure and investment to support the tourism and construction and trade industry. This in turn has the potential to contribute to improved liveability and local economic opportunities, thereby generating both an economic and social dividend;
- The continued growth of the Bromelton SDA as a major employment area and the South East Queensland (SEQ) City Deal, which will support more efficient freight movements through a \$5 million investment in the development of a business case to determine the infrastructure planning, sequencing, prioritisation and capital investment that is required to activate the SDA;
- The quality of the Scenic Rim's natural environment and towns and villages for people to live, work and visit, which is one of the region's greatest assets and becoming increasingly recognised as a significant drawcard for both investment and liveability;
- The growing profile of the Scenic Rim as a premier tourist destination will be a key influence on a range of future business and employment growth opportunities, with the Scenic Rim being listed in Lonely Planet's Best in Travel as one of the Top Ten 'must-visit' regions for 2022 capitalising on Scenic Rim's quality of life, accessibility and outstanding World Heritage areas, and other natural areas and attributes.
- Increasing cost of housing and living in Australian capital cities, driving a shift towards regional and rural towns to gain access to affordable home ownership and lifestyle opportunity;
- Emerging long term impacts of COVID-19 in terms of how and where people are choosing to live - early evidence shows a strong gravitation towards rural towns on the urban periphery to enjoy a more relaxed lifestyle and increased opportunities to work from home.
- Lifestyle choices and community health and wellbeing requirements are highlighting the need to invest in community infrastructure such as walking, cycling, recreational and open space infrastructure that meets the needs of a growing and diverse population.
- An abundance in natural resources positions the Scenic Rim to meet regional, national, and international demand and the investment appetite of the agriculture industry. Based on the Scenic Rim's capabilities and proximity to distribution networks, value-adding activities and expansion opportunities will drive industry development;
- Vibrant and Active Towns and Villages - this local government initiative is a long-term program to revitalise and renew the communities of Scenic Rim. The objective of the program is to deliver civic improvements and catalyst projects to enhance the liveability of local communities, providing both an economic and social dividend to the region's communities. This strategy aligns strongly with this initiative and further supports the investment program to deliver an impetus for future economic development and prosperity through investment in community infrastructure;
- A range of economic drivers across a mix of industries including industrial, tourism, agriculture, leisure and recreation, food and drink, health services, waste and resource recovery and horticulture. Examples of key projects which may further contribute to significant employment generation include the Water for Warrill project, the development of the Beaudesert Enterprise Precinct and the proposed Scenic Rim Agricultural Industrial Precinct at Kalbar (currently under assessment by the Office of the Coordinator-General);
- The Beaudesert Eastern Ring Road/East-West bypass is critical infrastructure that will facilitate growth and improved traffic and transport amenity in Beaudesert;
- Key region-shaping infrastructure to support development and growth, including the planned Inland Rail (which will connect to the existing Sydney to Brisbane interstate rail line at Kagaru and provide convenient access for freight to major distribution centres at both Bromelton and Acacia Ridge) and the Mount Lindesay Highway upgrade;
- The Smarter Regions Strategy – adopted as an implementation action by Council, has attracted funding from the Australian Government through the Building Better Regions Fund, highlighting businesses and community that embrace the digital trend, advance the economy, attract investment, build prosperity to enhance the liveability of the Scenic Rim region.

- The ongoing roll-out of the National Broadband Network will improve Internet and mobile connectivity. Economic growth, coupled with improved connectivity, will mean more residents will have access to work within the region and less people need to leave the region for work;
- Improved road and freight rail links and proximity to Brisbane Airport, Gold Coast Airport and the Port of Brisbane combine to make the Scenic Rim an attractive and competitive business location;
- Diverse and distinct investment locations, including a key focus on agribusiness and rural tourism, supported by initiatives of the Scenic Rim Nature-based Tourism Strategy 2022-2032, the Scenic Rim Agribusiness and Agritourism Industry Development Roadmap 2022-2032.

3.1 Climate Change

Climate change is identified as one of the greatest threats to our lifestyle, which in the Scenic Rim, is inextricably linked to our enjoyment of and access to the natural environment and to biodiversity. While we enjoy the benefits of the natural environment and its natural resources, we have impeded its ability to cope with the impacts of climate change. Impacts that include intensive clearing of native vegetation and wildlife habitat and introducing environmental weeds, have led to soil erosion and a reduction in soil quality and capacity.

The science of climate change predicts that over time the Scenic Rim will experience more severe heatwaves and fluctuations in rainfall, potentially leading to more flooding, droughts and fires. Food security, the energy and transport sectors are also impacted by our responses to climate change which may lead to impacts on land use. This means that we need to plan for growth in a way that makes our infrastructure and built environment more resilient and better equipped to withstand and adapt to change. There is also a compelling global obligation to further protect our natural environment and ecological processes and to ensure that future growth has regard to prioritising these protections, so that future generations can meet their needs and enjoy a good quality of life.

Land use planning directions emerging from the Growth Management Strategy aim to ensure that new development is resilient to the effects of climate change, including the effects of bushfire, drought, heatwaves, increased rainfall intensity and flooding and also prioritise land use policy to further safeguard Matters of Environmental Significance, prior to any change in policy that supports additional infill or urban expansion.

3.2 The impacts of COVID-19 on the development of the Growth Management Strategy

Population, employment, demand for housing and travel behaviour have all been significantly affected by the COVID-19 pandemic. Preparing a Growth Management Strategy during a period of heightened uncertainty has also presented unique challenges.

It will take time to understand the longer term implications of the COVID-19 pandemic alongside existing trends. As our understanding increases and new datasets and modelling become available, there may be a need to review the planning assumptions that underpin this Growth Management Strategy to better plan for the changing needs of our community.

DRIVERS OF CHANGE

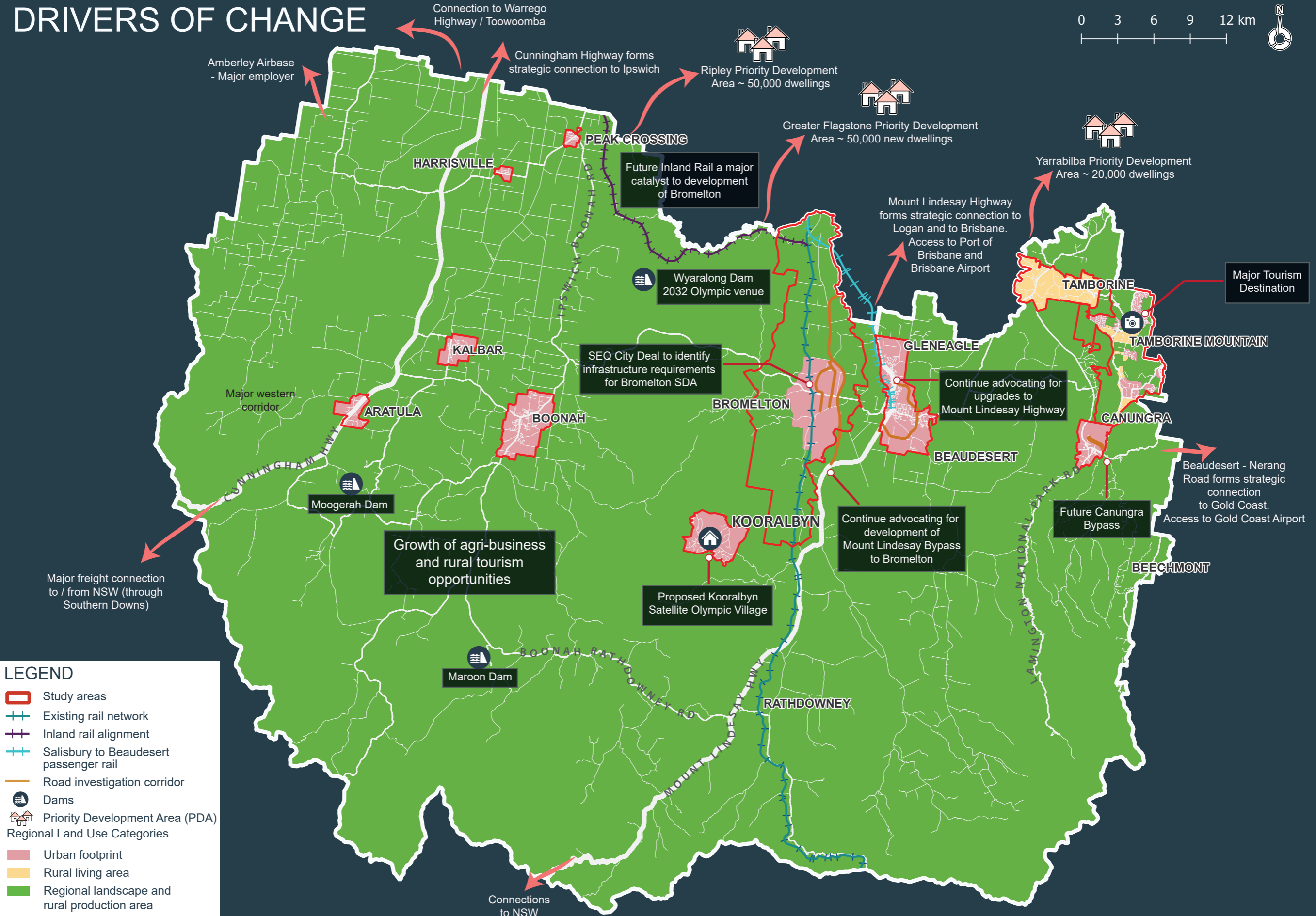


Figure 4: Key Drivers of Change

4. BIODIVERSITY

The Scenic Rim is a unique natural environment in which numerous ecological communities grow, live and reproduce. It contains outstanding natural World Heritage values that are supported within national parks, conservation estates and habitat that extends across the region, much of which is protected against inappropriate development by the *Scenic Rim Planning Scheme 2020*.

Recognising, protecting and enhancing the biodiversity of the Scenic Rim region, while also responding to threatening processes, such as climate change, provides a significant challenge for growth policy. This challenge is further complicated when accommodating the cultural, economic, physical and social wellbeing of a growing population and the unique drivers of change impacting the region.

Growth policies established under the Growth Management Strategy must therefore recognise and enhance the biodiversity, habitat features and ecological functions within the growth areas. They will ensure development protects, maintains, enhances and connects with the unique environment outside the region's Urban Footprint and Rural Living Areas and are resilient to climate change. The following Planning Principles guide the growth policies in relation to biodiversity:

- Development facilitates the achievement of ecological sustainability by protecting, maintaining and enhancing biodiversity, habitat features and ecological functions;
- Matters of Environmental Significance are protected, maintained and enhanced and/or regenerated through connectivity and linkages. The local and regional network of ecological corridors, linkages and stepping stones, increases connectivity to conservation areas, including World Heritage Areas. and
- Development protects, maintains and enhances native vegetation, urban vegetation and habitat trees to retain biodiversity and increase resilience to climate change.

4.1 Biodiversity corridors, linkages and stepping stones

A key implementation mechanism of the Growth Management Strategy is to identify, maintain and enhance ecological corridors, linkages and stepping stones within the study areas as these have a significant role in protecting biodiversity across the region. Ecological corridors, linkages and stepping stones can support the safe movement of wildlife and can improve connectivity to conservation areas, core bushlands and along waterways. They may also help to reduce the effect of climate change within the region. Figure 5 shows the Matters of Environmental Significance that are currently identified within the Scenic Rim Planning Scheme 2020, the World Heritage Sites and the location of the study areas. This map presents the environmental values of the region in relation to the location of the study areas of the Growth Management Strategy.

An investigation into ecological corridors, linkages and stepping stones will be undertaken as a component of a proposed planning scheme amendment which will investigate Matters of Environmental Significance within the Scenic Rim. The investigation will amend the Environmental Significance Overlay in the Scenic Rim help to identify where residential growth can be accommodated and also how new development will be required to protect, maintain and enhance the ecological corridor, linkage or stepping stone. Enhancement mechanisms may involve for example, the retention or reconstruction of appropriate habitat to allow for the safe movement of fauna. By maintaining and enhancing ecological corridors within the study areas of the Growth Management Strategy, there is an opportunity to connect local and regional biodiversity networks and conservation areas beyond the Urban Footprint and Rural Living Areas.

MATTERS OF ENVIRONMENTAL SIGNIFICANCE State and Local Matters of Environmental Significance and World Heritage Sites

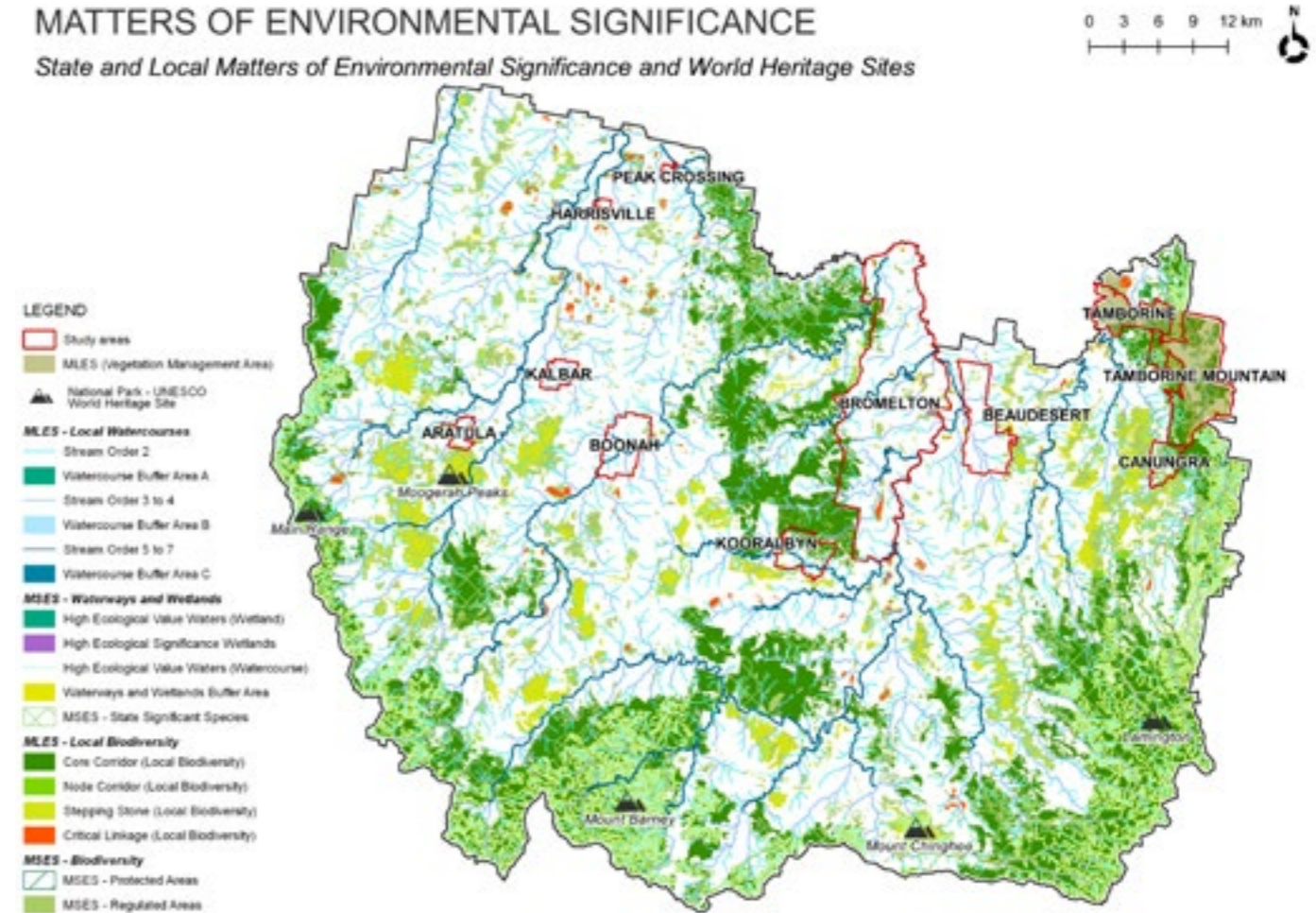


Figure 5: Matters of Environmental Significance Map





4.2 Relationship between the Growth Management Strategy and Biodiversity Strategy

The Growth Management Strategy has drawn on the Scenic Rim Biodiversity Strategy 2015 - 2025 to develop growth strategies for the study areas. The Biodiversity Strategy includes initiatives that drive a range of targets, strategies and actions to deliver biodiversity conservation outcomes. Initiatives of the Biodiversity Strategy relevant to growth and land use planning include:

- Developing policy to protect the corridor network, including native vegetation;
- Developing a regional corridor network to provide core habitat and key linkages by mapping and revegetating priority areas for ecological restoration within the core bushland areas and the corridor network;
- Identifying priority properties to consolidate the corridor network, as well as National parks and the World Heritage Area;
- Developing and proposing urban greening targets for settlement areas;
- Developing a vegetation protection policy, including in core bushland areas and the corridor network;
- Developing a water sensitive urban design policy for development within the region;
- Reviewing and improving the planning scheme policy for open space design and layout, ensuring environmental values, road frontage, ecological restoration, water sensitive urban design, maintenance and a greening target are incorporated;

- Incorporating new and amended matters of local environmental significance (MLES) into the Scenic Rim Planning Scheme 2020; and
- Developing lists of locally-appropriate species for urban biodiversity, for planning in public and private open space, specific to each town and village.

Implementation of the Biodiversity Strategy is currently identified within the council endorsed Biodiversity Strategy Implementation Plan 2020 - 2025. The Implementation Plan includes a number of planning and community development actions that complement the biodiversity related Growth Management Strategies such as actions that refine the corridor network and link core bushland areas and other key landscape features, as well as mapping priority areas for ecological restoration.

Other implementation mechanisms of the Biodiversity Strategy Implementation Plan 2020 - 2025 that the Growth Management Strategy complements include Council-led community initiatives such as the One Million Trees program, the Habitat Protection Program and the Scenic Rim Rivers Improvement Trust. These initiatives offer a strong community link for those living within a biodiverse environment, enabling a valuable community service within the growing region, as well as providing conservation engagement opportunities for residents and residents who choose to live within the growth areas of the Scenic Rim.

4.3 Growth Management Biodiversity Directions

The Growth Management Strategy supports the delivery of the following biodiversity directions:

- Identify biodiversity linkages that support movement of fauna in the region;
- Link biodiversity through a variety of mechanisms including the protection, maintenance, enhancement and or restoration of natural waterways, geological features and vegetation corridors and establish and implement new linkages through future development and Council-led initiatives;
- Protect the important environmental and heritage features which are an integral part of the region;
- Identify and incorporate climate change resilience measures such as increased water harvesting requirements and ecological corridor, linkage and stepping stone restoration, revegetation and reconstruction.

The Growth Management Strategy demonstrates through the above directions, that the Scenic Rim can achieve the ShapingSEQ residential and employment land growth benchmarks, while protecting, maintaining and enhancing biodiversity values and ecological functions, through increased connectivity and climate resilient planning mechanisms.

5. HOUSING

5.1 Housing benchmarks

The Scenic Rim has a dwelling supply benchmark of an additional 11,000 dwellings to be achieved between 2016 to 2041 and Council is required to ensure the Planning Scheme supports this growth by providing enough appropriately zoned land.

Ministerial advice when approving the adoption of the Scenic Rim Planning Scheme related to the limitation of subdivision on Tamborine Mountain and the need to resolve any impacts through the undertaking of a Growth Management Strategy. The advice stated: *Undertake the proposed growth management strategy as a priority to determine any impacts from the proposed change to limit further subdivision on Tamborine Mountain on the achievement of the dwelling supply benchmarks with the results informing a future amendment to the proposed planning scheme if required.*

A housing needs assessment (HNA) was prepared in support of the Growth Management Strategy and a housing land supply assessment has been undertaken to determine whether the Planning Scheme currently meets the residential growth needs of the Scenic Rim. Together, these components address whether and how the dwelling supply benchmark is capable of being achieved.

5.2 Housing Needs Assessment

In undertaking the HNA for the Scenic Rim, a key challenge in planning for the supply of housing is anticipating the demand for certain housing types and lot sizes in order to cater for changes in household preferences over time.

The HNA aims to understand both the number of houses that might be required but also the type and size of housing that is needed for the region. The HNA found that overall, the total number of households in the Scenic Rim is anticipated to increase from 16,100 in 2021 to 25,583 households by 2041 - in other words, an annual growth rate of 2.3% per year.

There has also been a shift in household composition between the previous two censuses of 2016 and 2021 with the most significant factors being:

- The majority of the study areas recorded a decrease in the proportion of *family households*;
- Most of the study areas recorded an increasing proportion of *other households*;
- Almost half of the study areas recorded a decrease in the proportion of *six or more-person households*; and
- The incidence of *three person households* increased across most study areas .

These factors have led to an analysis of existing housing types in the Scenic Rim and the future needs of the growing population in terms of housing type options.

While there is a diverse array of housing types available, some locations within the Scenic Rim do not provide for all of these housing types. For example, medium or high-rise multiple dwelling development would commonly be seen and delivered in more metropolitan LGAs. With respect to the Scenic Rim, the main consideration is the delivery of houses on appropriately sized lots, with some potential for dual occupancies and low-rise multiple dwellings (e.g. townhouses), particularly within the Low and Low-medium Density Residential, centres and Township zones.

A key component of the HNA was the review of the supply and demand for retirement village independent living units (ILUs) and residential aged care places within the Scenic Rim LGA. The HNA confirms that the Scenic Rim LGA had an estimated residential population of 9,866 persons aged 65 years and over in 2021 and this is anticipated to increase by 9,814 persons to 19,680 persons in 2041. The 65 years and over cohort is typically used to inform retirement village ILUs demand modelling. Similarly, the Scenic Rim had an estimated residential population of 6,887 persons aged 70 years and over in 2021 and this is anticipated to increase by 8,163 persons to 15,049 in 2041. The 70 years and over cohort is typically used to inform residential aged care places demand modelling.

Based on these projections, the HNA concludes that the Scenic Rim is increasingly undersupplied in terms of residential aged care places to 2041. This undersupply stems from the undersupply present in Tamborine – Canungra SA2 between 2021 and 2041, as well as the undersupply accumulating in Beaudesert SA2 from 2026 onwards and in Boonah SA2 from 2036 onwards. By 2041, the HNA indicates significant shortfalls in all three SA2s to support additional aged care facilities.

However, the analysis clearly identifies that additions to supply in the next 5 to 10 years should be concentrated in Tamborine – Canungra SA2 and Beaudesert SA2, in order to mitigate the immediate undersupply concerns. The initiatives and strategies to address these matters are presented in Section 9 of the Growth Management Strategy.

5.2.1 IMPLICATIONS FOR HOUSING

The average age of residents within the Scenic Rim increased from 41.8 years at the 2016 Census to 43.3 years in the 2021 Census, with the rate of ageing occurring at a faster rate in the Scenic Rim than Queensland over the same period. As the population continues to age, this may lead to a need for smaller housing types to accommodate empty nesters or retirees who are looking to downsize.

There is also an imbalance across the Scenic Rim between the number of small households (1 to 2 people) and small dwellings (studio to two bedrooms). This imbalance suggests that there is an undersupply of small dwellings in the region relative to the number of small households. This imbalance is not significant, however, with the ratio being 3.7 in 2021, which is lower than the ratio of 4.2 in 2016, suggesting that the imbalance has improved. However, this still requires consideration for the future planning of housing within the Scenic Rim.

5.2.2 MINIMUM LOT SIZE AND HOUSING NEEDS

The Growth Management Strategy seeks to maintain the current *Scenic Rim Planning Scheme's 2020* policy position concerning the minimum and average lot sizes achievable within the region, because:

- a reduction in lot size from the current minimum average of 700m² to 400m²-600m² is not necessarily correlated with a smaller household size (e.g. three bedroom houses are the common outcome for lots ranging from 400-800m²); and
- the current minimum lot sizes are intended to facilitate housing and neighbourhoods that deliver a point of difference in terms of urban form and character, and rural lifestyle opportunities, distinguishing them from other growth areas in SEQ.

Rather than focussing on a lot size reduction, smaller households will be facilitated through the proposed strategy to introduce a new medium density zone or precinct that encourages medium density housing such as townhouses, apartments or terrace houses at an average density of one dwelling per 300m². This zone or precinct is currently proposed for Beaudesert only, on land that has a high level of amenity in regard to access to transport networks, community facilities and services.

The current *Scenic Rim Planning Scheme 2020* also encourages development of secondary dwellings and dual occupancies, which provide an important and affordable smaller housing option for families and households at different stages of the housing lifecycle.

The strategy to review the master planning requirements in the Planning Scheme as a way of ensuring greenfield development provides for housing diversity and the need for smaller households, will also contribute to ensuring development caters for the projected housing needs for the Scenic Rim and addresses the changing economic and social landscape of the region.

5.2.3 PLANNING FOR A VARIETY OF HOUSING TYPES

Community feedback during the development and consultation of the Growth Management Strategy confirmed a strong desire to retain larger lot sizes within Scenic Rim, which provides a unique point of difference within the SEQ region. This needs to be balanced against providing for housing supply, choice and diversity which meets the needs of households in the future, whilst also achieving an efficient pattern of housing that can be serviced and is easily accessible to essential community services and infrastructure.

It is still possible to cater for a range of larger lot sizes within the Scenic Rim region and also provide opportunities for the provision of small dwellings within the appropriate locations, to cater for small households. Small dwellings (i.e. townhouses, duplexes, secondary dwellings, dwelling units etc.) are potentially achievable in various zones and localities across the region as indicated in Table 4, subject to meeting the relevant Scenic Rim Planning Scheme 2020 requirements.



Townhouses at Lady Caroline Close



Oakland Development, Beaudesert

Table 4 – Areas where Small Dwellings are supported (subject to meeting Scenic Rim Planning Scheme 2020 Requirements)

Locality/Study Area	Relevant Zone	Dual Occupancy	Dwelling Unit	Multiple Dwelling
Aratula	Low density residential	✓		✓
	Township	✓	✓	
Beaudesert	Low density residential	✓		✓
	Low medium density residential	✓		✓
	Major centre		✓	✓
	Mixed use		✓	✓
	Neighbourhood centre		✓	
Boonah	Low density residential	✓		✓
	District centre		✓	
	Mixed use		✓	✓
Bromelton	N/A			
Canungra	Local centre		✓	
	Low density residential	✓		✓
	Low medium density residential	✓		✓
	Mixed use		✓	✓
Harrisville	Township	✓	✓	
Kalbar	Local centre		✓	
	Low density residential	✓		✓
	Mixed use		✓	✓
Kooralbyn	Local centre		✓	
	Low density residential	✓		✓
	Low medium density residential	✓		✓
	Mixed use		✓	✓
Peak Crossing	Township	✓	✓	
Tamborine	Township	✓	✓	
Tamborine Mountain	District centre		✓	
	Low density residential	✓		✓
	Mixed use		✓	✓
	Neighbourhood centre		✓	

Although the region currently has the capacity to accommodate a variety of housing types within the existing residential zones, development trends do not show a demand of land for smaller dwellings in recent times. The Growth Management Strategy recommends a new Medium Density Residential zone or precinct to encourage medium density development in the Beaudesert study area, in part to facilitate the projected need for smaller households. In addition, a proposed amendment to the master plan requirements within the *Scenic Rim Planning Scheme 2020* will focus on good design, including energy efficient and climate responsive dwellings and integration of a mix of smaller, mid-sized and larger dwellings within new residential communities.

5.3 Housing land supply assessment

5.3.1 RESIDENTIAL DEVELOPMENT APPROVALS

Residential development approvals in the Scenic Rim have not been tracking in accordance with the growth projected in the 2018 QGSO growth series (medium range) or the dwelling supply benchmarks that are based on the same growth projections. One of the Minister's Advice statements in relation to the Growth Management Strategy when approving the adoption of the Scenic Rim Planning Scheme was that: *On 13 December 2019, DSDMIP released the 2019 Land Supply and Development Monitoring (LSDM) Report that shows the council has less than 15 years of land zoned and able to be serviced. The proposed growth management strategy should seek to address this issue including the impact of infrastructure planning and commitments on land supply.*

The Housing Needs Assessment found that dwelling approvals reached a peak in 2020-2021 (301 approvals), which marked a small increase from the previous peak in 2017-2018 (284 approvals). Between these two peaks, residential development approvals were significantly lower (186 approvals in 2018-19 and 153 approvals in 2019-20).

Between 1 July 2016 and 30 April, 2021, which marks the commencement of the growth benchmark period of 2016 to 2041 and the rate of development to date, the Housing Needs Assessment found that 1,549 residential building approvals were achieved, and these were primarily for detached housing. This equates to an average of 310 dwelling approvals per year.

Based on the current rate of development, a further 9,451 additional dwellings are required to meet the dwelling supply benchmark by 2041 (or 11,000 dwellings in total between 2016-2041). These additional dwellings will need to be delivered at an average rate of 500 dwellings each year, if the Scenic Rim is to achieve its dwelling supply benchmark.

The reasons behind the slower growth trajectory are unclear, but are likely to include any of the following number of reasons:

- Slower population growth, including less inward migration and natural growth, than predicted;
- A general trend in an increasing average household size, marked by the release of the 2021 Census data which may reduce the demand for additional dwellings;
- Land within the PIA not attracting developer interest/and outside the PIA being more cost efficient for developers;
- Unmotivated land holders;
- Fragmentation of developable parcels;

- Zoning and subdivision options not meeting market demand (i.e. demand for rural lifestyle living on rural residential land); and
- Transport and/or employment options not accessible enough for people to move to a regional local government area from urban centres (this trend is likely to change and reflected in data since 2020, during and post-pandemic).

5.3.2 PLANNED HOUSING SUPPLY METHODOLOGY

The methodology for calculating housing supply in the study areas is based on an industry accepted process for calculating growth potential for *broadhectare* development. Most study areas fall into the category of *broadhectare* development which is characterised by large rural lots that are measured using a series of 'hard constraints'. Once the hard constraints are removed from the lot area, a lot yield is determined for the remaining 'developable area' using the dwelling density of the applicable zone⁴. The result is the residential lot growth potential or the planned lot capacity provided under the lot densities within the Planning Scheme. The minimum average lot densities are shown in Table 5 below.

Table 5 - Minimum Average Lot Densities

Zone and precinct (if applicable)	Average lot size (m2)	Study Area examples
Low-medium Density residential	700	Beaudesert, Canungra, Kooralbyn
Low Density Residential	700	Aratula, Beaudesert, Boonah, Canungra, Kalbar, Kooralbyn
Rural Residential	4000	Aratula, Beaudesert, Boonah, Canungra, Kooralbyn
Rural Residential Zone - Rural Residential A Precinct	10,000	Aratula, Beaudesert, Canungra, Kooralbyn
Township Zone - Township Residential Precinct	1,000 where reticulated sewer is provided 4,000 where reticulated sewer is not provided	Harrisville, Peak Crossing

⁴ The period of calculation and projection is between July 2016 and June 2041. While the Scenic Rim Planning Scheme 2020 horizon is 2020 to 2040, the current planning scheme zones are used for residential density calculations and are varied where development that has been approved and commenced since July 2016 provides the actual dwelling yield.

As an exception to the above approach, a tailored methodology for calculating the residential lot growth potential was applied to the study areas of Tamborine and Tamborine Mountain based on the proposed strategy for growth involving infill subdivision of rural residential land to a minimum lot size of 1 hectare. The current settlement pattern and environmental constraints within these study areas require a different methodology from the *broadhectare* approach, as any additional lots would be limited to infill growth, requiring a site-specific analysis to be undertaken in order to determine whether an existing lot has the potential to be subdivided to achieve one or more additional lots.

The methodology used in calculating the housing land supply in the study areas is further outlined in the Housing Land Supply and Constraints Methodology Report provided as supporting information to the GMS.

5.3.3 PLANNED LOT CAPACITY

The planned lot capacity within the study areas, achieved through the application of the methodology outlined in Section 5.3.2 and new residential lots that have been approved since 2016, amounts to 12,118 new dwellings. This is in excess of the required *ShapingSEQ* benchmark of 11,000 new dwellings.

The analysis of theoretical residential land supply and capacity for each study area that informs the Growth Management Strategy, reveals that there is generally sufficient capacity available to meet the prescribed dwelling supply benchmark, based on the existing *Scenic Rim Planning Scheme 2020* provisions. However, for various reasons, the capacity is not being taken up and/or acted upon by the development industry. These reasons include fragmentation of developable land, meaning smaller, less practically developable lot sizes, the emergence of larger households which may decrease the need for more houses, unmotivated owners, and the overlaying of other factors, including cost margins within the development industry.

Development applications and approved new dwelling numbers also show that since 2016, the Scenic Rim is not tracking in line with the dwelling supply benchmark number of 11,000 new dwellings by 2041. Some of these factors combined, appear to project a realistic availability of well below the 11,000 dwelling supply benchmark. Therefore, there is a need to provide for greater than just the additional 11,000 dwelling supply benchmark, to ensure that the additional dwellings required for the region can be facilitated within the period to 2041.

5.3.4 OTHER GROWTH IN STUDY AREAS AND RURAL DWELLINGS

The housing land supply assessment has determined a planned lot capacity in the study areas to inform how the Planning Scheme can achieve the *ShapingSEQ* dwelling supply benchmark. In addition, dwelling growth through development on existing residential lots and development involving increased density (dual occupancy, secondary dwellings and multiple dwellings) will continue to contribute to dwelling growth in the region.

Vacant lots in Study Areas

Residential growth can occur on existing vacant residential zoned lots that are smaller than the minimum lot size included within the growth calculations of the study areas based on *broadhectare* land supply. The unknown take-up of these vacant lots for residential development up to 2041, along with the inability for the lot to be subdivided due to their small area, means that vacant lots within Residential zones have not been included in the calculations for planned growth within the study areas of the Growth Management Strategy.

Dual Occupancy Development

Within the whole of the Scenic Rim, the level of uptake for smaller dwellings has been minimal and is focussed in the Low-medium Density Residential zone of Beaudesert.

Table 6 below summarises the dual occupancy approvals between 1 January 2016 and 1 July 2022 in the Scenic Rim LGA. The table indicates that dual occupancy approvals make a relatively modest contribution to residential growth across the Scenic Rim region. Between January 2016 and July 2022, there was a total of 200 dual occupancy approvals within the whole of the Scenic Rim LGA. With respect to the study areas, the majority of the dual occupancy approvals (70) were within the Beaudesert & Gleneagle study area while 60 dual occupancy dwellings were approved across Boonah, Canungra, Peak Crossing, Kalbar, Kooralbyn, Tamborine Mountain and Tamborine.

Table 6 - Scenic Rim LGA Dual Occupancy Approvals January 2016 -- July 2022

Study Area	Dual Occupancy approvals since 1 January 2016
Beaudesert and Gleneagle	70
Boonah	1
Canungra	7
Peak Crossing	2
Kalbar	1
Kooralbyn	2
Tamborine	15
Tamborine Mountain	32
Total Study Area	130
Total Scenic Rim LGA	200

Dwellings in the Regional Landscape and Rural Production Area

Outside of the study areas, the balance of the dwellings are located primarily on Rural, Rural Residential and Township zoned land that is included within the Regional Landscape and Rural Production Area of the *ShapingSEQ*. In 2016, the 'rural balance land' accounted for 3,964 existing dwellings.

Within the rural balance land, vacant lots that can support residential development will continue to be developed through the life of the Growth Management Strategy and *Scenic Rim Planning Scheme 2020*. On average, around 50 new dwellings were constructed in the Rural and Rural Residential Zones in the Regional Landscape and Rural Production Area each year since 2010. It is anticipated that the development of vacant rural lots where dwellings are 'accepted development' within the *Scenic Rim Planning Scheme 2020*, will be increasingly popular for inward migrants from interstate and Queensland's urban areas.



5.4 Housing land supply strategy

In order to ensure the *Scenic Rim Planning Scheme 2020* facilitates the projected growth for the region, the Growth Management Strategy proposes intervention involving a modest increase in housing land supply in strategic locations. This housing land supply strategy is based on:

1. The average annual rate of dwelling growth since 2016, which is not tracking to achieve the dwelling supply benchmark of 11,000 additional dwellings by 2041;
2. The nature and distribution of new dwellings since 2016, including the high demand for acreage living opportunities; and
3. The assessment of planned lot capacity under the *Scenic Rim Planning Scheme 2020*.

5.4.1 PROPOSED ADDITIONAL HOUSING LAND SUPPLY

This Growth Management Strategy aims to provide additional capacity to account for the fact that not every developable parcel of land will be developed during the benchmark time period of 2016 to 2041 and that a pipeline of supply is required where land is brought into the appropriate zones and the Priority Infrastructure Area (PIA) over time to meet the region's housing needs.

Approximately twice as much land to support the dwelling supply benchmark of 11,000 dwellings to 2041 should be made available for housing supply in the Planning Scheme, to account for the various factors that influence the take-up of development over time. In this respect, the proposed strategy for dwellings growth is to plan for around 15,000 dwellings of land supply through additional *broadhectare* dwelling growth, as well as additional rural residential infill opportunities.

Where the *Scenic Rim Planning Scheme 2020* does not currently facilitate the additional dwellings, consideration has been given as to where the additional dwelling growth may be located.

Table 7 below outlines the proposed approach to increasing land supply for dwellings under the Planning Scheme.

Table 7: Strategy to increase land supply for dwellings

No.	Dwelling Supply Strategy	Contribution to additional planning dwelling supply
1	Rezoning rural land for low or low-Medium density residential development in the Urban Footprint of Beaudesert and Kalbar.	Approximately 2,417 dwellings
2	New zone or precinct encouraging medium density development in Beaudesert in highly accessible locations that is unfragmented and in single ownership.	Approximately 291 dwellings at an average dwelling density of 1 dwelling per 300m ²
3	Enabling infill rural residential development in Tamborine and on Tamborine Mountain in the Rural Living Area or Urban Footprint. Offering limited growth opportunities in the less constrained and more highly serviced locations of these study areas will provide an important contribution towards the overall dwelling supply for the Scenic Rim region, while also aligning with the intent for the Rural Living Area and Urban Footprint under the <i>ShapingSEQ</i> . This growth contribution will also consolidate existing areas for rural residential development in the region and makes use of existing infrastructure, rather than expanding further into important rural or environmentally sensitive land.	Approximately 398 dwellings

Specific growth management policies which reflect the above dwellings supply strategy and other growth needs are articulated within the growth management strategies for the individual study areas in Section 9.

5.4.2 HOUSING LAND SUPPLY SUMMARY FOR STUDY AREAS

The proposed housing land supply strategy focuses growth in the study areas, with the Beaudesert and Gleneagle Study Area planned to support almost 65% of housing growth in the region. Other opportunities are available in all study areas for a variety of housing types, including limited rural residential infill opportunities in Tamborine and Tamborine Mountain.

Table 8 provides a summary of housing land supply for the Study Areas and Figure 6 illustrates the distribution of planned growth across the study areas.

Table 8: Housing Land Supply Across Study Areas Summary - 2016-2041

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10	Column 11
Study Area	No. of households (CDM Smith, 2016 Census)	No. of households (Bull & Bear, 2021 Census)#	Approved lots (1 July 2016 - 1 July 2022)	Remaining potential lots under Planning Scheme (minus approved)	Developable Area for additional residential lots	Planned Lot capacity within PIA	GMS Strategy for additional residential lot growth	Developable Area for additional greenfield residential lots through the Planning Scheme for additional lot growth	Residential lot growth potential (Column 4 + 5 + 8) (2016 to 2041)	% Share of residential lot potential across all study areas (Column 10)
Aratula	178	181	113	409	89ha	N/A	0	0	522	3.43%
Beaudesert and Gleneagle	3,372	3,571	1,131	5,758	523ha	3,120	2,668	110ha	9557	62.83%
Boonah	1,394	1,439	135	2,086	204ha	744	0	0	2,221	14.60%
Canungra	627	605	534	430	52ha	858	0	0	964	6.34%
Harrisville	168	156	37	73	52ha	N/A		0	110	0.73%
Kalbar	437	422	289	855	122ha	150	36	2.5ha	1180	7.76%
Kooralbyn	646	788	5	177	63ha	159	0	0	182	1.19%
Peak Crossing	187	167	3	75	24ha	N/A	0	0	78	0.51%
Tamborine	764	657	0	0	N/A	N/A	258*	0	258	1.69%
Tamborine Mountain	2,955	3,190	8	0	N/A	N/A	132*	0	140	0.92%
Total Study Areas	10,728	11,176	2,255	9,863			3,094		15,212	100%

Most study areas grew in the number of household dwellings between the Census years of 2016 and 2021 although this growth was lower than expected due to a general increase in average household size. It is also anticipated that a few study areas recorded declines in the number of household dwellings between 2016 and 2021 because of this trend.

*The GMS strategy for additional residential lot growth potential, uses an industry accepted methodology for growth in *broadhectare* locations. All study areas within the Scenic Rim GMS follow this approach with the exception of Tamborine and Tamborine Mountain. Within Tamborine and Tamborine Mountain, large scale growth is not possible under *ShapingSEQ*, or within the current settlement pattern and environmental constraints. The methodology is therefore applied in recognition of these study areas being limited to small scale *infill* growth potential, instead of *broadhectare* growth. A site specific lens has been used to consider each lot that is 2 hectares or larger, resulting in an approximation of proposed lot growth, that is dispersed throughout Tamborine and Tamborine Mountain. Further assessment of specific lot-level suitability for reconfiguration will be included within a proposed amendment to the *Scenic Rim Planning Scheme 2020*.

ADDITIONAL RESIDENTIAL LOTS 2016-2041

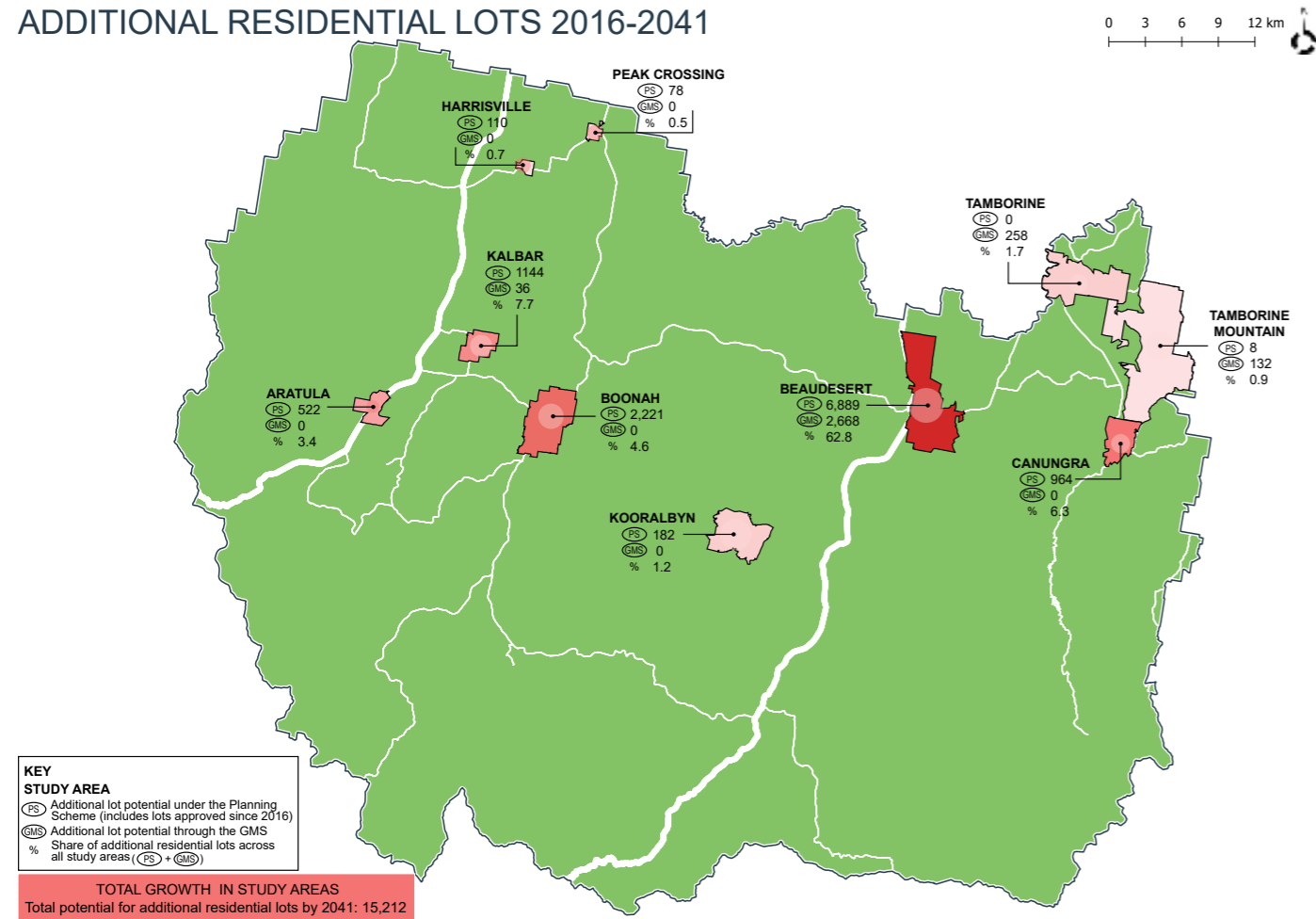


Figure 6 - Distribution of Planned and Potential Residential Growth

Note: Several study areas identified in Figure 6 include proposed growth additions which could collectively provide 3,094 more residential lots than are currently available through zoning opportunities within the Scenic Rim Planning Scheme 2020. The provision of the proposed potential new lots (which will require a Planning Scheme Amendment) is **unlikely** to lead to the development of all 15,212 lots for housing. Instead, the proposed additions would make suitable land available to support the achievement of the dwelling supply benchmark of 11,000 additional dwellings between 2016 and 2041.



6 EMPLOYMENT

Ensuring that people have access to employment opportunities and good quality and well-located places to work is important to sustaining and growing the economy of the region. A key influence of this is the amount, quality and location of places to establish new businesses or expand. The Growth Management Strategy identifies suitable land to accommodate the projected business and employment growth and ensure sufficient land is available for a range of business types.

In accordance with the *Scenic Rim Regional Prosperity Strategy 2020-2025*⁵, approximately 40% of working residents leave the Scenic Rim LGA every day to access jobs. The majority of these residents are travelling to the Gold Coast, Brisbane, Ipswich and Logan. The proposed policy measures and strategies to further stimulate employment growth within the region and help reverse the trend of residents working outside the region, are outlined in the individual study area growth strategies within Section 9.

An employment lands assessment (ELA) has been undertaken in support of the Growth Management Strategy to establish whether Scenic Rim currently has sufficient employment zoned land to meet future growth expectations to 2041 (i.e. the *ShapingSEQ* employment planning baseline of 7,609 additional jobs from 2016-2041). Table 5 below details the Queensland Treasury's employment projections for Scenic Rim.

Table 9 - Queensland Treasury Employment Projections - Scenic Rim LGA - 2016-2041 (Source: Queensland Treasury Employment Projections, 2018)

	2011	2016	2021	2026	2031	2036	2041
Agriculture, Forestry and Fishing	1,742	1,550	1,480	1,446	1,418	1,397	1,385
Mining	94	85	99	132	179	236	297
Manufacturing	860	893	940	990	1,058	1,131	1,210
Electricity, Gas, Water and Waste Services	160	149	191	320	533	716	842
Construction	1,365	1,216	1,608	1,818	1,965	2,078	2,173
Wholesale Trade	370	334	347	358	370	383	396
Retail Trade	1,435	1,496	1,523	1,555	1,600	1,629	1,655
Accommodation and Food Services	1,336	1,570	1,630	1,737	1,851	1,972	2,097
Transport, Postal and Warehousing	480	442	466	498	535	568	604
Information Media and Telecommunications	148	140	141	147	155	162	170
Financial and Insurance Services	145	194	186	175	172	183	200
Rental, Hiring and Real Estate Services	201	173	208	247	290	333	383
Professional, Scientific and Technical Services	543	577	669	776	894	1,015	1,163
Administrative and Support Services	324	294	326	384	451	520	601
Public Administration and Safety	1,025	1,075	1,146	1,249	1,360	1,477	1,598
Education and Training	1,276	1,379	1,534	1,739	1,972	2,206	2,446
Health Care and Social Assistance	1,515	1,764	2,007	2,311	2,666	3,014	3,367
Arts and Recreation Services	252	253	266	285	306	330	356
Other Services	553	591	634	679	734	785	838
Total persons employed	13,824	14,171	15,402	16,844	18,510	20,136	21,780

⁵ Scenic Rim Regional Prosperity Strategy 2020-2025, February 2020, Scenic Rim Regional Council

6.1 PROJECTED EMPLOYMENT BY LOCALITY

In achieving the above employment projections, the ELA further analysed the projected employment by sector, across a number of catchments. Scenic Rim is projected to provide the following employment numbers, based on the catchments analysed as part of the ELA:

Table 10 - Projected Employment to Land Use by Catchment, Scenic Rim Regional Council (Source: Bull and Bear, 2021)

	2016	2021	2026	2031	2036	2041
Boonah / Kalbar catchment						
Commercial Office	342	373	411	458	509	568
Retail	516	515	518	527	538	552
Industry	377	419	455	486	507	530
Community Facilities	582	635	707	795	888	985
Natural Resources	240	242	250	256	259	260
Mobile	217	251	281	312	338	362
Total	2,274	2,435	2,622	2,834	3,038	3,258
Beaudesert catchment						
Commercial Office	765	878	1,012	1,144	1,279	1,425
Retail	923	1,014	1,108	1,170	1,225	1,277
Industry	647	730	818	936	1,044	1,133
Community Facilities	1,305	1,512	1,749	2,006	2,259	2,511
Natural Resources	66	66	73	87	106	126
Mobile	419	526	636	761	872	963
Total	4,125	4,725	5,397	6,106	6,785	7,435
Tamborine Mountain / Tamborine Village catchment						
Commercial Office	541	599	669	749	833	934
Retail	674	708	750	794	833	869
Industry	506	574	629	694	755	813
Community Facilities	722	788	880	987	1,095	1,209
Natural Resources	142	131	127	127	131	137
Mobile	243	279	304	335	364	392
Tourism	97	100	107	114	121	129
Total	2,925	3,180	3,466	3,800	4,132	4,482
Canungra catchment						
Commercial Office	465	518	587	657	727	797
Retail	284	299	319	340	359	377
Industry	108	126	139	151	161	172
Community Facilities	337	367	408	452	497	542
Natural Resources	66	65	66	69	73	78
Mobile	62	72	77	82	87	92
Tourism	60	61	62	65	68	72
Total	1,382	1,447	1,596	1,752	1,905	2,058

	2016	2021	2026	2031	2036	2041
Balance of Boonah SA2						
Commercial Office	112	115	121	129	140	155
Retail	196	174	156	146	142	144
Industry	363	400	427	463	500	534
Community Facilities	249	268	293	322	351	382
Natural Resources	530	530	546	564	583	602
Mobile	163	187	198	209	220	232
Total	1,613	1,674	1,741	1,833	1,934	2,049
Balance of Beaudesert SA2						
Commercial Office	171	172	181	204	230	261
Retail	171	133	104	113	122	130
Industry	509	589	668	751	825	889
Community Facilities	297	289	307	338	370	404
Natural Resources	535	489	458	434	419	412
Mobile	152	186	219	253	280	300
Tourism	20	22	24	26	29	30
Total	1,856	1,880	1,962	2,119	2,273	2,427
Scenic Rim Regional Council						
Commercial Office	2,395	2,655	2,980	3,342	3,718	4,141
Retail	2,765	2,842	2,956	3,091	3,219	3,348
Industry	2,511	2,838	3,136	3,481	3,792	4,072
Community Facilities	3,492	3,859	4,344	4,901	5,460	6,034
Natural Resources	1,578	1,523	1,521	1,537	1,570	1,615
Mobile	1,256	1,501	1,716	1,952	2,159	2,340
Tourism	178	183	194	205	218	231
Total	14,175	15,340	16,784	18,444	20,067	21,709

6.2 Bromelton SDA

The major catalyst for the development and consequential take up of the Bromelton SDA is the Kagaru to Acacia Ridge and Bromelton section of Inland Rail. The project will support the efficient movement of freight between the Acacia Ridge intermodal freight terminal to the intermodal facility at Bromelton. This has the potential to be a major employment generator for the Scenic Rim and will provide jobs over and above the employment planning baselines established by the *ShapingSEQ*.



SCT Intermodal Estate, Bromelton State Development Area

In the next twenty years to 2041, estimates suggest that 178 hectares of land could be taken up within the Bromelton SDA, with the completion of Inland Rail acting as a catalyst for development and with upgrades to the Mount Lindesay Highway freight route also acting as a catalyst for development. This level of industrial land take-up would support employment for an estimated 5,050 persons, which includes an allowance for employment growth within the SCT Intermodal Terminal to support increased activity within the Bromelton SDA.

Total employment within the Bromelton SDA at five year intervals between 2021 and 2041 is shown in Table 7.

Should the Bromelton SDA establish as projected to 2041, this will also have significant implications for the provision of housing within the region to cater for the increased workforce. It is anticipated that the majority of the dwelling growth to cater for Bromelton workers would be accommodated within the Beaudesert study area.

Table 11 - Projected Employment by Industry, Bromelton SDA, 2021-2041 (Source: Bull and Bear, 2021)

	2021	2026	2031	2036	2041
Agriculture, Forestry and Fishing	0	0	0	0	0
Mining	0	0	0	0	0
Manufacturing	0	0	163	762	1,649
Electricity, Gas, Water and Waste Services	0	0	0	0	0
Construction	0	0	0	0	0
Wholesale Trade	0	0	150	441	993
Retail Trade	0	0	0	0	140
Accommodation and Food Services	0	0	0	0	0
Transport, Postal and Warehousing	125	125	463	1,012	1,861
Information Media and Telecommunications	0	0	0	0	0
Financial and Insurance Services	0	0	0	0	120
Rental, Hiring and Real Estate Services	0	0	0	0	0
Professional, Scientific and Technical Services	0	0	0	0	120
Administrative and Support Services	0	0	0	0	0
Public Administration and Safety	0	0	0	0	0
Education and Training	0	0	0	0	0
Health Care and Social Assistance	0	0	0	0	20
Arts and Recreation Services	0	0	0	0	0
Other Services	0	0	0	45	147
Total	125	125	776	2,260	5,050

6.3 Vacant employment land

Within Scenic Rim there is approximately 3,741.7 hectares of currently zoned employment land, over two thirds of which is vacant or underutilised Special Purpose zoned land in the Bromelton SDA. Other significant volumes of vacant land within Scenic Rim are within the Community Facilities, Mixed Use and Industrial zones. Overall, approximately 17.5% of all zoned land in the Scenic Rim has been taken up for employment purposes, with a large percentage of zoned land still available to accommodate employment.

6.4 Rural production and agri-business

Agriculture, and its associated agribusinesses, are an important contributor to the Scenic Rim economy accounting for 14 per cent (both directly and indirectly) of the Gross Regional Product. The Scenic Rim has wide variety of fresh produce and livestock, and a growing boutique and organic product offering. Hay and silage production and vegetable production are the highest contributors, with Scenic Rim also recording a significant increase in livestock production between 2010-2011 and 2015-2016. The production of meat chickens, dairy cattle, carrots, onions and lucerne for hay were all significant contributors to Queensland's total production volumes in 2015-2016.

The Scenic Rim 'brand' promotes local products, often sustainably or ethically produced, which are sold into a growing market of source conscious buyers. Being strategically positioned near major freight routes and SEQ, the Scenic Rim agricultural industry is an integral part of the Queensland and Australian food supply chain.

Agribusinesses in the region farm some of Queensland's leading food and beverage products and would benefit from local or nearby processing capability and efficient distribution networks. If the Scenic Rim's unique, premium, and high-demand products can reach consumers, businesses will thrive and have the opportunity to expand.

The Growth Management Strategy and the *Scenic Rim Planning Scheme 2020* support the continued promotion of the region's strong agricultural and rural production industries as a critical employment generator for the Scenic Rim by protecting further fragmentation of rural land, supporting the development of rural industries and value-add opportunities, including agri-tourism ventures.

6.5 Capacity for employment

The ELA identified that sufficient employment land is currently zoned within the *Scenic Rim Planning Scheme 2020* to accommodate the employment planning baseline within the *ShapingSEQ* of 7,609 additional jobs between 2016 and 2041, with the zoning of vacant and underutilised employment land and the location of employment land appropriate to meet future demand across Scenic Rim Regional Council. Table 12 provides a summary of employment zoned land within the Scenic Rim as of August 2021.

Table 12 – Summary of Employment Land by Zone (hectares) – Scenic Rim LGA, August 2021
(Source: Scenic Rim Regional Council, 2021)

Zone	Total Zoned Land	Taken Up	Vacant Land	Underutilised	Constrained
Community Facilities	403.9	195.0	19.8	29.0	160.1
Township	112.3	59.2	6.8	25.4	20.9
Major Centre	22.6	13.6	0.7	8.3	0.0
District Centre	16.0	12.1	0.3	3.0	0.7
Neighbourhood Centre	4.4	3.8	0.1	0.6	0.0
Local Centre	16.1	5.7	1.8	1.3	7.3
Mixed Use	90.8	30.4	28.2	18.1	14.1
Industry	123.7	24.6	27.5	50.1	21.6
Special Purpose	2,788.7	195.8	1,495.3	1,097.6	0.0
Major Tourism	118.5	98.1	0.0	13.7	6.7
Minor Tourism	44.5	14.6	0.8	25.2	3.9
Total	3,741.7	652.8	1,581.2	1,272.2	235.4

The ELA has also identified that approximately 12,471 additional jobs can be accommodated within existing employment zoned land within Scenic Rim Regional Council. Figure 7 depicts the distribution and capacity for additional jobs across the region within employment zoned lands. The capacity for additional jobs between 2016 and 2041 is also shown within Table 13, with Bromelton SDA potentially accommodating a further ~25,000 jobs at build out.

Table 13 – Estimated Employment Yield on Vacant and Underutilised Employment Zoned Land in the Scenic Rim
(Source: Bull and Bear, 2021)

Employment Catchment	Vacant	Underutilised	Total (additional jobs)
Boonah/Kalbar catchment	670	2,081	2,751
Remainder of Boonah SA2	297	565	863
Beaudesert catchment	1,125	3,028	4,153
Balance of Beaudesert SA2	788	394	1,182
Tamborine Mountain/Tamborine Village catchment	783	2,338	3,121
Canungra catchment	300	102	402
Scenic Rim Regional Council	3,963	8,508	12,471



ADDITIONAL JOBS FROM 2016-41

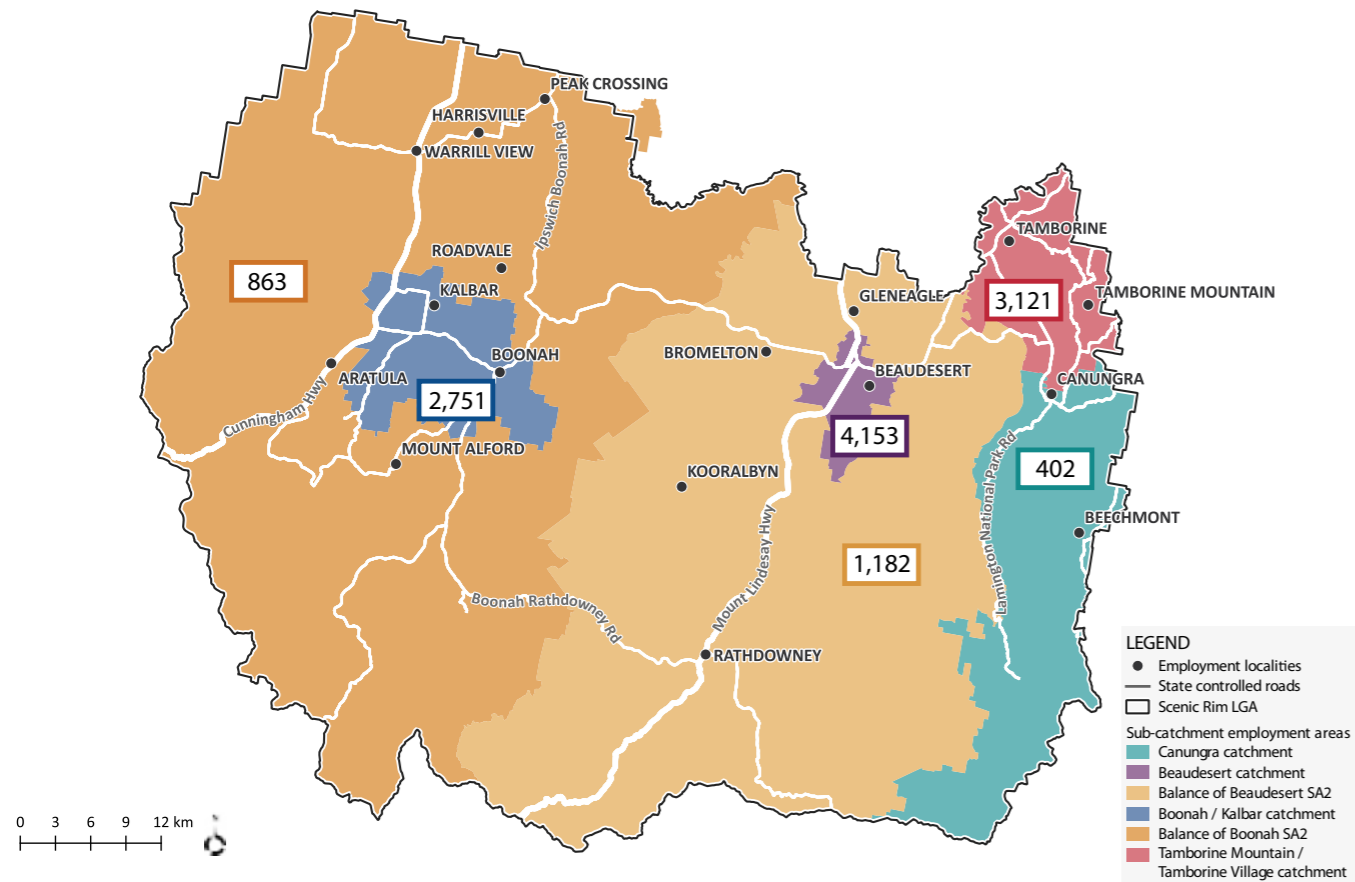


Figure 7: Capacity for and distribution of additional jobs in the Scenic Rim within employment zoned lands

Of note, within the Canungra catchment, the ELS analysis identified a demand for employment uses, with minimal zoned land available and a small area of underutilised land, which could accommodate future growth to 2041. Ongoing monitoring of the employment need and an investigation into potential locations for additional employment zoned land will be included within the growth strategy for the Canungra study area. Given Scenic Rim has sufficient zoned land allocated to cater for the employment projections, Scenic Rim Regional Council will continue to pursue a range of alternative non-planning strategies to encourage additional employment to be provided within the region.

Specific growth management policies which reflect the above employment supply strategy and other growth needs are articulated within the growth management strategies for the individual study areas in Section 9.

6.6 Regional Prosperity Strategy

The Growth Management Strategy supports the aims and priorities of the *Scenic Rim Regional Prosperity Strategy 2020-2025*⁷ for employment. The overarching priority of the Regional Prosperity Strategy is to create valuable jobs for local residents. This strategic priority will be delivered through a number of key objectives and priority action areas.

The strategic priorities of the Regional Prosperity Strategy are summarised as follows:

1. Business and industry development - Implement local business visitation program and support for local businesses;
2. Marketing and promotion - Market the region as a place of business and a place to visit and live;
3. Investment facilitation - Facilitate new investment proactively and deliver efficient outcomes through planning and strategy;
4. Education and workforce development - Develop local skills for the local jobs of the future; and
5. Advocacy for infrastructure - Advocate for improved transport, telecommunications and digital networks.

6.7 Emerging employment opportunities

Emerging employment opportunities identified within the Regional Prosperity Strategy include:

- **Large scale industry** - Bromelton SDA has been designed for large-scale, high-impact and difficult-to locate industry. This opportunity includes bio futures (i.e. biofuels and bioenergy projects), renewable energy projects and large-scale food processing operations.
- **Transport and logistics** - With the imminent arrival of Inland Rail by 2027, proximity to Brisbane and the Port of Brisbane and the Bromelton SDA has the potential to become the new logistics hub for SEQ over the next 20 years (as Acacia Ridge reaches maximum capacity and residential development continues to put pressure on its operation)
- **Tourism** - Tourism is a key growth opportunity and this is planned to continue with additional investment into attractions, commissionable product, accommodation and other supporting infrastructure.
- **Agribusiness** - The agribusiness opportunity combines opportunities across a number of agricultural sectors (i.e. growing of produce, raising of livestock) as well as food and beverage processing. The opportunity includes boutique-style, high-value products as well as large scale opportunities. Agribusiness represents a significant export industry for the region (i.e. exports outside of the region as well as international exports) which has capacity to grow. The Water for Warrill Irrigation Project, which is focussed on unlocking water supply opportunities for the Warrill and Fassifern Valleys could act as a major catalyst for additional Agribusiness opportunities in the western Scenic Rim, providing additional employment opportunities. It is noted the availability of agricultural workforce including horticultural pickers has been significantly worsened by the impact of COVID-19. Agricultural industries are struggling to find and keep skilled employees that live locally. This challenge has been driven in part by a lack of affordable housing and educational opportunities in the region, and for the agritourism sector more broadly.

- **Creative industries and business development services** - The region's natural features and diversity already cater to numerous creative businesses and with increased digital connectivity across the region this sector is likely to continue to grow. Additionally, the region currently imports a range of professional services. With suitable infrastructure (both physical premises and internet connectivity), these small businesses are also planned to grow. This opportunity would also include start-ups and entrepreneurs. Fostering an environment conducive to entrepreneurship (particularly focused around the younger demographic) can not only create new businesses for the Scenic Rim but provide a mechanism for many of the region's youth to remain in the region (instead of having to leave to pursue educational or employment opportunities).
- **Health and wellbeing** - This opportunity responds to changing population demographics (including the forecasted ageing of the population) and the amenity of the region, which combined make the area attractive for a range of aged care and retirement living options. Additionally, the natural environment brand of the region also caters for alternative health and wellness offerings. While these businesses exist, there is a growing market for these wellbeing services and the Scenic Rim's proximity to Brisbane and the Gold Coast provides a large future consumer market.

In addition to the employment opportunities identified in the Regional Prosperity Strategy, the Bromelton SDA has the potential to support growth in the resource recovery and circular economy sector and become recognised as a resource recovery precinct at a state and national level. Council's *Waste Management and Resource Recovery Strategy 2021-2026* identifies strategic outcomes and actions that seek to promote the Bromelton SDA for this opportunity.

The Growth Management Strategy encourages growth within these sectors to provide access to greater local employment opportunities within the region. It does not preclude growth taking place in other sectors nor Council supporting other growth opportunities as they emerge. Any employment growth should occur and be facilitated in areas that are appropriately designated within the *Scenic Rim Planning Scheme 2020*.

7 INFRASTRUCTURE

The provision of infrastructure for the Scenic Rim is fundamental to supporting the quantum of proposed growth and in identifying the locations where further development is more efficiently serviced. It is acknowledged that the sequencing of urban growth including housing and employment growth within the Scenic Rim will be dependent on the phasing, design and delivery of key infrastructure over the period to 2041.

The Growth Management Strategy presents an integrated land use and infrastructure policy and is based on Council's 2018 Local Government Infrastructure Plan utilising planned infrastructure capacity and appropriate serviceable land, consistent with the *Scenic Rim Planning Scheme 2020*. The Local Government Infrastructure Plan sets out the trunk infrastructure that Council intends to provide within the priority infrastructure areas identified for the region. Trunk infrastructure is infrastructure that services the greater community and can include stormwater infrastructure, roads, shared pathways, parks and land for community infrastructure. Trunk infrastructure is provided by Council and does not include infrastructure that is planned for and provided by the State government. Water and wastewater infrastructure for the region is planned and delivered by Urban Utilities which is outlined in Urban Utilities' Water and Wastewater Netserv Plan.

The Growth Management Strategy supports region shaping infrastructure projects through appropriate land use initiatives which direct residential and employment growth to locations which have direct access to and/or will directly benefit from the provision of such infrastructure (e.g. key regional road and rail infrastructure).

As such, the Growth Management Strategy delivers on the Planning Principles of:

- Development serving infrastructure;
- Sequencing; and
- Supporting region shaping and State infrastructure.

The Growth Management Strategy demonstrates that the Scenic Rim can achieve the *ShapingSEQ* benchmarks, provide additional capacity for accelerated growth and support region shaping infrastructure, while responsibly aligning land use and infrastructure planning over a 20 year period.

7.1 Aligning planning horizons to 2041

The Growth Management Strategy plays a strategic role in providing direction to future investigations and analysis and ultimately to amendments to the Local Government Infrastructure Plan and *Scenic Rim Planning Scheme 2020*. The planning base years and horizons differ for these three plans, with the Growth Management Strategy commencing after the Local Government Infrastructure Plan and *Scenic Rim Planning Scheme 2020*, having 2014 or 2016 as base years and planning over a longer horizon to 2041.

For a 10 year period there is alignment in the growth assumptions. The direction of growth at locations such as Beaudesert is consistent with LGIP policy. Where the planning horizon extends beyond the Local Government Infrastructure Plan and *Scenic Rim Planning Scheme 2020*, the Growth Management Strategy provides policy direction to inform subsequent Local Government Infrastructure Plans (by 2025) and *Scenic Rim Planning Scheme 2020* amendments.

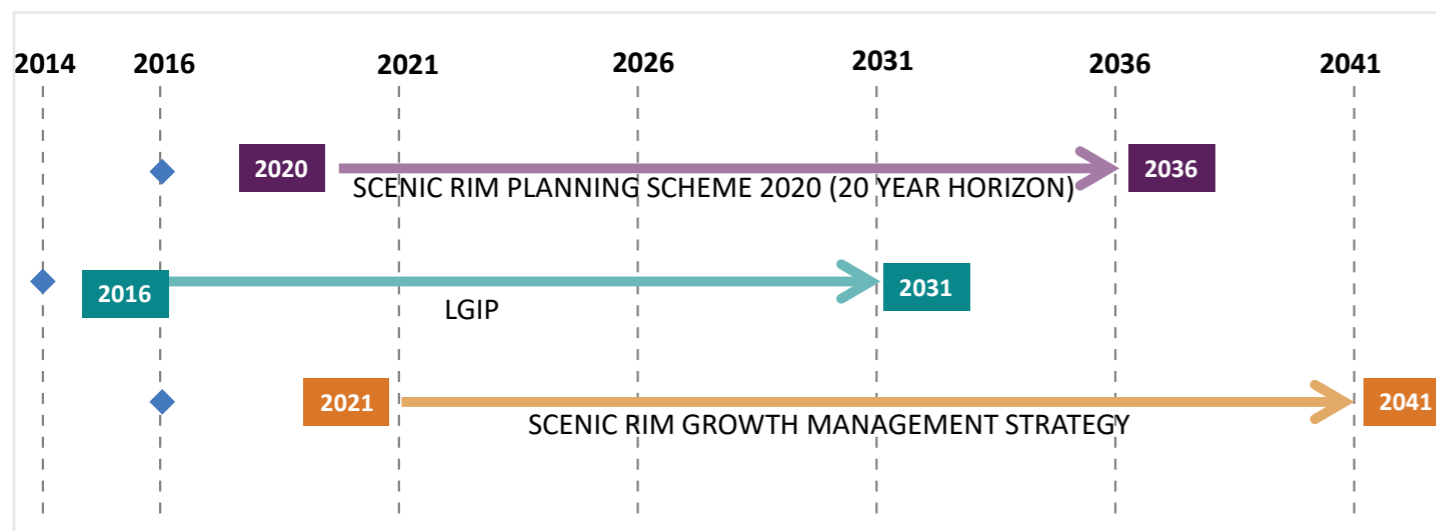


Figure 7 Planning Horizons

7.1.1 ALIGNING GROWTH ASSUMPTIONS - GROWTH MANAGEMENT STRATEGY AND LOCAL GOVERNMENT INFRASTRUCTURE PLAN

The Growth Management Strategy has aligned with the Local Government Infrastructure Plan to sequence growth in accordance with the Local Government Infrastructure Plan Assumptions. The Local Government Infrastructure Plan outlines the type, timing and location of planned trunk infrastructure for the region to 2031 and establishes a sustainable program of local, higher order infrastructure necessary to support population and employment growth in the region, including transport, stormwater, parks and land for community facilities. The following tables provide the alignment in planning across base assumptions of people, jobs and dwellings.

POPULATION

The Local Government Infrastructure Plan has utilised the Queensland Government Statisticians Office 2011 – 2031 (2015) edition projections.

Table 14 - LGIP Assumptions - Population

Period	Low Series	Medium Series	High Series
2011	37,437	37,437	37,437
2016	40,865	41,014	41,161
2021	44,616	45,813	47,033
2026	48,743	51,205	53,751
2031	53,590	57,662	61,916
2036	57,838	63,396	69,239

The Growth Management Strategy utilising a base year of 2016 is planning for a population of 67,000 people at 2041 to align with the dwelling supply benchmarks of the *ShapingSEQ*.

JOBS

The provision of land and services to support employment is likewise a key consideration. The employment projections utilised for the Local Government Infrastructure Plan are detailed below in Table .

Table 15 - Local Government Infrastructure Plan Assumptions - Employment

	2016	2021	2026	2031	2036	2041
Total Employed Persons	14,171	15,402	16,844	18,510	20,136	21,780

The Growth Management Strategy has adopted an employment projection of 21,709 total jobs in 2041.

DWELLINGS

The alignment of projections and supply of new dwellings is a core measure of the Growth Management Strategy and the supporting *Scenic Rim Planning Scheme 2020* and the Local Government Infrastructure Plan. Table 8 in Section 5 identifies the additional dwellings proposed within the study area growth strategies and those currently zoned for residential growth within the *Scenic Rim Planning Scheme 2020*.

Overall, the Growth Management Strategy is planning to provide land for an additional 15,212 dwellings to 2041 (this includes currently zoned land plus proposed zoning of additional land). The additional capacity to be planned for, has been identified to provide direction to future planning in terms of both land use and infrastructure networks.

7.1.2 SPATIAL ALLOCATION OF GROWTH

The Growth Management Strategy has sought to allocate growth that will access existing and planned infrastructure networks and support the ongoing increase in infrastructure capacity. Of the additional 3,094 dwellings identified in addition to those within the current zoned land, the growth is spatially allocated as follows:

- 2,668 dwellings for Beaudesert;
- 390 dwellings for Tamborine Village and Mountain; and
- 36 dwellings for Kalbar.

7.1.3 SPATIAL ALLOCATION OF INFRASTRUCTURE

The Growth Management Strategy process has been utilised as a means of confirming that the appropriate infrastructure, services and community facilities required to support particular growth fronts is available or planned to be available.

Table 16 provides a summary of the key services infrastructure provision across the Growth Management Strategy study areas. It demonstrates the relatively high level of service for Beaudesert, Boonah and Kalbar. Further, while Tamborine and Tamborine Mountain have limited infrastructure networks, alternative solutions are suitable and the quantum of additional growth is minor.

Note: Currently there is no additional growth beyond the zoned residential land planned for Aratula, Harrisville, Peak Crossing, Canungra, Kooralbyn, Boonah or Bromelton. Any future growth contemplated will need to ensure that appropriate infrastructure is available and can be provided to service planned growth. This will be achieved through future Local Government Infrastructure Plan investigations and amendments.

Table 16 – Summary of Infrastructure Provision

Study Area	Stormwater	Water Supply	Sewer	Electricity	Telecoms/ NBN
Beaudesert and Gleneagle	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓
Tamborine	✓	xx	x	✓✓	✓✓
Tamborine Mountain	✓	xx	x	✓✓	✓✓
Canungra	✓✓	✓✓	✓✓	✓✓	✓✓
Kooralbyn	✓	✓✓	✓✓	✓✓	✓✓
Boonah	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓
Kalbar	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓
Peak Crossing	✓	✓	x	✓✓	✓✓✓
Harrisville	✓	✓	x	✓✓	✓✓✓
Aratula	✓	✓	✓	✓✓	✓✓✓
Bromelton	✓	✓✓	✓✓	✓✓	✓✓✓

7.2 Transport infrastructure

The Scenic Rim’s transport network is a key determinant of the spatial distribution and scale of population growth, residential development and jobs across the region. For example, effective transport infrastructure is required to activate growth in jobs in the Bromelton SDA. The overarching aim of an integrated and efficient transport system is to support accessibility for people and goods via a range of transport modes such as walking, cycling, bus, road and rail. For a dispersed rural region like the Scenic Rim, an effective and reliable transport network is critical to the region’s economic activity, commuter and leisure trips, safety and access to import and export markets regionally, interstate and overseas.

The primary desired standard of service for the road network that is identified in the Scenic Rim Local Government Infrastructure Plan is to integrate local government roads and state-controlled roads in accordance with the road network identified in the *Scenic Rim Planning Scheme 2020* policy on infrastructure in the planning scheme. Secondly, to plan and design local government roads to facilitate the efficient movement of pedestrians, cyclists, public transport and vehicles in accordance with planning scheme policy on infrastructure in the *Scenic Rim Planning Scheme 2020*. Public transport is also identified, recognising the role of the one service to Brisbane and the frequency of bus stop intervals within the desired standard of service as well as the role of school and community transport for inter-town movement.

7.2.1 ALIGNING PLANNING AND TRANSPORT

Major investment has been and is continuing to be made by Council and the Queensland Government in the region’s local and State transport networks. The planning and delivery of this transport infrastructure continues to positively impact on Scenic Rim’s growth opportunities. The integration of land-use planning and transport is a fundamental consideration of where the planned growth and development is located. Preferred growth localities will be closely coordinated and aligned with transport network planning and maintenance to maximise their efficiency.



Main Western Road, Tamborine Mountain.

7.2.2 CAPACITY OF LOCAL ROADS TO MEET INCREASED GROWTH

Where growth in addition to the planned growth is proposed, e.g. at Tamborine Mountain, Tamborine, Kalbar and Beaudesert, consideration will be given to the impacts of the growth, including from rural tourism, on the amenity of current residents. Small opportunities for residential growth on Tamborine Mountain should be possible, with the current roads and transport network not acting as a hinderance to the delivery of that proposed growth.

Further investment and enhancement of Scenic Rim’s transport infrastructure is critical to regional growth and will deliver wider social and economic benefits through improving supply chain efficiency, unlocking regional productivity and enhancing access to services and employment opportunities across and beyond the region.

The Department of Transport and Main Roads (TMR) has undertaken maintenance and safety upgrades such as improvements to the Beaudesert-Beenleigh road corridor and Binna Burra Road following damage from the 2019 Southern Queensland bushfires. In addition to these short term upgrades, there are a number of transport infrastructure projects either under construction or recently completed which aim to provide more efficient road and freight rail networks, providing key drivers for economic development of the Scenic Rim region and specifically Beaudesert. These include:

- Beaudesert Town Centre Bypass:** The Beaudesert town centre bypass off the Mount Lindesay Highway opened to traffic in September 2017. The bypass reduces the flow of heavy vehicles travelling through the town centre and provides a dedicated route to service the increasing freight demands in the Beaudesert and Bromelton areas. The project significantly improves the movement of freight while at the same time improving the amenity of Beaudesert town, including local trips within town and increasing safety for vulnerable road users such as people walking or cycling.



Roadworks at Kooralbyn

- Mount Lindesay Highway - Jimboomba to Beaudesert** safety and efficiency improvements: TMR is upgrading Jimboomba to Beaudesert intersections by building dedicated turning lanes, installing traffic signals and street lighting, removing hazards and installing safety barriers.
- Beaudesert - Nerang Road (Rogers Flat Section):** Upgrade of this crossing has recently been completed to reduce the frequency of road closures due to flooding.
- Melbourne to Brisbane Inland Rail:** The national freight rail project Inland Rail is currently under construction, with the first freight train expected to run in 2025 with a transit time of 24 hours or less between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland. The Kagaru to Acacia Ridge and Bromelton project is one of 13 Inland Rail projects that completes the 1,700 kilometre national freight network. The delivery of Inland Rail will be a major catalyst for development of Bromelton and is critical to its success.
- Cross River Rail:** This will unlock the bottleneck by delivering a second river crossing, allowing more trains to run more often and integrating with new roads and new bus services to enable a turn-up-and-go public transport system across the whole of South East Queensland. Cross River Rail will deliver increased capacity on the rail network and allow for increased services along the Beenleigh and Gold Coast lines. Whilst not directly relevant to the Scenic Rim region, Cross River Rail could unlock opportunities to extend passenger rail from Salisbury to Beaudesert, providing a further public transport option for the residents of Scenic Rim.

It is noted that both the Inland Rail and Cross River Rail projects have been identified in the *ShapingSEQ* as region-shaping priority infrastructure.

7.2.3 REGION SHAPING INITIATIVES

A number of important, yet currently unfunded transport projects of relevance to the Scenic Rim include the Canungra Bypass, Mount Lindesay Highway and Bromelton connections, Boonah - Rathdowney Road upgrades, Cook Road Bypass (Tamborine Mountain), Boonah - Beaudesert Road Coulson Crossing Upgrade and the potential public transport service (bus) development program servicing the Tamborine Mountain and Boonah communities (taking place over a two-year trial period). The realisation of these projects will help unlock prosperity and growth within the Scenic Rim.

The Growth Management Strategy advocates for the delivery and funding of each of the above projects, with the most critical piece of transport infrastructure being the upgrade of the Mount Lindesay Highway freight route (including the Mount Lindesay Bypass to Bromelton), to enhance the economic growth opportunities for Scenic Rim. The Mount Lindesay Highway is the vital corridor that provides important linkages between the major employment areas of Bromelton, through Logan to Brisbane, including access to the Port of Brisbane and the Brisbane Airport.

In addition, the *ShapingSEQ* has identified seventeen region-shaping priority infrastructure projects that have the potential to deliver major direct economic benefits to the region. Of relevance to the Scenic Rim, these projects include:

- **Salisbury to Beaudesert Rail Line:** The long-mooted passenger rail connection from Salisbury to Beaudesert via Greater Flagstone is recognised as a key project to support employment opportunities and commuter movements through this corridor. The Australian Government has committed \$10 million towards progressing the business case as part of the Inland Rail Bi-lateral Agreement with the Queensland Government. A preserved and protected corridor will ensure that the land is not adversely impacted from future redevelopment. Importantly, the project would also facilitate greater worker accessibility to the Bromelton SDA.
- **Southern Freight Rail Corridor:** Delivering the Southern Freight Rail Corridor (part of the Melbourne to Brisbane Inland Rail project), connecting the western rail line near Rosewood to the interstate railway near Bromelton, which will improve the freight network's efficiency and relieve pressure on the passenger rail network between Rosewood/ Ipswich and the Metro sub-region.
- **Bromelton North-South Arterial Road:** Delivery of the Bromelton North-South Arterial Road as part of the Mount Lindesay Highway upgrade will significantly improve freight efficiency through the Bromelton SDA.

The Growth Management Strategy seeks to ensure that the strategic transport infrastructure required to support proposed growth within the region is advocated for. The Key Drivers of Change Map (Figure 4) in Section 3 of this report identifies the key transport connections and other upgrade works that will facilitate growth of the region.

7.2.4 WATER AND WASTEWATER INFRASTRUCTURE

Urban Utilities undertakes trunk planning for the water supply and sewerage networks under a Netserv Plan in consultation with Council. This document is prepared utilising the planning assumptions that form part of the LGIP and is the key strategic document guiding the delivery and operation of water and sewer infrastructure and services. The Netserv Plan is administered by Urban Utilities.

The Growth Management Strategy seeks solutions to enable and ensure that development:

- aligns with planned infrastructure availability;
- has convenient access to existing services and infrastructure to support liveable neighbourhoods; and
- generally reflects a logical development pattern for expansion into greenfield areas.

Urban Utilities was consulted as part of the development of the Growth Management Strategy, to ensure the additional land identified to support growth are suitable in terms of future connection to water supply and sewerage networks.

7.2.5 LOCAL GOVERNMENT INFRASTRUCTURE PLAN REVIEW

A review of the Local Government Infrastructure Plan is a key recommendation of the Growth Management Strategy to ensure the planned growth is supported by trunk infrastructure in a coordinated, efficient and financially sustainable manner.

A review of the Local Government Infrastructure Plan would include a review of the Priority Infrastructure Areas, their current extent and efficacy and identifying the locations where further development can be more efficiently serviced, including the identification of any new areas that would benefit from being included within a Priority Infrastructure Area, for example, in Aratula, Boonah, Kalbar and Beaudesert.

7.2.6 TRANSPORT STRATEGY

To ensure that the Scenic Rim is a place where people can experience relaxed living and a rural lifestyle, while providing for projected housing and employment needs, it is recommended that Council develop a Transport Strategy for the Scenic Rim region which will provide direction to 2041 to improve consistency across transport planning, prioritisation, delivery and implementation within Council. The Strategy will also provide a strong foundation to proactively advocate with other key stakeholders to achieve a transport system that is multi-modal, integrated, responsive and aligns with the proposed land use growth for the unique and diverse localities that make up the Scenic Rim region.

The development of a Transport Strategy will involve transport modelling to test the adequacy of the existing and planned transport infrastructure to achieve the growth outcomes planned in the Growth Management Strategy.



Beaudesert-Nerang Road, Beaudesert.



The Outlook, Beaudesert.

8 COMMUNITY, CULTURAL HERITAGE AND CHARACTER

Growth in the Scenic Rim needs to be supported by community and social infrastructure which is necessary to support the health and wellbeing of the community. It is recognised that investment in community wellbeing through a range of initiatives will also support the regional economy, culture and liveability. Strong population growth is projected to continue and it is important that this growth is supported through planning for additional community infrastructure, as well as ensuring the rural towns and villages are appropriately serviced and connected.

Future development also needs to maintain and enhance a sense of place through the protection of important heritage and character places that are valued by residents and visitors to the region.

The key outcomes of any planning for community infrastructure should ensure:

- The development of well-designed and located and integrated community and recreational space that meet the needs of the Scenic Rim community for the next 20 years;
- The development of a network of parks and open spaces that meet sporting and recreational needs while also protecting important biodiversity values which contribute to a green space network, providing critical linkages and connections that contribute to healthy lifestyle, community character and identity;
- Social infrastructure and community services facilities are provided to meet the needs of the community and all users, being highly accessible, integrated and co-located, where appropriate. Such facilities and services are provided by a range of providers, including the public and private sector and non-profit organisations; and

Integrated community facilities are also adaptive (e.g. can have multiple functions). For example, locating community centres, libraries, sports/park facilities either on one block of land or which are all adjacent and integrated with each other.



Playground at Kidston Street, Canungra

8.1 Community and Culture Strategy

Council is currently developing a draft Community and Culture Strategy that will help ensure the region is inclusive, welcoming, resilient and more connected into the future.

Initial feedback has revealed strong community values around improving health and wellbeing outcomes and social connections. A highly connected open space network linked to diverse recreational opportunities and town centres that integrates the built and natural environment is fundamental to achieving improved health and wellbeing outcomes and social connections for a growing population.

The new strategy will integrate the existing Health and Wellbeing Plan, Regional Libraries Strategic Plan and Arts and Cultural Policy to provide a new direction for our community programs, spaces and services, building on feedback on other Council strategies including the Growth Management Strategy.

8.2 Community facilities and infrastructure to support growth

It is important that growth is supported by community infrastructure through continuing Council-led initiatives to guide prioritised provision and development of community facilities to meet the diverse and changing needs of the community. There are currently a range of initiatives being undertaken to ensure that the Scenic Rim's community facilities meet the needs of the current and future population. These initiatives are outlined below.

8.2.1 FOOTPATH AND BIKEWAY STRATEGY 2015-2020

This strategy outlines the desired strategic outcomes and associated actions to assist in developing an integrated and user-friendly pedestrian and cycle network across the region that supports safe walking and cycling and increased accessibility; at the same time recognising the need to renew and maintain the current infrastructure that services the urban and semi-urban areas within the region efficiently and sustainably.

8.2.2 DRAFT SPORTING FACILITIES STRATEGIC REVIEW

The purpose of the Sports Facilities Strategic Review is to guide prioritised provision and development of sports facilities to meet the diverse and changing needs of the Scenic Rim community. The Strategic Review identifies opportunities to increase participation of residents in sport by taking a planned and sustainable approach to the future development of sporting infrastructure. By identifying the condition and supply of the existing sports infrastructure network and comparing this with existing and projected future demand, the project enables Council to confidently quantify and prioritise resources to meet user requirements.

8.2.3 DRAFT COMMUNITY FACILITIES STRATEGIC REVIEW

The purpose of the Community Facilities Strategic Review is to guide prioritised provision and development of community facilities to meet the diverse and changing needs of the Scenic Rim community. The Strategic Review identifies opportunities to increase participation in community activities by taking a planned and sustainable approach to the future development of community infrastructure. By identifying the condition and supply of the existing infrastructure network and comparing this with existing and projected future demand, the project enables Council to confidently quantify and prioritise resources to meet user requirements.

8.2.4 VIBRANT AND ACTIVE TOWNS AND VILLAGES

Council's Vibrant and Active Towns and Villages (VATV) initiative is a long-term program to revitalise towns of the Scenic Rim. The VATV initiative aims to create an integrated region of outstanding towns and destinations focused on local culture and community life while supporting a sustainable and prosperous economy. Current initiatives include the Beaudesert Town Centre Revitalisation and the Tamborine Mountain Gallery Walk Precinct Concept and Business Case.

8.2.5 BEAUDESERT TOWN CENTRE REVITALISATION

The revitalisation of Beaudesert's town centre has commenced, which seeks to make infrastructure and streetscape improvements to the heart of the town, while maintaining the unique character of the area and creating welcoming public spaces.

This revitalisation aims to deliver a built environment which resonates with residents, provides a relaxed rural atmosphere, and also yields a social and economic dividend for the Beaudesert community. Key project benefits include:

- Landscaping and traffic calming at Brisbane Street with a new pedestrian entrance to the centre;
- Upgrade of Brisbane, Eaglesfield and Short Street critical drainage interconnection infrastructure;
- Expansion and upgrade of car parks and connection of Selwyn Street to Helen Street will provide greater access to the business centre and community facilities;
- A new communal space for community gatherings and public events with amphitheatre terraced seating, events deck and stage, play space, public artwork, landscaping and facilities;
- A proposed new Beaudesert Community Hub and Library with the latest facilities, activities and resources for use by the whole community including local businesses.



Beaudesert Town Centre Revitalisation

8.2.6 SPRING CREEK MASTER PLAN

In 2017, Council secured Sport and Recreation Planning funding from the State Government to master plan the Spring Creek Precinct. The Precinct includes Jubilee Park, Lions Park and adjoining land to the south (approximately 18 hectares).

The aim of the Master Plan is to identify strategies and priorities for the development of a well-designed and integrated recreational space that meets the needs of the Scenic Rim community for the next 10 - 20 years.

This planning was not only about current community needs and expectations, but rather a much longer-term view to envisage what might be needed as the region continues to grow.

Reflecting initial community feedback, the master plan has been developed, incorporating best practice design elements. It will serve as a blueprint for the future development of Spring Creek and provides a vision for a long term action plan to create a recreational precinct.

The Spring Creek Master Plan focuses on active recreation rather than structured sports, which reflects the initial community feedback. The proposed Sports Infrastructure Review, which will be undertaken by Council in the near future, will address sporting needs across the entire Scenic Rim region.

8.3 Local Heritage and Character

The Scenic Rim has a rich and diverse history that is evident in the physical fabric of its towns and villages and rural landscapes, which has been fundamental to the region's prosperity. The protection of local heritage places provides an important physical connection to the past. It also ensures that future generations can continue to enjoy the unique heritage and character that has contributed to making the Scenic Rim an attractive place to live and visit.

It is important that as the Scenic Rim grows, development in the diverse rural towns and villages enhances their unique sense of place by protecting significant local heritage and built form character.

The Scenic Rim Local Heritage Register was adopted in 2014 and from 2023, Council is proposing to undertake a review of the Scenic Rim Local Heritage Register and investigate the establishment of character precincts to ensure that the character and heritage attributes that contribute to the appeal of the towns and villages of the region are protected and enhanced as they grow and change.

8.4 Indigenous Cultural Heritage

Valuing, protecting and promoting Aboriginal and Torres Strait Islander knowledge, culture and tradition is a new addition to planning legislation in Queensland that is embedded in the purpose of the *Planning Act 2016* (s.5(2)(d)). Recognition of some places of regional value has been reflected in the *ShapingSEQ* and this was achieved through consultation with stakeholders at a regional scale. The *ShapingSEQ* identifies some indigenous landscape values where permission has been given by the traditional owners, however it is not a complete record of such values in the region.

At the local government scale and particularly in the Scenic Rim region, consultation with traditional owners and interest groups is more complex as there is no single group that represents the interests of the indigenous community of the local government area. Further, Native Title has not yet been determined to exist over the land under the *Native Title Act 1993* (there are two claims currently progressing) and there is no indigenous land use agreement in place, or grants of land made under the *Aboriginal Land Act 1991*.

The Strategic Vision for the *Scenic Rim Planning Scheme 2020* includes that traditional owners are engaged with to enable their cultural knowledge and connections to the land to inform the planning for communities and the sustainable management of natural assets and natural economic resources. However, at an operational level, the *Scenic Rim Planning Scheme 2020* relies on the implementation of the *Aboriginal Cultural Heritage Act 2003* to achieve this outcome in identifying and protecting cultural heritage values, rather than the inclusion of a Planning Scheme overlay that would trigger the assessment of impacts of development on identified cultural heritage on the land.

The *Scenic Rim Planning Scheme 2020* does not include an overlay map that identifies places/sites of aboriginal cultural heritage to inform the consolidated constraints layer for the Growth Management Strategy due to the sensitivities and protocols associated with formally mapping and making publicly available cultural heritage values on land.



Queen Street, Harrisville

9 GROWTH MANAGEMENT DIRECTIONS

Sections 1-8 of the Growth Management Strategy provide an overview and analysis of key aspects of growth which inform the broader growth management policy position for the Scenic Rim. The strategic direction and vision for growth within the Scenic Rim is currently well articulated within the *Scenic Rim Planning Scheme 2020*, which is also consistent with the sub-regional narrative contained within the *ShapingSEQ*.

One of the key considerations of the Growth Management Strategy is to determine where the dwellings and jobs needed to support the region's growing population should be located. The Growth Management Strategy broadly advances the intent for residential and employment growth of the Scenic Rim through reinforcing and recognising the network of established towns and villages and maintenance of the current centres hierarchy.

This Growth Management Strategy identifies specific growth strategies for study areas within the region, being:

- Aratula
- Beaudesert and Gleneagle
- Boonah
- Bromelton
- Canungra
- Harrisville
- Kalbar
- Kooralbyn
- Peak Crossing
- Tamborine
- Tamborine Mountain

The study areas have been selected due to being identified in the *ShapingSEQ* as areas that provide for urban growth (for both housing and/or employment). A further group of rural towns and villages that sit outside those identified in the *ShapingSEQ* for urban growth have also been considered and growth management recommendations for some of these localities are described in section 9.14.

Specific studies undertaken in support of the Growth Management Strategy – particularly for housing and employment, provide further direction for the nature of growth that is envisaged across the region and specifically in meeting the dwelling supply benchmarks and employment planning baselines for Scenic Rim to 2041.

An analysis of the constraints and opportunities for providing additional land for residential and employment development was undertaken through the Baseline investigations during the development of the Growth Management Strategy.

This section outlines specific implementation actions to advance the growth management strategy for each study area using both the Growth Management Strategy Planning Principles outlined in Section 1, as well as the outcomes of the supporting studies and analysis.



Rural residential development, Boonah

9.1 *ShapingSEQ* - South East Queensland Regional Plan 2017

The study areas are included in one or more of the following regional land use categories of the *ShapingSEQ - South East Queensland Regional Plan 2017*:

1. Urban Footprint
2. Rural Living Area
3. Regional Landscape and Rural Production Area

The designation of land within these regional land use categories under the *ShapingSEQ* influences the extent and type of growth that can potentially be accommodated within each of the study areas (refer Box 1). Where a change to the regional land use category of certain land within the study areas to facilitate future development may be warranted, then this has been identified for those study areas. The intention is to utilise the Growth Management Strategy to inform Council's submission on the next *ShapingSEQ*.

Box 1 - *ShapingSEQ* Regional Land Use Categories

Rural Living Areas

Under the regional plan, the intent for Rural Living Areas is to 'consolidate rural residential development in suitable locations providing for housing and lifestyle choice, while limiting the impact of its inefficient use of land on other values, functions and opportunities in SEQ'. The SEQ regulatory provisions apply to land in the RLA, limiting certain types of urban development, but generally allowing rural residential development in appropriate circumstances.

Note: *Rural residential development is large lot development, generally without reticulated sewerage, and typically in a rural, semi-rural or conservation setting.*

Urban Footprint

The Urban Footprint identifies land within which South East Queensland's urban development needs to 2041 can be accommodated in a way consistent with the goals, elements and strategies of *ShapingSEQ*. The area incorporates the full range of urban uses including housing, industry, business, infrastructure, community facilities and other integral components of well-planned urban environments, such as local areas for sport and recreation and urban open space. The priority for developing land in the Urban Footprint is to accommodate urban growth. However, the Urban Footprint is not an urban zone and does not imply that all land can be developed for urban purposes.

Land in the Urban Footprint may be unsuitable for urban purposes for other reasons including constraints such as land slope and scenic amenity, and the need to protect significant vegetation, which may include environmental significance and parts of the regional biodiversity network. The Regional Plan relies on local government planning schemes to determine the most suitable zone for each land parcel within the Urban Footprint.

Regional Landscape and Rural Production Area

The Regional Landscape and Rural Production Area (RLRPA) is a large and important part of SEQ and the intent of the RLRPA is to:

- protect the values of this land from encroachment by urban and rural residential development;
- protect natural assets and regional landscapes; and
- ensure the sustainable use and management of this land to support development and economic growth of rural communities and industries.

9.2 Region-wide strategy

The Growth Management Strategy provides direction on how growth in the Scenic Rim region is planned and prioritised up to 2041.

Growth is prioritised in Beaudesert because it is the Principal Rural Activity Centre for the region, containing the majority of planned dwelling and employment growth, as well as being serviced by current and planned infrastructure. This is supported by the Major Rural Activity Centre of Boonah and a range of other significant townships each containing their own unique character and attributes including Kalbar, Aratula, Peak Crossing and Harrisville and the major township/tourist destination of Tamborine Mountain, Tamborine (Village), Canungra and Kooralbyn. Each of these areas will contribute towards future growth for the region.

The major employment area of the Bromelton SDA also has the potential to be a significant industrial employment generator for the region, and is of State significance. However, key upgrades to the Mount Lindesay Highway freight route and the delivery of the Kagaru to Acacia Ridge and Bromelton section of Inland Rail are fundamental pieces of infrastructure which will be required to activate the development of Bromelton.

Although there are some region-wide growth issues, each study area has unique planning and/or infrastructure challenges and local growth strategies are therefore provided within this section for each location, to advance the Planning Principles established within the Growth Management Strategy.

Overall, the strategies for growth presented for the key locations represent a fit-for-purpose and evidence-based approach to growth planning, having regard to the Scenic Rim's unique position in the South East Queensland Region as a primarily rural region on the urban periphery.



Churches of Christ Aged Care Facility, Boonah.

9.3 ARATULA

9.3.1 CONTEXT

Located at the foot of Cunningham's Gap on the Cunningham Highway, the village of Aratula has an important role for tourism and road transport, with its strategic location linking the western side of the Scenic Rim with Ipswich to the north and Warwick to the south. Aratula is a popular rest stop for travellers of both freight and tourism.

The town is focussed on the main commercial strip along the Cunningham Highway and businesses include service stations, a general store and bakery. Aratula also has a primary school and a community sports centre.

9.3.2 HOUSING

In 2021, there were an estimated 499 persons in the Aratula study area, residing in 181 dwellings.

Existing housing in Aratula is characterised by single dwellings on larger lots. Older housing dating from the pre-WWII period is centred around Elizabeth and Phillip Street and more recent acreage developments are focussed around Adam Drive and to the south around Charlwood Road.

The housing needs assessment identified that Aratula is a relatively affordable locality in regard to housing costs and that housing affordability is stabilising (due to the proportion of household income spent on housing costs being lower than the broader Scenic Rim LGA, which fell between the 2016 and 2021 Censuses). There has been a significant decline in the small household to small dwelling ratio between 2016 and 2021, indicating an improvement in the undersupply of small dwellings in Aratula. A demand however remains for dwellings to accommodate smaller households in Aratula by 2041.



Adam Drive, Aratula

Housing land supply

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No. of households (CDM Smith, 2016 Census)	No. of households (Bull & Bear, 2021 Census)#	Scenic Rim Planning Scheme - Additional lot potential (including approved new lots since 2016)*	Growth Management Strategy - Additional lot potential	Additional Residential lot potential TOTAL (columns 3+4) 2016 -2041	% Share of Residential lot growth across the GMS study areas
178	181	522	0	522	3.43%

Most study areas grew in the number of households between the Census years of 2016 and 2021, although this growth was lower than expected due to a general increase in average household size. It is also anticipated that a few study areas recorded declines in the number of household dwellings between 2016 and 2021 because of this trend.

*1 lot will support 1 dwelling or 1 household equivalent, under the Housing Land Supply Methodology for this GMS.

9.3.3 EMPLOYMENT LAND AND JOBS

Aratula is contained within the Balance Boonah catchment as part of the Boonah SA2. The catchment as a whole is anticipated to increase from 1,613 workers in 2016 to 2,049 workers in 2041.

Consistent with historic uses, employment in the agriculture, forestry and fishing industry is expected to account for the highest volume of workers in the Boonah balance area, however this industry is expected to demonstrate little to no growth between 2016 and 2041. The most significant employment growth is expected to be in the mining and other services industries.

The employment lands assessment has also determined that while Aratula currently does not have any vacant land zoned for employment purposes within the Township zone, there

are some underutilised sites which could be redeveloped for employment purposes as required. There is a small amount of vacant Industry zoned land. On balance, the Growth Management Strategy has not identified any significant issues to be addressed regarding employment land.

The Boonah Balance catchment could potentially achieve a total employment yield of an additional 863 jobs to 2041, based on the development of vacant and underutilised employment zoned lands. This jobs capacity, which is based on the available employment land, is greater than that required for the projected employment growth.

Employment land supply in the Boonah Balance SA2 catchment

Jobs as at 2016	Projected total jobs to 2041	Projected employment growth	Total capacity of additional jobs 2016-2041 for employment zoned lands*
1,613	2,049	436	863

* employment zoned lands relates to land in the following zones:

- Major Centre;
- District Centre;
- Neighbourhood Centre;
- Local Centre;
- Mixed Use;
- Industry;
- Special Purpose (i.e. Bromelton SDA);
- Major Tourism;
- Minor Tourism;
- Community Facilities; and
- Township.

The projected total jobs to 2041 figure above represents the total number of jobs for the catchment, which may also occur on land that is not specifically zoned as employment lands – for example, in rural or rural residential areas, or mobile workers.

9.3.4 GROWTH ISSUES, STRATEGIES AND IMPLEMENTATION

Based on the dwelling and employment land supply analysis underpinning this Growth Management Strategy, Aratula has existing capacity under the Scenic Rim Planning Scheme 2020 to support further dwelling and employment growth up to 2041 and beyond.

However, the following local growth issues have been identified and addressed in the proposed growth strategies to ensure the continued growth of Aratula supports further development of the town as a thriving local centre while protecting and enhancing existing qualities, including existing neighbourhood character and local ecosystems:

- The land in the Low Density Residential Zone in Aratula has capacity to provide for relatively significant growth in the locality, however this potential growth is currently not supported or prioritised through planned trunk infrastructure networks in the Local Government Infrastructure Plan.



BP Service Station, Aratula.



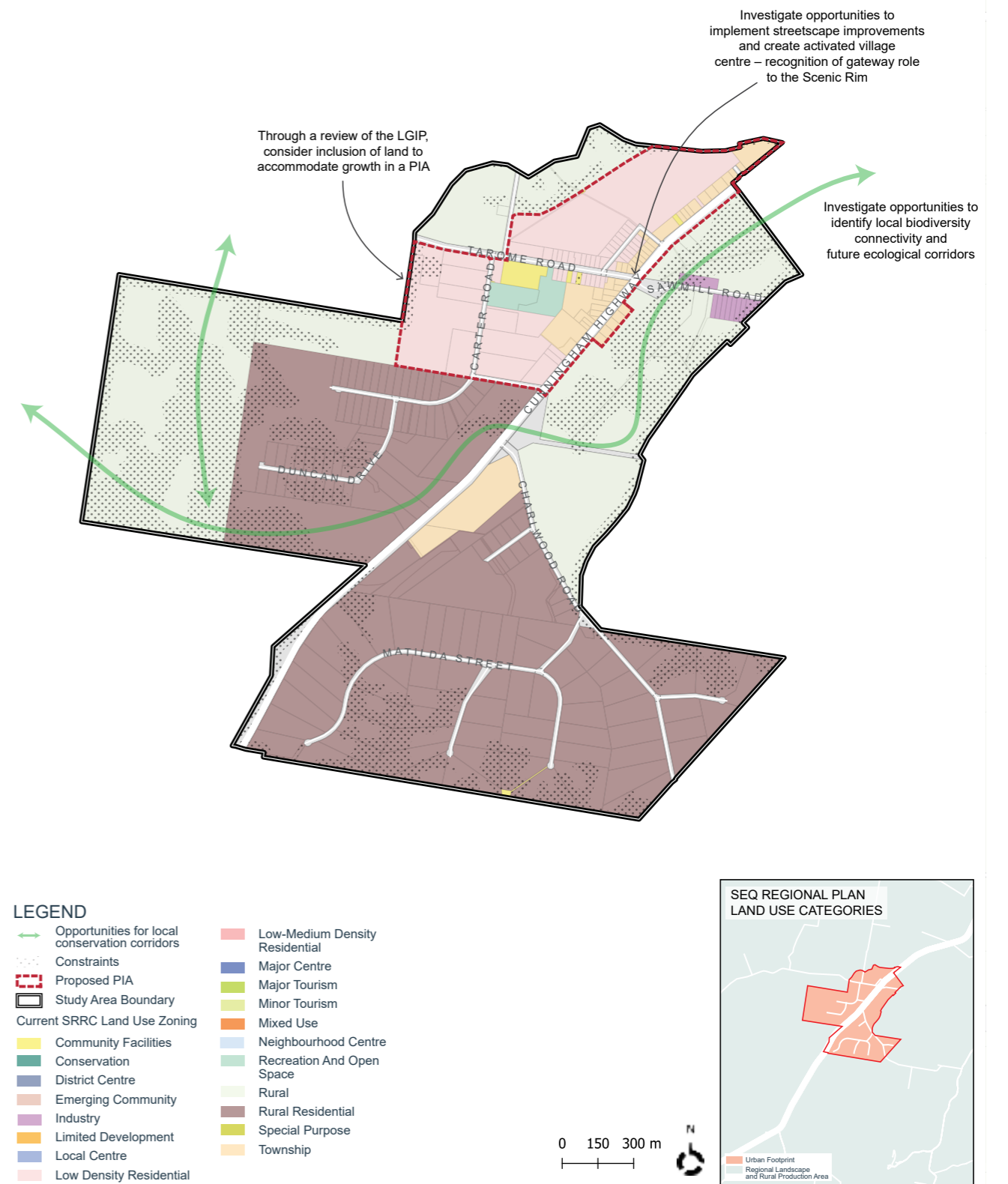
Cunningham Highway, Aratula

- Aratula has traditionally been a popular rest-stop for travellers on the Cunningham Highway and acts as a gateway to the Scenic Rim for tourists driving from the Southern Downs Region and New South Wales. The current streetscape environment along the Cunningham Highway has the potential for further enhancement for pedestrian activity and improved carparking and amenities (e.g. upgraded toilet block and picnic area). Such measures would assist in creating a welcoming entry statement for the Scenic Rim and generate local economic benefits by encouraging tourists to spend more time in Aratula and visit local shops.
- There is existing vacant industrial land and underutilised commercial land zoned in Aratula that could support further local business and employment opportunities. Streetscape enhancements, combined with additional dwelling growth could assist in activating the potential of this land.
- The housing needs assessment has identified that while there has been a significant decline in the small household to small dwelling ratio between 2016 and 2021, indicating an improvement in the undersupply of small dwellings in Aratula, there will still be an increased demand for dwellings to accommodate smaller households in Aratula by 2041.
- Within Aratula, there is potential to protect biodiversity linkages that support movement of fauna in the region. The existing waterways, vegetation and gullies that traverse Aratula have the potential to further support biodiversity linkages that could be protected in the Scenic Rim Planning Scheme 2020 and implemented in future development and Council-led initiatives.
- The proposed strategies to address these growth issues are identified in the table below and illustrated on the Aratula study area map.

Aratula Growth Strategies and Implementation

Growth Strategy	GMS Planning Principle	Implementation	Indicative Timing
1 Residential growth in Aratula is prioritised on existing land which is well-located and zoned for residential purposes and supported by suitable planned trunk infrastructure networks.	Development is prioritised in locations which have direct access to and/or will directly benefit from the provision of infrastructure (including planned trunk infrastructure) through appropriate land use initiatives.	In a review of the Local Government Infrastructure Plan, consider identifying land in Aratula in a Priority Infrastructure Area to encourage growth in coordination with planned infrastructure.	In alignment with the review of the Local Government Infrastructure Plan required by June 2025.
2 Streetscape improvements enhance pedestrian amenity and conveniences for tourists and travellers to create a strong sense of place for Aratula as a gateway to the Scenic Rim Region and support further opportunities for local businesses.	Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	Investigate opportunities to implement streetscape improvements and improved amenities to encourage a more activated village centre and stronger sense of place in recognition of Aratula's role as a gateway to the Scenic Rim.	Ongoing and in alignment with the priorities of Council's Vibrant and Active Towns and Villages Program.
3 Development in Aratula provides for a range of housing types to meet the projected needs of the population.	Development supports the projected housing needs of the local population through the provision of a variety of housing types (including more small dwellings) to ensure that a range of housing options are available for residents to continue living in their local communities through all stages of life.	Review the master planning requirements of the <i>Scenic Rim Planning Scheme 2020</i> to ensure that new development in Aratula continues to cater for the projected housing needs of the community.	Commence <i>Scenic Rim Planning Scheme 2020</i> amendment in 2022 - third quarter.
4 Development protects and enhances important biodiversity corridors and linkages in Aratula to support local biodiversity and linkages between areas of ecological significance in the region.	Matters of Environmental Significance are protected, maintained and enhanced and/or , regenerated through connectivity and linkages. The local and regional network of ecological corridors, linkages and stepping stones, increases connectivity to conservation areas, including World Heritage Areas.	Undertake a review of Matters of Environmental Significance and a region-wide investigation into mechanisms to protect and enhance important biodiversity corridors for implementation through an amendment to the Environmental Significance Overlay in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations to inform policy options in 2022 - fourth quarter.

ARATULA STUDY AREA



9.4 BEAUDESERT AND GLENEAGLE

9.4.1 CONTEXT

Beaudesert is the Principal Rural Activity Centre of the region and the primary focus for accommodating significant residential and employment growth in the region over the next twenty years and beyond.

The Beaudesert and Gleneagle study area was home to an estimated 9,479 people in 2021, who value the relaxed rural lifestyle, strong community ties, the country town character, access to national parks and recreation and the scenic landscape setting.

The Beaudesert and Gleneagle study area is located in a rural landscape with the Birnam Range rising to the east and the Logan River floodplain bordering the town to the west. Waters Creek, Fishers Gully and Spring Creek are the main waterways traversing the town. The land surrounding Beaudesert is used for various rural purposes including dairy farming, cropping, beef cattle and equine activities.

Beaudesert is a relatively well serviced rural activity centre, retaining many traditional Australian country town characteristics. Focal points of the town include the Brisbane Street war memorial, Jubilee Park, showgrounds, public swimming pool, cultural centre, historical museum and golf course. The town also supports a number of regional services including the Council administration centre, public hospital, court house, library and information centres, residential care facilities, emergency services and primary and high schools. There are also many sporting clubs and community organisations.

As with many rural service centres, employment in Beaudesert occurs in many different sectors, with manufacturing, retail, healthcare, public administration and construction all being represented. Beaudesert is serviced by four supermarkets, however for specialist shopping, most residents travel to larger urban centres outside the region, including Logan and the Gold Coast. A limited weekday bus service connects Beaudesert with Brisbane.



Anna Street, Beaudesert

9.4.2 HOUSING

In 2021 there were 3,571 dwellings within the Beaudesert and Gleneagle Study Area. Beaudesert has experienced modest population growth in recent years, predominantly accommodated within new housing estates to the east and north of the town centre.

The existing housing stock largely comprises detached houses and there is a comparatively small proportion of medium density housing forms (i.e. units and townhouses) dispersed throughout the town. There are new residential developments currently under development on the outskirts of the town centre including the Oaklands Estate to the east, Spring Creek to the south and The Outlook to the north.

Other housing options available in the township include two retirement villages, a caravan park and rural residential allotments on the periphery. Within the Beaudesert and Gleneagle study area, projected significant changes to household composition to 2041 include:

- Increases in the incidence of lone person households being the most significant family composition in the Beaudesert and Gleneagle Study Area as of 2041;
- Increasing incidence of couple families with no children;
- The number of one person households is expected to increase most significantly, reaching 2,324 households; and
- There will be an increasing shortfall in residential aged care units in Beaudesert from 2026 onwards.

Consideration should be given to housing for ageing populations and, as there is a higher proportion of household income spent on housing costs compared to the rest of the Scenic Rim, housing affordability could be a potential issue in the future for Beaudesert. Although the proportion of household income spent on housing costs is higher than the Scenic Rim region, this fell between the 2016 and 2021 Censuses, suggesting that housing affordability in this area is stabilising. A similar imbalance between small households and small dwellings compared to the broader region, also suggests the need to provide a moderate number of more small dwellings.

Housing land supply

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No. of households (CDM Smith, 2016 Census)	No. of households (Bull & Bear, 2021 Census)#	Scenic Rim Planning Scheme - Additional lot* potential (including approved new lots since 2016)	Growth Management Strategy - Additional lot potential	Additional Residential lot potential TOTAL (columns 3+4) 2016 -2041	% Share of Residential lot growth across the GMS study areas
3,372	3,571	6,899	2,668	9,557	62.83%

Most study areas grew in the number of households between the Census years of 2016 and 2021 although this growth was lower than expected due to a general increase in average household size. It is also anticipated that a few study areas recorded declines in the number of households between 2016 and 2021 because of this trend.

*1 lot will support 1 dwelling or 1 household equivalent, under the Housing Land Supply Methodology for this GMS.

9.4.3 EMPLOYMENT LAND AND JOBS

Employment in the Beaudesert catchment is anticipated to accommodate the majority of new jobs for the region, increasing from 4,125 workers in 2016 to reach 7,435 workers in 2041. Health care and social assistance will remain the largest employer, however, the education and training industry and construction industry are also expected to grow significantly.

High growth in employment in mining and electricity, gas, water and waste services is also expected between 2016 and 2041.

The catchment comprises a number of vacant and underutilised employment zoned sites and could potentially achieve a total employment yield of 4,153 additional jobs to 2041 on employment zoned lands. This jobs capacity, which is based on the available employment land, is greater than that required for the projected employment growth.

The current Council-led Beaudesert Enterprise Precinct expansion project supports further local jobs and business opportunities by making 11 hectares of industrial land available for small to medium-sized industries and makes a significant contribution to land supply for jobs in Beaudesert.



Enterprise Drive, Beaudesert

Employment land supply in the Beaudesert catchment

Jobs as at 2016	Projected total jobs to 2041	Projected employment growth	Total capacity of additional jobs 2016-2041 for employment zoned lands*
4,125	7,435	3,310	4,153

* employment zoned lands relates to land in the following zones:

- Major Centre;
- Local Centre;
- Special Purpose (i.e. Bromelton SDA);
- Minor Tourism;
- District Centre;
- Mixed Use;
- Community Facilities; and
- Neighbourhood Centre;
- Industry;
- Major Tourism;
- Township.

The projected total jobs to 2041 figure above represents the total number of jobs for the catchment, which may occur on land that is not specifically zoned as employment lands – for example, in rural or rural residential areas, or mobile workers.



Jubilee Park, Beaudesert

9.4.4 MAJOR TRANSPORT NETWORKS

Transport within Beaudesert is primarily based on the private motor vehicle, with some limited public transport services to surrounding areas. The Mount Lindesay Highway is the primary access connecting Beaudesert and its surrounding communities to the north (Brisbane and Gateway Motorway) and the south (New South Wales, Summerland Way). Other major arterial connections are provided along Beaudesert-Boonah Rd to the west and Beaudesert-Nerang road to the east towards the Gold Coast.

A large number of heavy freight vehicles currently use the Mount Lindesay Highway to transfer between Brisbane and NSW and the route provides the key access to the Bromelton State Development Area. However, upgrades are urgently needed to improve the efficiency and capacity of the highway to support its role as a major freight route. A bypass that connects the highway directly to Bromelton from the north of Beaudesert is also needed to catalyse future growth at the Bromelton State Development Area.

The Salisbury to Beaudesert Rail Corridor forms part of the Queensland Government's long-term vision for the South East Queensland passenger rail network. The corridor has been identified in various Queensland Government planning publications, including the *ShapingSEQ* which identifies the corridor to support the expansion of passenger rail to Flagstone and Beaudesert.

The provision of improved public transport passenger services and critical upgrades to key road and rail infrastructure (including the Mount Lindesay Highway and Inland Rail) are needed in order to catalyse growth opportunities within Scenic Rim and help the region achieve its employment and dwelling supply benchmarks.

The Council-led Beaudesert Eastern Ring Road will also support growth and improved traffic amenity in Beaudesert and further detailed planning and sequencing investigations have recently been undertaken to inform its delivery.

9.4.5 GROWTH ISSUES, STRATEGIES AND IMPLEMENTATION

9.4.5.1 LAND SUPPLY

As the Principal Rural Activity Centre in the region, Beaudesert is expected to take the majority share of the region's population growth to 2041. The *ShapingSEQ* identifies Beaudesert as a major expansion area, which means development to accommodate growth is primarily expected to occur on land outside the existing urban area boundary. This was previously known as 'greenfield development'.

There are currently 523 hectares of developable land in Beaudesert that is zoned and available for residential purposes, however, additional land within the Urban Footprint

and prioritised trunk infrastructure will be required to support the projected growth for Beaudesert by 2041 in a way that achieves the desired neighbourhood character and housing options and the *ShapingSEQ* dwelling supply benchmarks.

The Beaudesert study area map identifies land that is suitable to provide for additional housing growth (recommended for inclusion in the Low-medium Density or Medium Density Zone), having regard to:

- the capacity to connect to existing and planned infrastructure networks (including reticulated water and sewer);
- its relatively unconstrained physical characteristics; and
- its location that supports the logical sequencing of urban expansion.

This additional area would provide the availability of more housing options to encourage growth in Beaudesert, significantly contributing towards overall dwelling supply requirements under the *ShapingSEQ* and supporting the projected housing needs of the growing population.

9.4.5.2 BUILT FORM, NEIGHBOURHOOD CHARACTER AND HOUSING DIVERSITY

A key issue identified by the community in the consultation survey for the Growth Management Strategy related to concerns about increased density of housing and small residential lots that have the potential to change the character of the region's centres, towns and villages. The current minimum average lot size of 700m² in the Low-medium Density Residential Zone under the *Scenic Rim Planning Scheme 2020* is relatively large and will continue to provide for a point of difference in terms of urban form and character, which distinguishes it from other growth areas in SEQ, creating typical planned neighbourhoods which promote a sense of place.

Notwithstanding, the Housing Needs Analysis identified that the projected population for Beaudesert will need more housing that caters for smaller households, such as smaller dwellings, multiple dwellings and dual occupancies. With a projected need for an additional 111 social housing dwellings in the 2021 to 2041 period, social housing is best delivered within the Beaudesert SA2, ideally in a centralised location in proximity to services and access to employment opportunities. Opportunities for the development of social housing are currently available in the Low-medium Density Zone and potentially also available in the Medium Density Zone or Precinct that is proposed in Beaudesert. There will also be a greater demand for retirement and residential care facilities in Beaudesert as the population ages, so it is important that the *Scenic Rim Planning Scheme 2020* facilitates development for these housing types and considers the need for more accessible housing for the ageing population and people with disabilities in well-serviced locations.

9.4.5.3 INFRASTRUCTURE TO SUPPORT DEVELOPMENT AND ORDERLY SEQUENCING OF DEVELOPMENT

Additional growth in Beaudesert will need to be supported by planned trunk infrastructure, which is prioritised and sequenced through the Local Government Infrastructure Plan. The additional land that is proposed to be made available for residential growth in Beaudesert will need to be considered in terms of its development sequencing up to 2041. Subject to a review of the current Local Government Infrastructure Plan, there may be a need to expand the existing Priority Infrastructure Area in Beaudesert to encourage growth and ensure there is sufficient supply of serviced land to meet the *ShapingSEQ* dwelling supply benchmark.

The preferred sequencing of development in Beaudesert up to 2041 has been identified in the sequencing map provided in this section. The proposed sequencing seeks to ensure that new development:

- aligns with planned infrastructure availability;
- has convenient access to existing services and infrastructure to support liveable neighbourhoods; and
- generally reflects a logical development pattern for expansion into greenfield areas.

9.4.5.4 CREATING ACTIVE STREETSCAPES AND A STRONG SENSE OF PLACE FOR THE PRINCIPAL RURAL ACTIVITY CENTRE

Presently, the town centre of Beaudesert would benefit from improved urban form and streetscape qualities that provide a strong sense of place and reinforce the role of Beaudesert as the Principal Rural Activity Centre and cultural centre of the region. The Council-led revitalisation of Beaudesert's town centre is currently underway to make infrastructure and streetscape improvements to the heart of the town, while maintaining the unique character of the area and creating welcoming public spaces.

This revitalisation aims to deliver a built environment which resonates with residents, provides a relaxed rural atmosphere, and also yields a social and economic dividend for the Beaudesert community.

The proposed new Beaudesert Community Hub is the central focus of the revitalisation project and the new Library will offer facilities, activities and resources for use by the whole community including local businesses.

The current revitalisation project for Beaudesert, as well as new developer-led complementary development in the Town Centre will support Beaudesert as the cultural centre of the region with plenty of activities to enjoy both day and night.

9.4.5.5 PROTECTION OF BIODIVERSITY CORRIDORS AND LINKAGES

Within the existing and future areas of Beaudesert and Gleneagle planned for urban purposes, there is limited potential to protect biodiversity linkages that support movement of fauna in the region. The existing waterways, vegetation and gullies that traverse Beaudesert have the potential to further support biodiversity linkages that could be protected in the *Scenic Rim Planning Scheme 2020* and, implemented in future development and Council-led initiatives.

The following growth strategies and implementation actions are recommended for the Beaudesert and Gleneagle study area. The Beaudesert and Gleneagle study area map; and sequencing and dwelling supply map also present visual summaries of the strategies and implementation proposals for the study area.



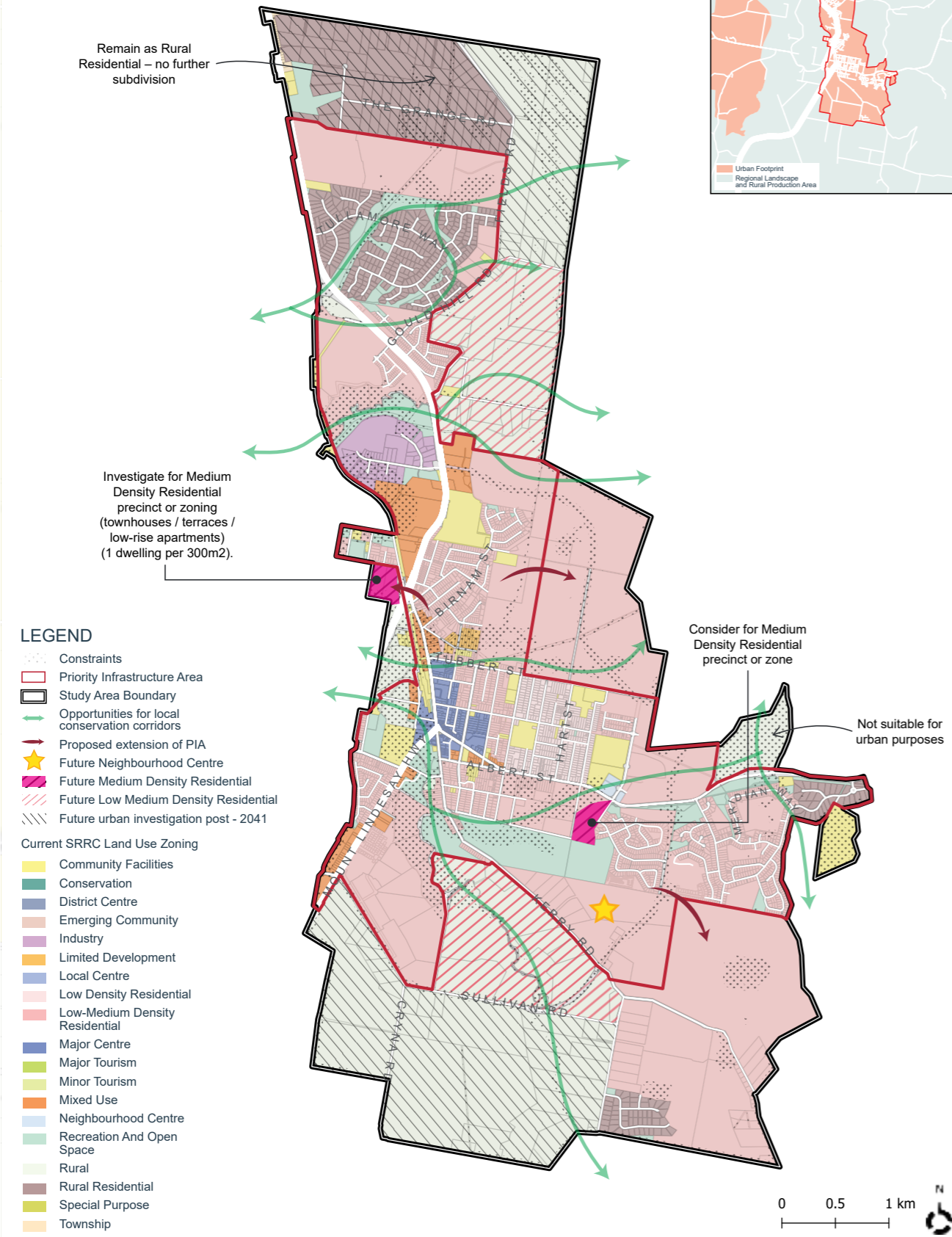
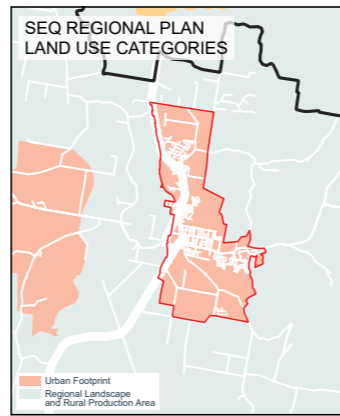
The Outlook, Beaudesert

Beaudesert Growth Strategies and Implementation

	Growth Strategy	GMS Planning Principle	Implementation	Indicative Timeframe
1	Development protects and enhances important biodiversity corridors and linkages in Beaudesert to support local biodiversity and linkages between areas of ecological significance in the region.	Matters of Environmental Significance are protected, maintained and enhanced and/or , regenerated through connectivity and linkages. The local and regional network of ecological corridors, linkages and stepping stones, increases connectivity to conservation areas, including World Heritage Areas.	Undertake a review of Matters of Environmental Significance and a region-wide investigation into mechanisms to protect and enhance important biodiversity corridors for implementation through an amendment to the Environmental Significance Overlay in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations to inform policy options in 2022 - fourth quarter.
2	New housing and neighbourhoods provide a point of difference in terms of urban form and character, which distinguishes it from other growth areas in SEQ, creating typical planned neighbourhoods which promote a sense of place. In considering additional land to accommodate projected population growth in Beaudesert, ensure that new development in greenfield areas: <ul style="list-style-type: none"> ▪ accommodates higher densities (in a Medium Density Residential Zone) in well-located neighbourhoods close to the town centre, parks and future public transport routes; and ▪ is master-planned to ensure well-planned neighbourhoods, efficient use of infrastructure and provision of a range of housing types to meet projected housing needs. 	Development within urban areas provides for housing diversity and choice, providing a range of allotment sizes and densities relevant to a rural based environment, which facilitates high quality design outcomes.	<ol style="list-style-type: none"> 1. As part of a future Scenic Rim Planning Scheme 2020 amendment, review land in the Urban Footprint in Beaudesert and consider rezoning for residential purposes in the Scenic Rim Planning Scheme 2020 based on the Growth Management Strategy Map for Beaudesert. 2. Review the master planning requirements in the Scenic Rim Planning Scheme 2020 and ensure master planning is required for all new residential communities. 	Commence <i>Scenic Rim Planning Scheme 2020</i> amendment following the implementation of updated Matters of Environmental Significance (including biodiversity linkages) - estimated from 2024 - fourth quarter.
3	New development in Beaudesert ensures that a range of dwelling types are provided to meet the identified need for more dwellings for smaller households and more Retirement facilities and Residential care facilities.	Development supports the projected housing needs of the local population through the provision of a variety of housing types to ensure that a range of housing options are available for residents to continue living in their local communities through all stages of life.	<ol style="list-style-type: none"> 3. Review the master planning requirements in the Scenic Rim Planning Scheme 2020 to ensure that new residential master planned areas provide a range of housing types to meet the projected housing needs of the population. In particular, consider the need to provide for smaller households and the need to provide facilitate accessible housing, including for the ageing population and people with disabilities. 4. Review the Scenic Rim Planning Scheme 2020 to consider incentives to encourage development of residential care facilities and retirement facilities, within appropriate locations within the Beaudesert and Gleneagle Study Area. Options for investigation include lowering the level of assessment in residential or mixed use zones or reducing infrastructure charges. 5. Review the zoning of existing Residential Care Facilities in Beaudesert to ensure their ongoing use and expansion is supported to cater for the identified need for additional facilities. 	Commence <i>Scenic Rim Planning Scheme 2020</i> amendment in 2022 - fourth quarter.

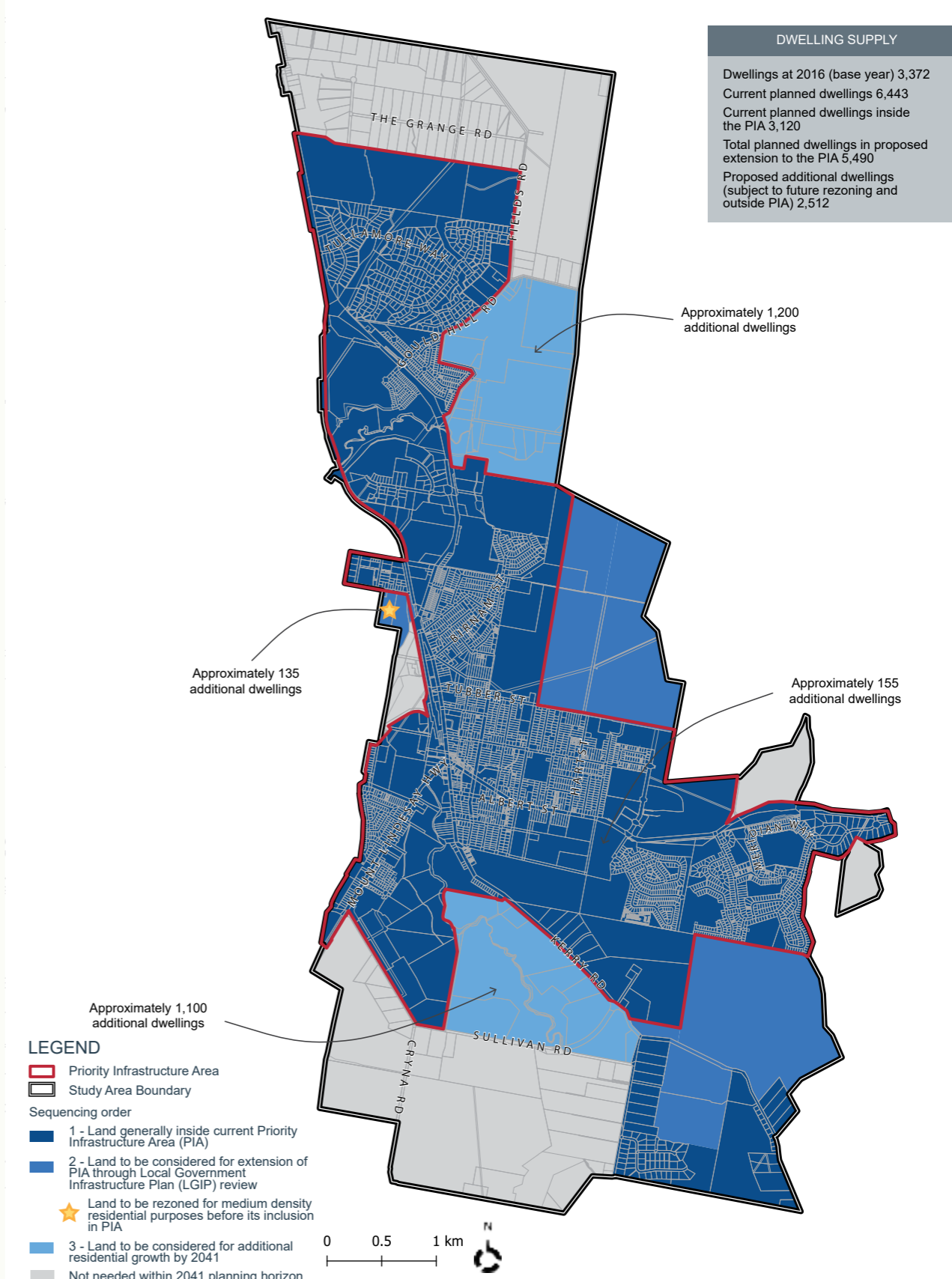
	Growth Strategy	GMS Planning Principle	Implementation	Indicative Timeframe
4	Residential growth in Beaudesert is prioritised on existing land which is well located and zoned for residential purposes and supported by suitable planned trunk infrastructure networks.	Development is prioritised in locations which have direct access to and/or will directly benefit from the provision of infrastructure (including planned trunk infrastructure) through appropriate land use initiatives.	In a review of the Local Government Infrastructure Plan, consider identifying additional land in Beaudesert and Gleneagle for inclusion in the Priority Infrastructure Area to encourage growth in coordination with planned infrastructure.	In alignment with the review of the Local Government Infrastructure Plan required by June 2025.
5	Streetscape and enhancements to the built form and community facilities in Beaudesert provide a strong sense of place and active centre both night and day and reinforce its role as the Principal Rural Activity Centre and cultural centre for the Scenic Rim.	Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	<ol style="list-style-type: none"> 1. Continue the Council-led revitalisation project for the Beaudesert Town Centre to make infrastructure and streetscape improvements to deliver a built environment which resonates with residents, provides a relaxed rural atmosphere, and also yields a social and economic dividend for the Beaudesert community. 2. Through the implementation of the <i>Scenic Rim Planning Scheme 2020</i> (development assessment), ensure that the scale of new development in the centre accurately reflects the economic role Beaudesert serves within the region and that the built form promotes rejuvenation through high quality architecture and landscape design, building robustness and flexibility. 	Ongoing and in alignment with the priorities of Council's Vibrant and Active Towns and Villages Program.
6	Improvements to the Mount Lindesay Highway increase safety and efficiency of the north-south arterial route, as well as increase capacity in its role as a major freight route for the Bromelton State Development Area, thereby supporting its role as a key economic driver for growth in Beaudesert.	Long term land use policy supports and enables region shaping and regionally significant infrastructure projects, which is critical in achieving the strategic vision for growth in the region.	<ol style="list-style-type: none"> 1. Prepare a Transport Strategy (including transport modelling), which will provide direction for the transport system through to 2041, which can be used to proactively advocate with other key stakeholders. 2. Continue to advocate for critical State-provided infrastructure upgrades, through platforms including the: <ul style="list-style-type: none"> ▪ SEQ Regional Planning Committee; ▪ SEQ City Deal; ▪ review of the SEQ Regional Transport Plan; ▪ Federal infrastructure funding initiatives. 3. Continue to develop a comprehensive evidence base to support ongoing, proactive encouragement for government agencies to develop strategic enabling infrastructure. 	<ol style="list-style-type: none"> 1. Commence 2024 2. Ongoing and in consultation with the Queensland Government 3. Ongoing and in consultation with the Queensland Government

BEAUDESERT AND GLENEAGLE STUDY AREA



BEAUDESERT AND GLENEAGLE SEQUENCING & DWELLING SUPPLY

DWELLING SUPPLY	
Dwellings at 2016 (base year)	3,372
Current planned dwellings	6,443
Current planned dwellings inside the PIA	3,120
Total planned dwellings in proposed extension to the PIA	5,490
Proposed additional dwellings (subject to future rezoning and outside PIA)	2,512



9.5 BOONAH

9.5.1 CONTEXT

Boonah is a thriving rural town and a hub for recreation, tourism, health, education and sustainable living. The town generates a high level of regional activity and is constantly enlivened through events, activities and community celebrations. It has a high level of amenity reflective of the value and significance of rural activities to the local economy, character and lifestyle of the area.

Boonah's traditional 'High Street' character provides an important sense of place for residents and visitors and as a District Centre (and Major Rural Activity Centre as identified within the *ShapingSEQ*), the town provides affordable, attractive and diverse housing with convenient access to the centre, recreation and other services.

Boonah is serviced by water and sewer and has good connectivity to employment centres as well as the surrounding rural economic base.

Industrial activities operate in the large underutilised industrial area to the south of the town centre, with a smaller industrial area accessed from Mount French Road.

9.5.2 HOUSING

In 2021, there were an estimated 3,735 persons in the Boonah study area residing in 1,439 dwellings. Beyond the traditional built form and subdivision pattern of Boonah's town centre core, development that has occurred over the last three decades is generally characterised by larger residential lots (800m² or greater) in the vicinity of Bruckner Hill Road and west of Hoya Road, as well as acreage lots (4000m² or greater) in the newer estates around Stacey Drive and Robson Road to the north.

Due to an increasing ageing population, Boonah will need to account and plan for the accommodation of an older demographic before most other areas within the region. This is suggestive of a need to ensure the provision of compact housing for an ageing population is considered.

The Proportion of household income spent on housing costs in Boonah is lower than Scenic Rim as a whole and fell between the 2016 and 2021 Censuses, suggesting that housing affordability is not a major concern in this area.

The small household to small dwelling ratio in Boonah is lower than Scenic Rim, suggesting that the undersupply of small dwellings is not a major concern in Boonah.

9.5.3 EMPLOYMENT LAND AND JOBS

The Boonah/Kalbar catchment represents one of Scenic Rim's major employment areas. Employment within the Boonah/Kalbar catchment is anticipated to increase from 2,274 workers in 2016 to 3,258 in 2041.

Within the Boonah / Kalbar catchment, growth is expected to be most significant in administrative and support services employment, relative to other industries, followed by employment growth in the electricity, gas, water and waste services. Employment in the health care and social assistance industry is also anticipated to demonstrate significant growth, making it the largest employing industry in the catchment (and Boonah SA2 as a whole).

The employment lands assessment indicates that there is sufficient vacant industry zoned land to accommodate growth within the Boonah / Kalbar catchment. It is anticipated that industrial take-up will most likely be directed towards vacant land parcels within the existing industrial precinct off Boonah Rathdowney Road.

To accommodate anticipated growth in commercial office and retail floor space demand, both vacant land and underutilised sites within District Centre zoned land in the Boonah / Kalbar catchment are likely to be required, as the remaining vacant sites may be insufficient to meet need, particularly if community facilities uses locate within centres zones.

The catchment could potentially achieve a total employment yield of 2,751 additional jobs to 2041, based on the vacant and underutilised employment zoned sites. This jobs capacity, which is based on the available employment land, is greater than that required for the projected employment growth.

Employment Land Supply in the Boonah/Kalbar catchment

Jobs as at 2016	Projected total jobs to 2041	Projected employment growth	Total capacity of additional jobs for employment zoned lands 2016-2041*
2,274	3,258	984	2,751

*employment zoned lands relates to land in the following zones:

- Major Centre;
- Local Centre;
- Special Purpose (i.e. Bromelton SDA);
- Minor Tourism;
- District Centre;
- Mixed Use;
- Community Facilities; and
- Neighbourhood Centre;
- Industry;
- Major Tourism;
- Township.

The projected total jobs to 2041 figure above represents the total number of jobs for the catchment, which may occur on land that is not specifically zoned as employment lands – for example, in rural or rural residential areas, or mobile workers.

9.5.4 GROWTH ISSUES, STRATEGIES AND IMPLEMENTATION

Growth in Boonah has been slower than projected over the last decade for a variety of reasons, however, with new housing that offers country town living on larger lots and a relaxed lifestyle, Boonah continues to be a popular choice for residents choosing to settle in the Scenic Rim.

The following local growth issues have been identified. These ensure the continued growth of the Major Rural Activity Centre of Boonah supports further development of the thriving rural centre while protecting and enhancing existing qualities, including existing neighbourhood character and local ecosystems:

- Growth in Boonah will need to be supported by planned trunk infrastructure, which is prioritised and sequenced through the Local Government Infrastructure Plan. There may be a need to expand the existing Priority Infrastructure Area in Boonah to encourage growth and ensure there is sufficient supply of serviced land to meet the *ShapingSEQ* dwelling supply benchmark.
- The Boonah industrial estate to the south of the town centre provides a large area for potential local employment or business opportunities, however, the land is currently underutilised and opportunities to revitalise this area to promote business investment and employment options may need to be explored.
- The historic rural town origins of Boonah are represented in the buildings and streetscape of the town centre. These characteristics contribute to a sense of place and identity that is valued by residents and visitors and under the guidance of the *Scenic Rim Planning Scheme 2020*, future development should occur in a way that protects and enhances these values.
- Within the existing and future areas of Boonah planned for urban purposes, there is potential to protect biodiversity linkages that support movement of fauna in the region. The existing waterways, vegetation and gullies that traverse Boonah have the potential to further support biodiversity linkages that could be protected through the *Scenic Rim Planning Scheme 2020* and implemented in future development and Council-led initiatives.

The growth strategies and implementation recommendations for the Boonah study area are presented below. The Boonah study area map also provides a visual summary of the growth management strategy for Boonah.

Housing land supply

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No. of households (CDM Smith, 2016 Census)	No. of households (Bull & Bear, 2021 Census)#	Scenic Rim Planning Scheme - Additional lot* potential (including approved new lots since 2016)	Growth Management Strategy - Additional lot potential	Additional Residential lot potential TOTAL (columns 3+4) 2016 -2041	% Share of Residential lot growth across the GMS study areas
1,394	1,439	2,221	0	2,221	14.60%

Most study areas grew in the number of households between the Census years of 2016 and 2021 although this growth was lower than expected due to a general increase in average household size. It is also anticipated that a few study areas recorded declines in the number of households between 2016 and 2021 because of this trend.

*1 lot will support 1 dwelling or 1 household equivalent, under the Housing Land Supply Methodology for this GMS.



Boonah Township

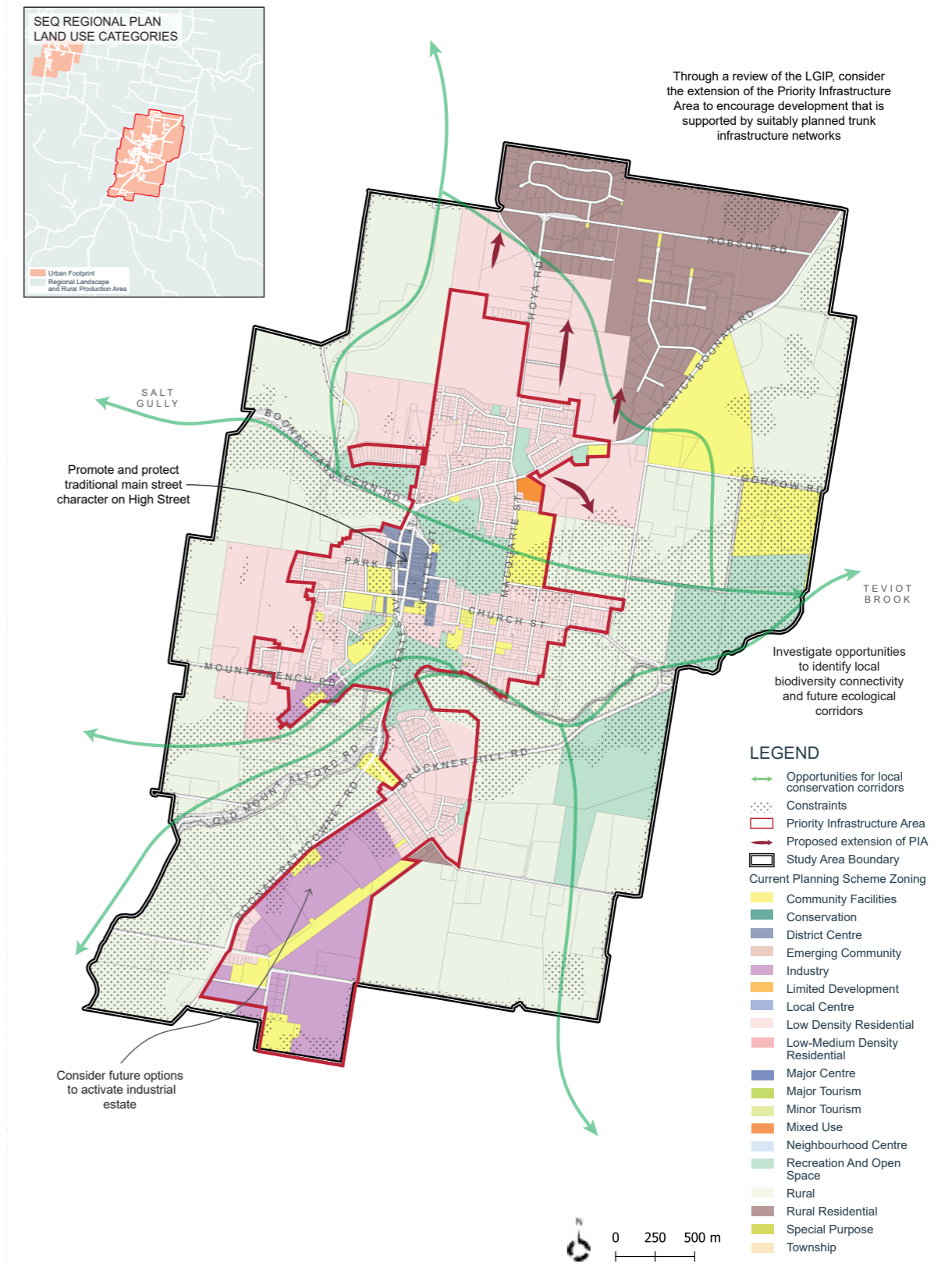


Church Street, Boonah

Boonah Growth Strategies and Implementation

Growth Strategy	GMS Planning Principle	Implementation	Indicative Timing
1 Residential growth in Boonah is prioritised on existing land which is well located and zoned for residential purposes and supported by suitable planned trunk infrastructure networks.	Development is prioritised in locations which have direct access to and/or will directly benefit from the provision of infrastructure (including planned trunk infrastructure) through appropriate land use initiatives.	In a review of the Local Government Infrastructure Plan, consider identifying additional land in Boonah for inclusion in the Priority Infrastructure Area to encourage growth in coordination with planned infrastructure.	In alignment with the review of the Local Government Infrastructure Plan required by June 2025.
2 Development in Boonah provides for a range of housing types to meet the projected needs of the population.	Development supports the projected housing needs of the local population through the provision of a variety of housing types to ensure that a range of housing options are available for residents to continue living in their local communities through all stages of life.	Review the master planning requirements of the <i>Scenic Rim Planning Scheme 2020</i> to ensure that new development in Boonah continues to cater for the projected housing needs of the community, including smaller households and catering for an increasing ageing population.	Commence <i>Scenic Rim Planning Scheme 2020</i> amendment in 2022 - fourth quarter.
3 The Boonah industrial estate is activated through strategies that assist in realising the potential of the land to provide for further local employment and business opportunities.	Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	Consider Council-led strategies that support further activation and investment in the Boonah industrial estate, including: 1. Opportunities to implement streetscape/landscaping improvements, such as an attractive entry statement to encourage a more defined sense of place. 2. A reduction in infrastructure charges to incentivise new industrial development on vacant and underutilised land.	Ongoing and in alignment with the priorities of Council's Vibrant and Active Towns and Villages Program and Economic Development initiatives.
4 Development protects and enhances important biodiversity corridors and linkages in Boonah to support local biodiversity and linkages between areas of ecological significance in the region.	Matters of Environmental Significance are protected, maintained and enhanced and/or , regenerated through connectivity and linkages The local and regional network of ecological corridors, linkages and stepping stones, increases connectivity to conservation areas, including World Heritage Areas.	Undertake a review of Matters of Environmental Significance and a region-wide investigation into mechanisms to protect and enhance important biodiversity corridors for implementation through an amendment to the Environmental Significance Overlay in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations to inform policy options in 2022 - fourth quarter.
5 Development protects and enhances the historic character of Boonah and contributes to a strong sense of place.	Development in the Scenic Rim's diverse rural towns and villages enhances their unique sense of place, protects significant local heritage and built form character, and ensures the ongoing sustainability of these localities. Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	1. Undertake a review of the Scenic Rim Local Heritage Register to ensure places of local cultural heritage significance that are valued by the community are protected. 2. Identify character precincts and built form requirements that aim to protect and enhance the unique character and built form of valued historic streetscapes in Boonah for implementation in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations for policy options in 2023 - second quarter.

BOONAH STUDY AREA



9.6 BROMELTON

9.6.1 CONTEXT

Located 6km west of Beaudesert, the Bromelton State Development Area (SDA) comprises 15,610ha of land planned to develop into an industrial area of regional, state and national significance. The Bromelton SDA was declared by the Coordinator-General in 2008 as a State Development Area under the *State Development and Public Works Organisation Act 1971* and has been designed for large-scale, high-impact and difficult-to-locate industry. This opportunity includes bio futures (i.e. biofuels and bioenergy projects), renewable energy projects and large-scale food processing operations.

The Bromelton SDA will be a driver of economic growth and employment in the wider region. The SDA's location adjacent to the standard gauge rail network enables future industries to access both intrastate and interstate markets. The initial stage of the SDA focuses on a 1,000 ha area located at the intersection of the Sydney-Brisbane rail corridor and Boonah-Beaudesert Road, and will incorporate large-scale buildings and structures, and key infrastructure that supports the SDA's intent as a regionally significant enterprise area.

SCT Logistics already has a large operation in the Bromelton SDA. With the imminent arrival of Inland Rail, proximity to Brisbane and the Port of Brisbane, Bromelton SDA has the potential to become the new logistics hub for South East Queensland over the next 20 years (as Acacia Ridge reaches maximum capacity and residential development continues to put pressure on its operation).

Businesses already established and operating in the Bromelton SDA include:

- SCT Logistics
- Gelita Australia Pty Ltd
- AJ Bush and Sons (Manufactures) Pty Ltd
- Bromelton Quarry
- The Neilsen Group
- Quickcell Technology Products Pty Ltd
- Beaudesert Waste Management Facility.

The Bromelton SDA provides land adjacent to Sydney-Brisbane rail corridor, that has sufficient buffers in place to cater for large freight and logistics operations as well as other medium to large scale industrial activities, including waste and resource recovery. It is one of only a very few locations where large-scale industry can reside within South East Queensland.

The rural areas of the SDA surrounding the industrial precinct will provide for the continuation of low impact rural and agricultural activities that are compatible with and able to operate near intensive industrial activities. Furthermore, a region-wide investigation into mechanisms to protect and enhance important biodiversity corridors will assess whether the rural areas of the SDA will be proposed for inclusion within an amendment to the Environmental Significance Overlay in the *Scenic Rim Planning Scheme 2020*.



Bromelton Central Landfill

9.6.2 HOUSING

In 2021 there were an estimated 441 people living in 152 dwellings in the Bromelton study area. The Bromelton SDA is not planned to support further dwelling growth for the region as the role of the SDA is primarily to support industrial land uses.



Bromelton Estate

9.6.3 EMPLOYMENT LAND AND JOBS

Bromelton is part of the Balance of Beaudesert catchment. Underutilised land is largely concentrated in the Balance Area within the Special purpose zone, driven by the Bromelton SDA.

Total employment within the Bromelton SDA resulting from industrial land take up is projected to increase from 100 persons in 2027 to 4,700 persons in 2041.

In addition to employment generated from industrial land take up within the Bromelton SDA, employment at the existing SCT Intermodal Facility is anticipated to increase and will support co-locating businesses within the SDA.

There will also be some longer term opportunities for employment within the local centre service precinct to be developed to support workers within the SDA.

9.6.4 TRANSPORT NETWORKS

Scenic Rim Regional Council cannot afford to fully fund large, significant infrastructure projects. These projects require Queensland and/or Australian Government funding. In order to access this funding, these major projects need to be discussed and awareness at the Queensland and Australian Government level raised.

A major barrier to growth and investment is the lack of supporting infrastructure to help Bromelton realise its potential as an economic driver for the Scenic Rim. Improvements of the Mount Lindesay Highway are needed to improve capacity and efficiency as a major freight network to support growth of the Bromelton SDA and the construction of the Woodhill-Bromelton link would greatly enhance the accessibility of Bromelton.

The planned ARTC inland freight rail from Calvert to Kagaru would also support Bromelton in realising its potential as a key inter-modal freight hub.

9.6.5 GROWTH ISSUES, STRATEGIES AND IMPLEMENTATION

Land use in the SDA will be developed in accordance with the planning framework applicable to the SDA, being the Coordinator-General's Development Scheme for the Bromelton State Development Area.

Given its significant size and lack of competing areas, as well as the development of Inland Rail, the Bromelton SDA has the potential to provide considerable economic benefits to the region, generating hundreds of valuable jobs. Unlocking these benefits will require working closely with the State Government, which controls all planning and development across the estate.

The recent ratification of the SEQ City Deal includes a commitment of \$5m to complete a Bromelton State Development Area Business Case. The Australian Government, Queensland Government and Scenic Rim Regional Council will develop a Business Case to determine what infrastructure planning, sequencing, prioritisation and capital investment is required to activate the 15,610ha State Development Area.

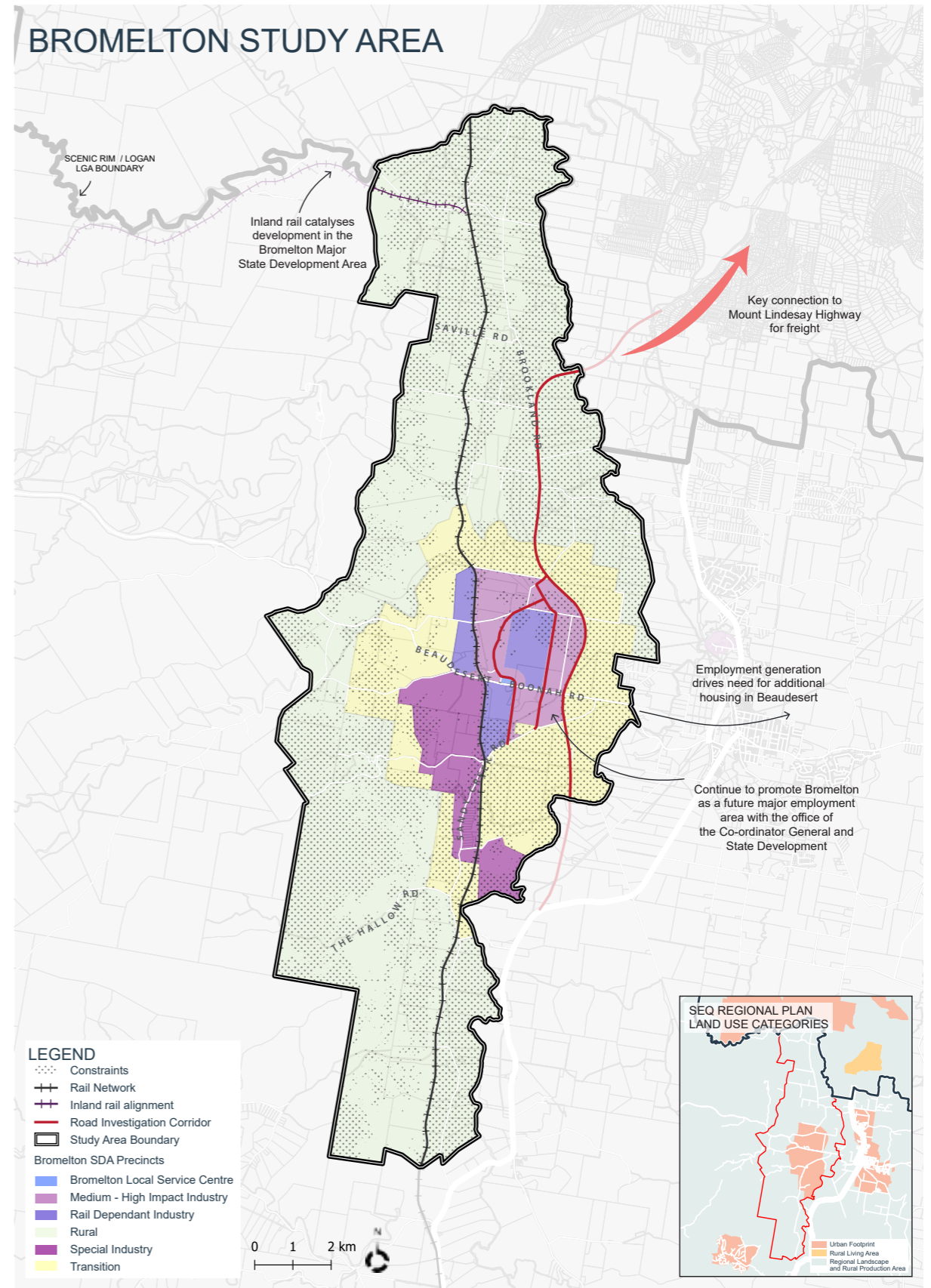
The following growth strategies and implementation actions have been identified for Bromelton. The Bromelton study area map also provides a visual summary of the growth management strategy for Bromelton.

Bromelton Growth Strategies

Growth Strategy	GMS Planning Principle	Implementation	Indicative timing
1 Investment in the Bromelton SDA is promoted for its potential to facilitate large scale, high-impact and difficult to locate industry, including resource recovery and to support jobs growth for the region.	Development provides for long term, sustainable and diverse employment choices across a wide variety of sectors, leveraging the region's existing and future infrastructure and industries, particularly within the Bromelton SDA.	In partnership with the Queensland Government, continue to promote the Bromelton SDA as an ideal place for large-scale, high-impact and difficult-to locate industry, based on its competitive advantages in partnership with State Development, The Department of Transport and Main Roads and Office of the Coordinator-General.	Ongoing and in consultation with the Queensland Government
2 Government agencies continue to be proactively encouraged to develop strategic enabling infrastructure such as the Inland Rail (including connection to Port of Brisbane), provision of key utilities and key freight transport road networks.	Long term land use policy supports and enables region shaping and regionally significant infrastructure projects, which are critical in achieving the strategic vision for growth in the region.	<ol style="list-style-type: none"> 1. Prepare a Transport Strategy (including transport modelling), which will provide direction for the transport system through to 2041, and which can be used to proactively advocate with other key stakeholders. 2. Advocate for critical State-provided infrastructure upgrades, through platforms including the: <ul style="list-style-type: none"> ▪ SEQ Regional Planning Committee; ▪ SEQ City Deal; ▪ Scenic Rim Strategic Coordination Group; ▪ review of the SEQ Regional Transport Plan; ▪ Federal infrastructure funding initiatives. 3. Continue to develop a comprehensive evidence base to support ongoing, pro-active encouragement for government agencies to develop strategic enabling infrastructure. 	<p>Commence 2024</p> <p>Ongoing and in consultation with the Queensland Government</p> <p>Ongoing</p>



SCT Development



9.7 CANUNGRA

9.7.1 CONTEXT

Canungra is a bustling local centre with a unique village atmosphere nestled in a backdrop of forested hills, including the western escarpment of Tamborine Mountain. Residents enjoy a semi-rural lifestyle available through a range of low-density residential and acreage living opportunities. The town centre is focussed on Christie Street which is also an established main street with traditional building forms, including the local primary school, that reinforce its historic character and provides a strong sense of place which is appreciated by both local residents and tourists alike.

Canungra serves as an important entry point to the Scenic Rim region, en-route to the popular tourist destinations of Binna Burra and O'Reilly's. It also operates as a destination in its own right, with many local attractions offering tourists unique experiences.

Housing land supply

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No. of households (CDM Smith, 2016 Census)	No. of households (Bull & Bear, 2021 Census)#	Scenic Rim Planning Scheme - Additional lot* potential (including approved new lots since 2016)	Growth Management Strategy - Additional lot potential	Additional Residential lot potential TOTAL (columns 3+4) 2016 -2041	% Share of Residential lot growth across the GMS study areas
627	605	964	0	964	6.34%

Most study areas grew in the number of households between the Census years of 2016 and 2021 although this growth was lower than expected due to a general increase in average household size. It is also anticipated that a few study areas recorded declines in the number of households between 2016 and 2021 because of this trend.

*1 lot will support 1 dwelling or 1 household equivalent, under the Housing Land Supply Methodology for this GMS.

9.7.3 EMPLOYMENT LAND AND JOBS

Within the Canungra catchment, the number of jobs are expected to increase from 1,382 workers in 2016 to 2,129 workers in 2041.

The most significant employing industry is the public administration and safety sector and as of 2016, this industry is anticipated to more than double to 916 employees by 2041. The Canungra catchment also recorded significant growth in the transport, postal and warehousing and electricity, gas, water and waste services to 2016. However, it is noted that these industries are still anticipated to account for just 2.0% of total employment in the catchment at 2041.

The catchment could potentially achieve a total employment yield of 402 additional jobs to 2041, based on the vacant and underutilised employment zoned sites. However, the projected employment growth of 747 jobs exceeds the capacity for additional jobs on land in the Canungra catchment and policy intervention to support additional local employment opportunities is therefore considered as part of the Growth Management Strategy.

9.7.2 HOUSING

In 2021, there were an estimated 1,839 persons in the Canungra Study Area, residing in 605 dwellings. Having an average age of residents which is significantly lower than the Scenic Rim, there do not appear to be any immediate implications for housing in Canungra, with housing affordability not being a major concern, based on the proportion of household income spent on housing costs.

Whilst the small household to small dwelling ratio has improved between 2016 and 2021, it remains above the Scenic Rim average, which is suggestive of an undersupply of small dwellings.

Employment Land Supply

Jobs as at 2016	Projected total jobs to 2041	Projected employment growth	Total capacity of additional jobs 2016-2041 for employment zoned lands*
1,382	2,129	747	402

* employment zoned lands relates to land in the following zones:

- Major Centre;
- District Centre;
- Neighbourhood Centre;
- Local Centre;
- Mixed Use;
- Industry;
- Special Purpose (i.e. Bromelton SDA);
- Major Tourism;
- Minor Tourism;
- Community Facilities; and
- Township.

The projected total jobs to 2041 figure above represents the total number of jobs for the catchment, which may occur on land that is not specifically zoned as employment lands – for example, in rural or rural residential areas, or mobile workers.

9.7.4 MAJOR TRANSPORT NETWORKS

Currently, Christie Street is experiencing poor amenity resulting from increasing traffic, lack of parking and poor pedestrian access.

The delivery of the Canungra Bypass by the Queensland government will alleviate congestion and improve amenity in the town centre, whilst providing a more efficient road network for freight that improves the safety for pedestrians and motorists within the Canungra town centre.



Canungra township looking west over Christie Street

9.7.5 GROWTH ISSUES, STRATEGIES AND IMPLEMENTATION

The following local growth issues have been identified to ensure the planned growth of Canungra supports further development of the town as a thriving rural activity centre while protecting and enhancing existing qualities, including existing neighbourhood character and local ecosystems:

- The land currently zoned for urban purposes in the *Scenic Rim Planning Scheme 2020* can provide for an additional 858 dwellings and employment growth. However, there are very limited opportunities for additional growth in Canungra beyond the existing zoned areas in the Urban Footprint, due to the constraints of the land, particularly steep slopes, protected vegetation, flood and bushfire hazard. Further, the inclusion of constrained land in the Canungra Urban Footprint in the *ShapingSEQ* provides an unrealistic representation about the extent of future growth potential of the local area.

- The housing needs assessment identified that the projected population for Canungra may need more housing that caters for smaller households, such as smaller dwellings, multiple dwellings and dual occupancies. There will also be a greater demand for retirement and residential care facilities in Tamborine-Canungra SA2 as the population ages (particularly within Tamborine Mountain), so it is important that the Planning Scheme facilitates development for these housing types and considers the need for more accessible housing for the ageing population and people with disabilities in well-served locations.

- Although Canungra's potential to accommodate growth in the region is limited, ensuring a secure water supply is critical to managing existing development and accommodating planned growth. In times of drought, Canungra residents have been confronted with severe water restrictions due to reliance on stream flows for water supply. There is justifiable concern about the impacts of new development in Canungra on the town water supply when the stream flow is not sufficient.

Canungra's growth strategies and implementation mechanisms are presented below. The Canungra study area map also presents a summary of the growth management strategy for Canungra.



Beasley Way, Canungra

Seqwater have confirmed that the planned growth in Canungra up to 2041 and beyond can be serviced by the existing reticulated supply. Seqwater is currently reviewing its long-term water security assessment for Canungra. The assessment considers population growth, climate change, additional drinking water demand and future supply options. This work is due to be completed in 2022.

Notwithstanding, through investigation into planning policy and incentive mechanisms, there may be opportunities for Council to support ongoing drought resilience in terms of planning for more self-sufficiency and reducing the demand on the urban water supply network during times of drought.

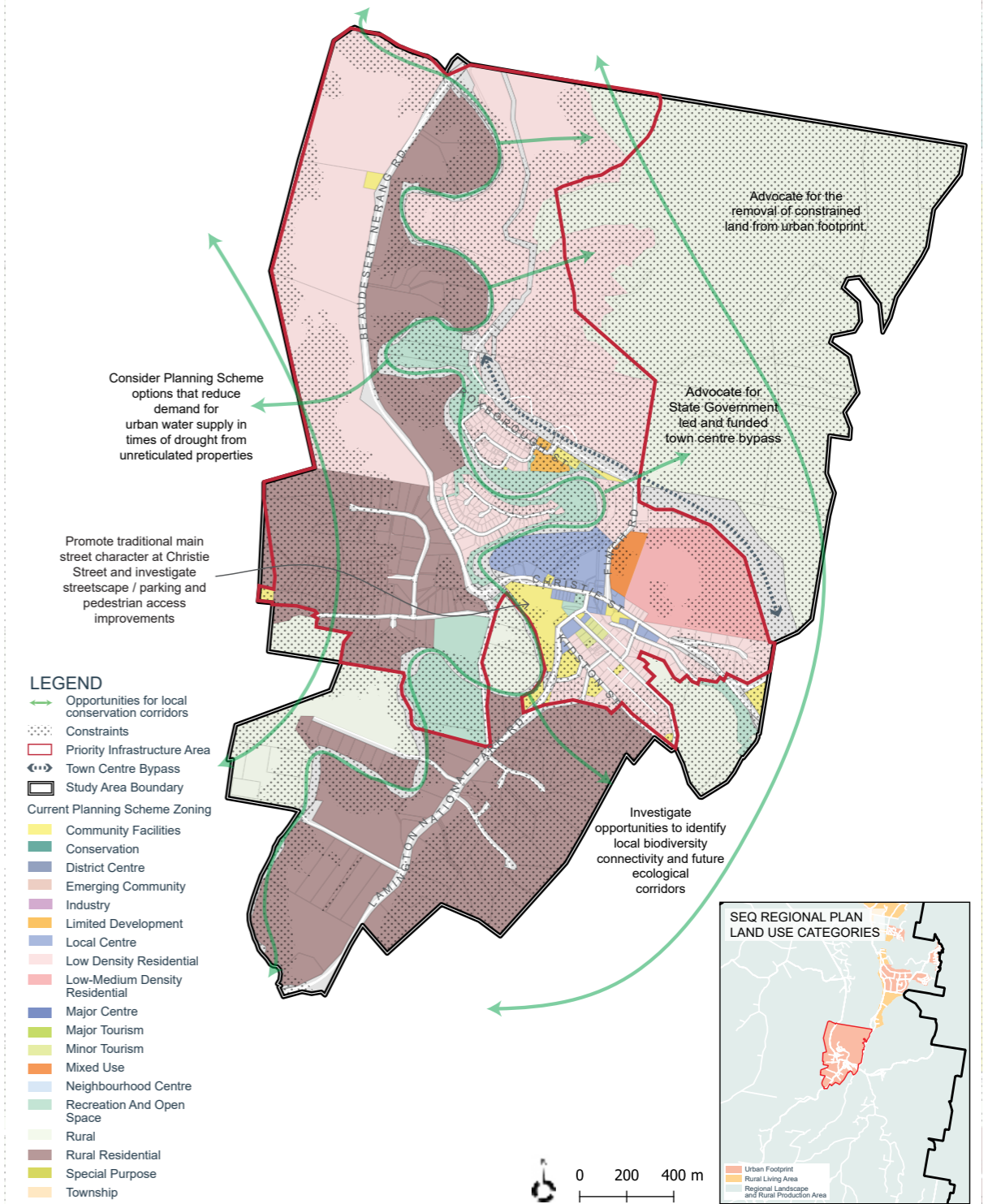
- Development pressures in Christie Street have the potential to affect the existing and unique heritage values of the streetscape.
- Projected employment growth in the Canungra catchment exceeds the employment yield of current vacant and underutilised employment zoned land in the catchment to 2041. To support further opportunities for local businesses and employment, the uptake of vacant and underutilised employment land requires monitoring to determine whether additional land is required to support the local population.
- Within the existing and future areas of Canungra planned for urban purposes, there is potential to protect biodiversity linkages that support movement of fauna in the region. The existing waterways, vegetation and gullies that traverse Canungra have the potential to further support biodiversity linkages that could be protected in the Scenic Rim Planning Scheme 2020 implemented in future development and Council-led initiatives.

Canungra Growth Strategies and Implementation

Growth Strategy	GMS Planning Principles	Implementation	Indicative Timing
1 Growth planning for Canungra is established on evidence-based planning studies and a regulatory framework that accurately reflects constraints and growth potential of the land.	Development is delivered through clear, robust, transparent planning and statutory processes.	In conjunction with the review of the <i>ShapingSEQ</i> , advocate for a review of the current Urban Footprint boundary at Canungra which includes highly constrained land and gives an unrealistic representation of land available for urban growth.	Through ongoing consultation with the Queensland Government and in alignment with the forthcoming review of the <i>ShapingSEQ</i> .
2 Development in Canungra provides for a range of housing types to meet the projected needs of the population, including any increased demand for dwellings to accommodate smaller households and retirement and residential care facilities in Canungra by 2041.	Development supports the projected housing needs of the local population through the provision of a variety of housing types to ensure that a range of housing options are available for residents to continue living in their local communities through all stages of life.	Review the master planning requirements of the <i>Scenic Rim Planning Scheme 2020</i> to ensure that new development in Canungra continues to cater for the projected housing needs of the community, including smaller households and retirement and residential care facilities.	Commence <i>Scenic Rim Planning Scheme 2020</i> amendment in 2022 - fourth quarter.
3 Development protects and enhances the historic main street character of Christie Street and contributes to a strong sense of place.	Development in the Scenic Rim's diverse rural towns and villages enhances their unique sense of place, protects significant local heritage and built form character, and ensures the ongoing sustainability of these localities. Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	1. Undertake a review of the Scenic Rim Local Heritage Register to ensure places of local cultural heritage significance that are valued by the community are protected. 2. Identify character precincts and built form requirements that aim to protect and enhance the unique character and built form of valued historic streetscapes in Canungra for implementation in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations for policy options in 2023 - second quarter
4 Development supports the transformation of Christie Street into a high amenity local business and tourist streetscape.	Long term land use policy supports and enables region shaping and regionally significant infrastructure projects, which is critical in achieving the strategic vision for growth in the region.	1. Continue advocating for the prioritisation of a State-government led and funded town centre bypass that redirects passing traffic on the Beaudesert-Nerang Road from Christie Street through platforms including the: <ul style="list-style-type: none"> SEQ Regional Planning Committee; Review of the SEQ Regional Transport Plan; and Federal infrastructure funding initiatives. 2. Investigate possible Council-led/State partnership interim measures to improve streetscape, parking and pedestrian access issues.	Ongoing and in alignment with the priorities of Council's Vibrant and Active Towns and Villages Program and Economic Development initiatives.

Growth Strategy	GMS Planning Principles	Implementation	Indicative Timing
5 Growth in Canungra is supported by opportunities for additional local businesses, thereby providing further local employment opportunities.	Development supports evolving and emerging employment sectors and industries and supports the retention and expansion of existing businesses, as well as external investment into the region to capitalise on the region's advantages.	1. Monitor development on current vacant and underutilised employment zoned land in Canungra to inform the need for additional zoned land to support local employment and business opportunities. 2. Investigate potential locations for additional employment zoned land in the Canungra Study Area.	Commence investigations to inform policy options in 2022 - fourth quarter.
6 Development protects and enhances important biodiversity corridors and linkages in Canungra to support local biodiversity and linkages between areas of ecological significance in the region.	Matters of Environmental Significance are protected, maintained and enhanced and/or , regenerated through connectivity and linkages. The local and regional network of ecological corridors, linkages and stepping stones, increases connectivity to conservation areas, including World Heritage Areas..	Undertake a review of Matters of Environmental Significance and a region-wide investigation into mechanisms to protect and enhance important biodiversity corridors for implementation through an amendment to the Environmental Significance Overlay in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations to inform policy options in 2022 - fourth quarter.
7 New development in Canungra provides sufficient capacity for on-site water supply in order to reduce increased demand on the urban water supply network during times of drought.	Land use planning policy ensures new development considers the ongoing effects of climate change, including the effects of bushfire, drought, increased rainfall intensity and flooding.	Investigate policy options to increase domestic water supply capacity for new dwellings in the region that are not connected to reticulated (on-grid) water supply. An example of a potential policy option is to increase the minimum volume of domestic water tanks for new dwellings.	Commence investigations of policy options in 2022 - fourth quarter.

CANUNGRA STUDY AREA



9.8 HARRISVILLE

9.8.1 CONTEXT

The historic township of Harrisville is located approximately 23 kilometres south of Ipswich and is strategically positioned 5 kilometres from the Cunningham Highway in proximity to Brisbane's rapidly growing Western Corridor.

Harrisville was first established in the early 1860s and has evolved from its cotton farming roots to become a thriving rural township in the heart of the Fassifern Valley. The township provides a varied range of public open spaces, retail, community and recreational facilities together with the NBN and reticulated water services.

The town's economy comprises traditional agricultural, animal husbandry and pastoral activities (including cultivation, cattle grazing and dairy), supplemented by growth in tourism and hospitality services. Reflecting its rural heritage, agriculture, food and drink and tourism remain important employers for the Harrisville community.

Leveraging its proximity to large consumer markets in Ipswich and Logan and links to the State highway network, Harrisville has displayed some economic diversification trends with growth in boutique rural businesses including the Summer Land Camel Farm and Paradine Estate Winery.

Housing land supply

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No. of households (CDM Smith, 2016 Census)	No. of households (Bull & Bear, 2021 Census)#	Scenic Rim Planning Scheme - Additional lot* potential (including approved new lots since 2016)	Growth Management Strategy - Additional lot potential	Additional Residential lot potential TOTAL (columns 3+4) 2016 -2041	% Share of Residential lot growth across the GMS study areas
168	156	110	0	110	0.73%

Most study areas grew in the number of households between the Census years of 2016 and 2021 although this growth was lower than expected due to a general increase in average household size. It is also anticipated that a few study areas recorded declines in the number of households between 2016 and 2021 because of this trend.

*1 lot will support 1 dwelling or 1 household equivalent, under the Housing Land Supply Methodology for this GMS.

9.8.3 EMPLOYMENT LAND AND JOBS

Harrisville is contained within the Balance Boonah catchment as part of the Boonah SA2. The catchment as a whole is anticipated to increase from 1,613 workers in 2016 to 2,049 workers in 2041.

Consistent with historic uses, employment in the agriculture, forestry and fishing industry is expected to account for the highest volume of workers in the Boonah balance area, however, this is expected to demonstrate little to no growth between 2016 and 2041. The most significant employment growth is expected to be in the mining and other service industries.

There is some vacant and underutilised land within both the Township and Community facilities zones within Harrisville, which could accommodate potential employment and community facilities opportunities, if required.

9.8.2 HOUSING

In 2021, there were an estimated 470 persons in the Harrisville study area, residing in 156 dwellings.

Housing in Harrisville is characterised by the traditional single detached dwellings on "quarter-acre blocks" in the town centre around Queen, McGregor and Mary Streets dating from the early twentieth century and then more recent development on the periphery, including new acreage development around North Street and Miles Court.

There was also a significant decline in housing costs (as a % of household income) between the 2016 and 2021 Censuses, indicating that housing affordability is not a major concern in Harrisville.

Whilst the small household to small dwelling ratio has improved between 2016 and 2021, it remains above the Scenic Rim average, which suggests the need for more small dwellings to be provided.

Residents in Harrisville had a lower average age relative to Scenic Rim as of the 2021 Census.

The catchment as a whole could potentially achieve a total employment yield of 863 additional jobs to 2041, based on the vacant and underutilised employment zoned sites. This jobs capacity, which is based on the available employment land, is greater than that required for the projected employment growth.

Employment Land Supply

Jobs as at 2016	Projected total jobs to 2041	Projected employment growth	Total capacity of additional jobs 2016-2041 for employment zoned lands*
1,613	2,049	436	863

* employment zoned lands relates to land in the following zones:

- Major Centre;
- Local Centre;
- Special Purpose (i.e. Bromelton SDA);
- Minor Tourism;
- District Centre;
- Mixed Use;
- Community Facilities; and
- Neighbourhood Centre;
- Industry;
- Major Tourism;
- Township.

The projected total jobs to 2041 figure above represents the total number of jobs for the catchment, which may occur on land that is not specifically zoned as employment lands – for example, in rural or rural residential areas, or mobile workers.



Queen Street, Harrisville

9.8.4 GROWTH ISSUES, STRATEGIES AND IMPLEMENTATION

Growth of Harrisville is desirable over the medium to long term with the township benefitting from additional residents to further develop its retail and employment mix and maintain a critical mass for local services.

Based on the dwelling and employment land supply analysis underpinning this Growth Management Strategy, Harrisville has existing capacity under the Scenic Rim Planning Scheme 2020 to support further dwelling and employment growth up to 2041 and beyond.

However, the following local growth issues have been identified to ensure the continued growth of Harrisville supports further development of the town as a thriving township and tourism destination while protecting and enhancing existing qualities, including existing neighbourhood character and local ecosystems:

- Harrisville is not connected to the reticulated sewerage network and in accordance with the *Water Netserv Plan 2020* there are currently no plans to provide reticulated sewerage to Harrisville. Therefore, on-site wastewater treatment and disposal is required, which results in a larger lot size (minimum 4000m² in accordance with the *Scenic Rim Planning Scheme 2020*) to account for the environmental risks and amenity impacts associated with wastewater disposal;
- Notwithstanding, it would be desirable to encourage a smaller lot size (preferably minimum 1000m²) for future residential development in Harrisville to complement the existing built form, encourage a more compact settlement reflecting a traditional rural village and also to help facilitate the projected need to provide for more smaller households;

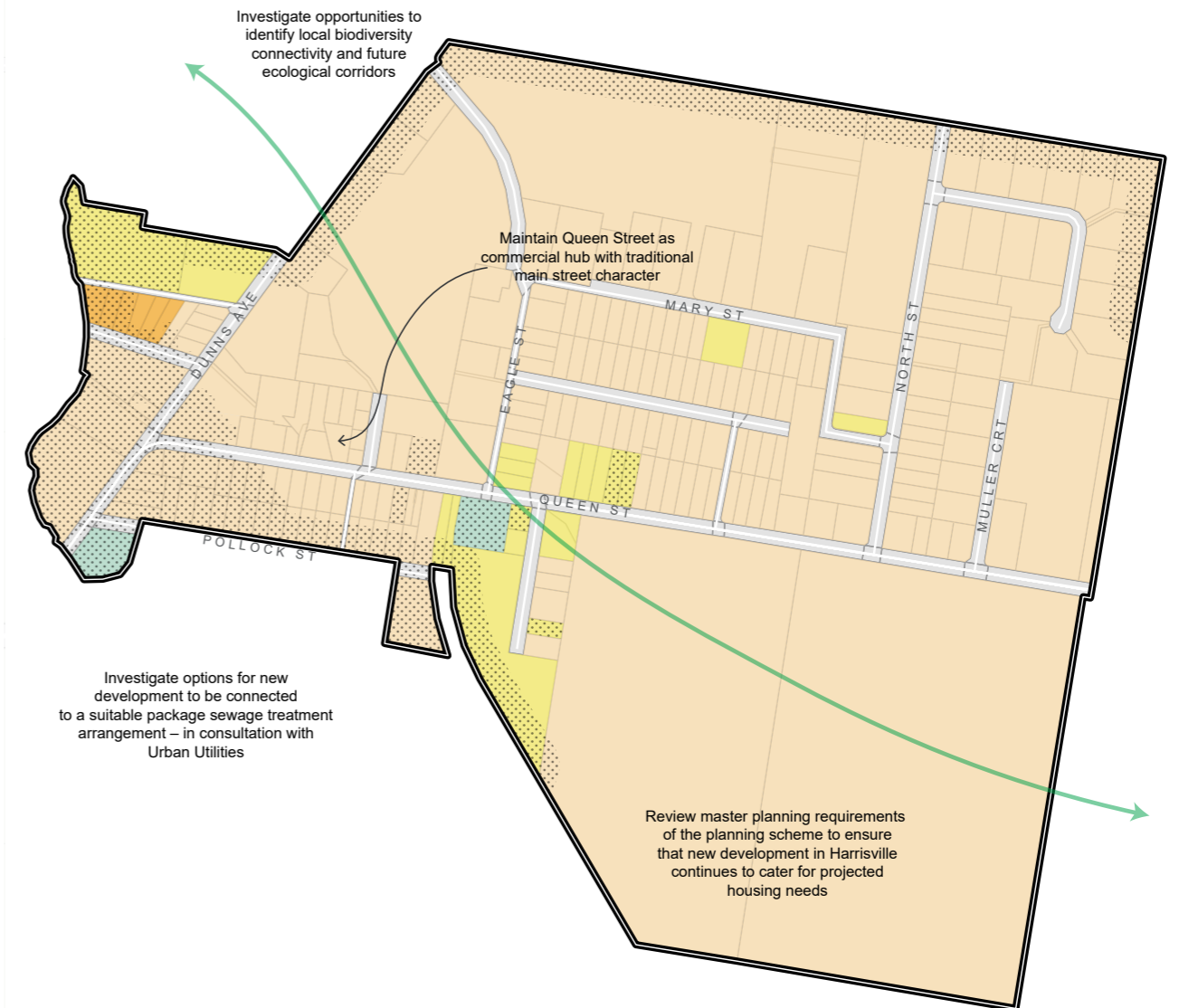
- There is existing vacant and underutilised land zoned for business and light/service industry in Harrisville that could support further local business and employment opportunities. Streetscape enhancements, combined with additional dwelling growth could assist in activating the potential of this land and enhance the vitality of Harrisville as a thriving rural township for the local community and tourists to continue to enjoy;
- Within Harrisville, there is potential to protect biodiversity linkages that support movement of fauna in the region. The existing waterways, vegetation and gullies that traverse Harrisville have the potential to further support biodiversity linkages that could be protected in the *Scenic Rim Planning Scheme 2020* and implemented in future development and Council-led initiatives; and
- The historic rural town origins of Harrisville are represented in the buildings and streetscape of Queen Street and surrounding streets. These characteristics contribute to a sense of place and identity that is valued by residents and visitors and under the guidance of the *Scenic Rim Planning Scheme 2020*, future development should occur in a way that protects and enhances these values.

The growth strategies and implementation recommendations for Harrisville are presented below. The Harrisville study area map also provides a visual summary of the growth management strategy for Harrisville.

Harrisville Growth Strategies and Implementation

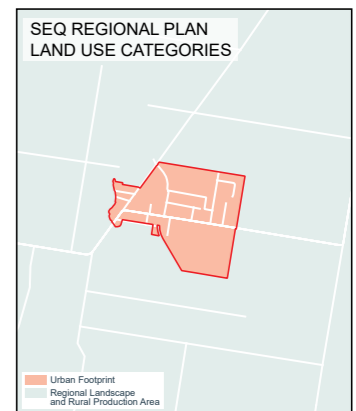
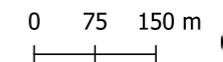
Growth Strategy	GMS Planning Principle	Implementation	Indicative Timing
1 Development in Harrisville results in an urban form and lot size that reflects the traditional rural township, where it can be supported by efficient, safe and cost-effective sewerage treatment options.	Development within urban areas provides for housing diversity and choice, providing a range of allotment sizes and densities relevant to a rural environment, which facilitates high quality design outcomes.	In conjunction with Urban Utilities, explore policy options for new residential development in Harrisville including investigations for servicing options such as packaged sewerage treatment plants or similar.	Commence investigations in conjunction with Urban Utilities to inform policy options in 2022 - fourth quarter.
2 Streetscape improvements to enhance pedestrian amenity and create further activation of Queen Street support further opportunities for local businesses and employment and reinforce the role of Harrisville as a centre for the local community and a tourist destination for the region.	Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	Investigate opportunities to implement streetscape improvements to encourage a more activated main street and stronger sense of place in recognition of Harrisville's role as a unique and thriving township in the Scenic Rim.	Ongoing and in alignment with the priorities of Council's Vibrant and Active Towns and Villages Program.
3 Development in Harrisville provides for a range of housing types to meet the projected needs of the population.	Development supports the projected housing needs of the local population through the provision of a variety of housing types to ensure that a range of housing options are available for residents to continue living in their local communities through all stages of life.	Review the master planning requirements of the <i>Scenic Rim Planning Scheme 2020</i> to ensure that new development in Harrisville continues to cater for the projected housing needs of the community.	Commence <i>Scenic Rim Planning Scheme 2020</i> amendment in 2022 - fourth quarter.
4 Development protects and enhances important biodiversity corridors and linkages in Harrisville to support local biodiversity and linkages between areas of ecological significance in the region.	Matters of Environmental Significance are protected, maintained and enhanced and/or, regenerated through connectivity and linkages. The local and regional network of ecological corridors, linkages and stepping stones, increases connectivity to conservation areas, including World Heritage Areas.	Undertake a review of Matters of Environmental Significance and a region-wide investigation into mechanisms to protect and enhance important biodiversity corridors for implementation through an amendment to the Environmental Significance Overlay in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations to inform policy options in 2022 - fourth quarter.
5 Development protects and enhances the historic character of Harrisville and contributes to a strong sense of place.	Development in the Scenic Rim's diverse rural towns and villages enhances their unique sense of place, protects significant local heritage and built form character, and ensures the ongoing sustainability of these localities. Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	1. Undertake a review of the Scenic Rim Local Heritage Register to ensure places of local cultural heritage significance that are valued by the community are protected. 2. Identify character precincts and built form requirements that aim to protect and enhance the unique character and built form of valued historic streetscapes in Harrisville for implementation in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations for policy options in 2023 - second quarter

HARRISVILLE STUDY AREA



LEGEND

Opportunities for local conservation corridors	Low-Medium Density Residential
Constraints	Major Centre
Study Area Boundary	Major Tourism
Community Facilities	Minor Tourism
Conservation	Mixed Use
District Centre	Neighbourhood Centre
Emerging Community	Recreation And Open Space
Industry	Rural
Limited Development	Rural Residential
Local Centre	Special Purpose
Low Density Residential	Township



9.9 KALBAR

9.9.1 CONTEXT

Kalbar is a relaxed and charming local rural centre in a picturesque setting with spectacular views to surrounding mountain ranges. Residents enjoy the historic buildings and traditional street pattern, which contributes to a strong sense of place that also attracts visitors from outside the region who come to experience the rural atmosphere, local shops and cafes.

The local centre is compact in form and accessible from surrounding major transport routes. Businesses and community facilities support the needs of Kalbar residents, as well as the surrounding rural settlements.

9.9.2 HOUSING

In 2021, there were an estimated 1,135 persons in the Kalbar study area, residing in 422 dwellings.

Over the last decade, Kalbar has been a popular choice for new residents attracted to the rural lifestyle that it offers and recent residential development has contributed to the continuation of a low density residential character.

In recent years, the rural township characterised by traditional housing on a grid street pattern to the east of George Street has expanded to the north in the new residential subdivisions around Settlers Drive and Charles Street.

The average age of Kalbar residents is marginally lower than the rest of Scenic Rim, which suggests that consideration be given to potential changes in housing type demanded in this area as residents to continue to age.

Housing affordability is not a major issue for the area, having a lower proportion of household income spent on housing costs compared to the rest of the region.

Whilst the small household to small dwelling ratio has improved between 2016 and 2021, it remains above the Scenic Rim average, which is suggestive of an undersupply of small dwellings.

9.9.3 EMPLOYMENT LAND AND JOBS

The Boonah/Kalbar catchment represents one of Scenic Rim's major employment areas. Employment within the Boonah/Kalbar catchment is anticipated to increase from 2,274 workers in 2016 to 3,258 in 2041.

Within the Boonah/Kalbar catchment, growth is expected to be most significant in administrative and support services employment, relative to other industries, followed by employment growth in the electricity, gas, water and waste services. Employment in the health care and social assistance industry is also anticipated to demonstrate significant growth, making it the largest employing industry in the catchment (and Boonah SA2 as a whole).

To accommodate anticipated growth in commercial office and retail floor space demand, both vacant land and underutilised sites within the Community facilities, Local centre and Mixed use zones within Kalbar are likely to be required (in addition to vacant and underutilised land within Boonah).

The catchment as a whole could potentially achieve a total employment yield of 2,751 additional jobs to 2041, based on the vacant and underutilised employment zoned sites. This jobs capacity, which is based on the available employment land, is greater than that required for the projected employment growth.

Employment land supply

Jobs as at 2016	Projected total jobs to 2041	Projected employment growth	Total capacity of additional jobs 2016-2041 for employment zoned lands*
2,274	3,258	984	2,751

* employment zoned lands relates to land in the following zones:

- Major Centre;
- District Centre;
- Neighbourhood Centre;
- Local Centre;
- Mixed Use;
- Industry;
- Special Purpose (i.e. Bromelton SDA);
- Major Tourism;
- Minor Tourism;
- Community Facilities; and
- Township.

The projected total jobs to 2041 figure above represents the total number of jobs for the catchment, which may occur on land that is not specifically zoned as employment lands – for example, in rural or rural residential areas, or mobile workers.

9.9.4 GROWTH ISSUES, STRATEGIES AND IMPLEMENTATION

The Urban Footprint in Kalbar has the potential to make a significant contribution towards additional dwelling supply for the region. Growth of Kalbar is desirable over the medium to long term as the land has the capacity to be supported by the existing services and infrastructure networks.

The following local growth issues have been identified to ensure the continued growth of Kalbar supports further development of the town as a thriving local centre while protecting and enhancing existing qualities, including existing neighbourhood character, the heritage streetscape and local ecosystems:

- Land in the centre of Kalbar at Edward Street is constrained by flooding and an intermittent waterway, however, the current rural zoning of this constrained land could prevent the development of a compact settlement. There are also inherent conflicts with the land uses that could occur in the Rural-zoned land with Edward Street being predominantly planned for residential growth in this location;
- Land in the Urban Footprint currently used for cultivation in the south west of the study area should continue to be protected from urban encroachment;
- Current open space and recreation planning for Kalbar indicates a potential undersupply of open space for the growing population;
- Growth in Kalbar will need to be supported by planned trunk infrastructure, which is prioritised and sequenced through the Local Government Infrastructure Plan. There may be a need to expand the existing Priority Infrastructure Area in Kalbar to encourage growth and ensure there is sufficient supply of serviced land to meet the *ShapingSEQ* dwelling supply benchmark;
- The housing needs assessment for Kalbar has identified that there will be an increased demand for dwellings to accommodate smaller households in Kalbar by 2041;
- Within the existing and future areas of Kalbar planned for urban purposes, there is limited potential to protect biodiversity linkages that support movement of fauna in the region. The existing waterways, vegetation and gullies that traverse Kalbar have the potential to further support biodiversity linkages that could be protected in the *Scenic Rim Planning Scheme 2020* implemented in future development and Council-led initiatives;
- Streetscape improvements such as street tree planting and street furniture and embellishments have would further enhance the historic character, pedestrian amenity and sense of place of the Kalbar Town Centre; and
- The historic rural town origins of Kalbar are represented in the buildings and streetscape of the town centre and surrounding streets. These characteristics contribute to a sense of place and identity that is valued by residents and visitors and under the guidance of the *Scenic Rim Planning Scheme 2020*, future development should occur in a way that protects and enhances these values.

Kalbar's growth strategies and implementation recommendations are detailed below. The Kalbar study area map also provides a visual summary of the growth management strategy for Kalbar.

Housing land supply

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No. of households (CDM Smith, 2016 Census)	No. of households (Bull & Bear, 2021 Census)#	Scenic Rim Planning Scheme - Additional lot* potential (including approved new lots since 2016)	Growth Management Strategy - Additional lot potential	Additional Residential lot potential TOTAL (columns 3+4) 2016 -2041	% Share of Residential lot growth across the GMS study areas
437	422	1,144	36	1,180	7.76%

Most study areas grew in the number of households between the Census years of 2016 and 2021 although this growth was lower than expected due to a general increase in average household size. It is also anticipated that a few study areas recorded declines in the number of households between 2016 and 2021 because of this trend.

*1 lot will support 1 dwelling or 1 household equivalent, under the Housing Land Supply Methodology for this GMS.



George Street, Kalbar



George Street, Kalbar

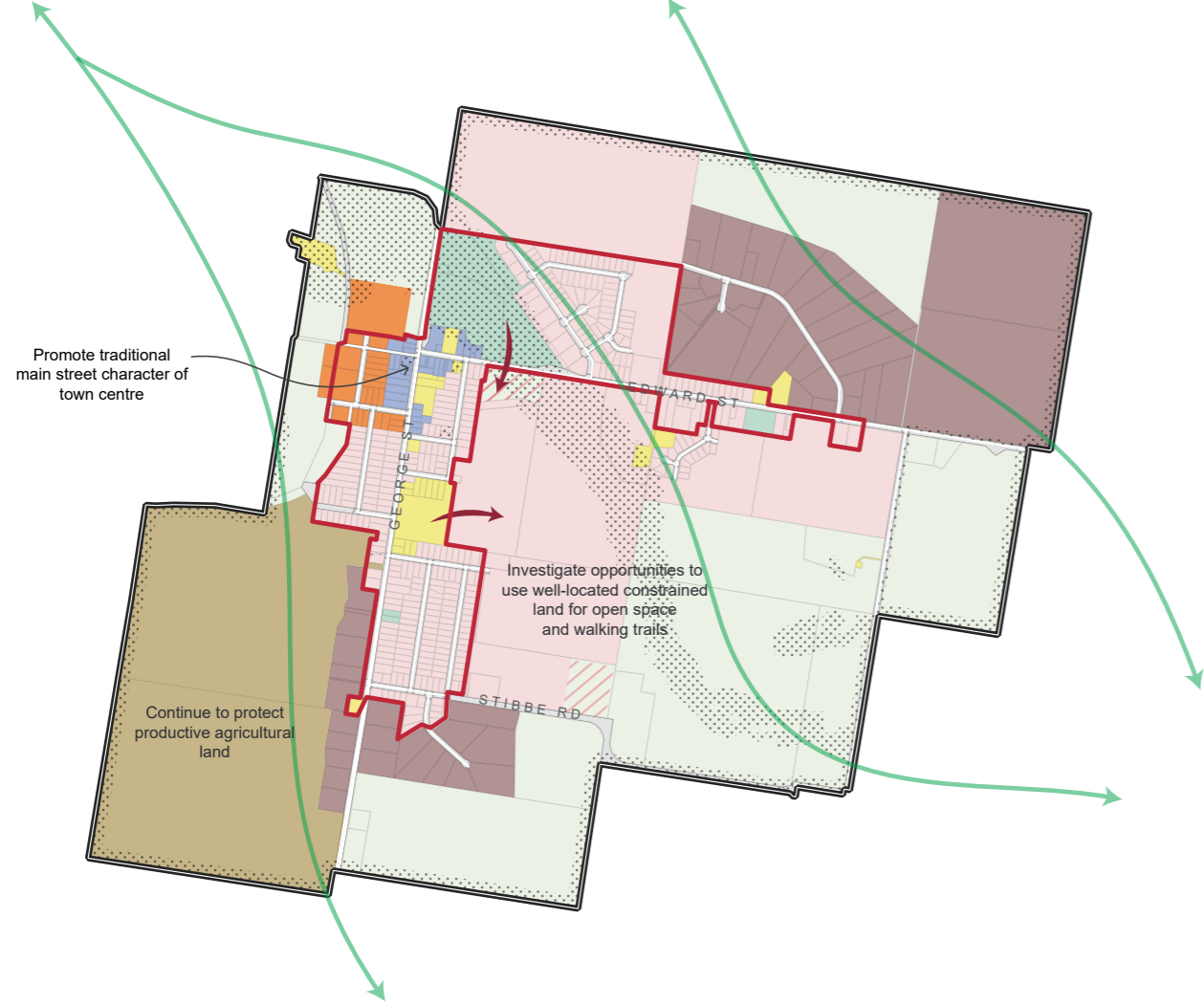
Kalbar Growth Strategies and Implementation

Growth Strategy	GMS Planning Principle	Implementation	Indicative Timing
1 Development protects and enhances important biodiversity corridors and linkages in Kalbar to support local biodiversity and linkages between areas of ecological significance in the region.	Matters of Environmental Significance are protected, maintained and enhanced and/or , regenerated through connectivity and linkages The local and regional network of ecological corridors, linkages and stepping stones, increases connectivity to conservation areas, including World Heritage Areas.	Undertake a review of Matters of Environmental Significance and a region-wide investigation into mechanisms to protect and enhance important biodiversity corridors for implementation through an amendment to the Environmental Significance Overlay in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations to inform policy options in 2022 - fourth quarter.
2 Growth in Kalbar contributes to a compact, logical development pattern that focusses on the central, underutilised areas of Kalbar, is responsive to constraints and minimises conflict between incompatible uses.	Development within identified growth areas complements planning and development outcomes in existing population areas.	As part of a future <i>Scenic Rim Planning Scheme 2020</i> amendment, review land in the Urban Footprint in Kalbar and consider rezoning limited rural land parcels for residential purposes in the <i>Scenic Rim Planning Scheme 2020</i> based on the Growth Management Strategy Map for Kalbar.	Commence <i>Scenic Rim Planning Scheme</i> amendment following the implementation of updated Matters of Environmental Significance (including biodiversity linkages) - estimated from 2024 - fourth quarter.
3 Development in Kalbar is supported by a quality open space and recreation network in a central and accessible location to meet the needs of the growing population.	Development provides a range of functional open space and recreation opportunities to service the needs of residents, including provision of and/or contribution towards a range of local, district and regional parks.	In a review of the Local Government Infrastructure Plan and current open space and recreation planning, investigate further opportunities to use well-located constrained land for walking trails to contribute to the open space network.	In alignment with the review of the Local Government Infrastructure Plan required by June 2025 and with the priorities of Council's parks and recreation planning program.
4 Good quality and viable agricultural land in Kalbar continues to be protected from urban encroachment.	Development is managed to ensure the long term sustainability for the region and protects key areas from urban encroachment, preserving the region's unique natural and rural production assets.	In conjunction with the review of the ShapingSEQ, seek consideration for the potential to remove valuable cultivation land in Kalbar from the Urban Footprint and offset to another area in the region that is better suited to support urban growth.	Through ongoing consultation with the Queensland Government and in alignment with the forthcoming review of <i>ShapingSEQ</i> .
5 Residential growth in Kalbar is prioritised on land zoned for residential purposes and well-located land and supported by suitable planned trunk infrastructure networks.	Development is prioritised in locations which have direct access to and/or will directly benefit from the provision of infrastructure (including planned trunk infrastructure) through appropriate land use initiatives.	In a review of the Local Government Infrastructure Plan, consider identifying additional land in Kalbar for inclusion in the Priority Infrastructure Area to encourage growth in coordination with planned infrastructure.	In alignment with the review of the Local Government Infrastructure Plan required by June 2025.

Growth Strategy	GMS Planning Principle	Implementation	Indicative Timing
6 Development in Kalbar provides for a range of housing types to meet the projected needs of the population.	Development supports the projected housing needs of the local population through the provision of a variety of housing types to ensure that a range of housing options are available for residents to continue living in their local communities through all stages of life.	Review the master planning requirements of the <i>Scenic Rim Planning Scheme 2020</i> to ensure that new development in Kalbar continues to cater for the projected housing needs of the community.	Commence <i>Scenic Rim Planning Scheme 2020</i> amendment in 2022 - fourth quarter.
7 Development protects and enhances the historic character of Kalbar and contributes to a strong sense of place.	Development in the Scenic Rim's diverse rural towns and villages enhances their unique sense of place, protects significant local heritage and built form character, and ensures the ongoing sustainability of these localities. Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	1. Undertake a review of the Scenic Rim Local Heritage Register to ensure places of local cultural heritage significance that are valued by the community are protected. 2. Identify character precincts and built form requirements that aim to protect and enhance the unique character and built form of valued historic streetscapes in Kalbar for implementation in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations for policy options in 2023 - second quarter
8 The Town Centre focussed around Edward and George Streets supports an attractive pedestrian-based main street environment that reflects the historic rural town origins of Kalbar.	Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	Investigate opportunities to facilitate Council-led streetscape improvements to promote an active, safe and attractive village centre for Kalbar.	Ongoing and in alignment with the priorities of Council's Vibrant and Active Towns and Villages Program.

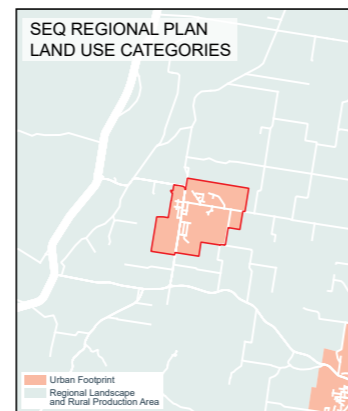
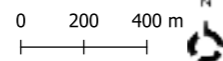
KALBAR STUDY AREA

Through a review of the LGIP, consider the extension of the Priority Infrastructure Area to encourage development that is supported by suitably planned trunk infrastructure networks



LEGEND

- ↔ Opportunities for local conservation corridors
- Proposed extension of PIA
- Constraints
- Priority Infrastructure Area
- Study Area Boundary
- Future Low Density Residential
- Good Quality Agricultural Land
- Current SRRC Land Use Zoning
- Community Facilities
- Conservation
- District Centre
- Emerging Community
- Industry
- Limited Development
- Local Centre
- Low Density Residential
- Low-Medium Density Residential
- Major Centre
- Major Tourism
- Minor Tourism
- Mixed Use
- Neighbourhood Centre
- Recreation And Open Space
- Rural
- Rural Residential
- Special Purpose
- Township



9.10 KOORALBYN



Billabong Shopping Village, Kooralbyn

9.10.1 CONTEXT

Kooralbyn is a distinctive township in the heart of the Scenic Rim that offers a wide range of living opportunities and a leisure-orientated lifestyle in a natural setting framed by a spectacular scenic backdrop.

The iconic Kooralbyn Resort and golf course is the focal point of the town and is supported by a well-located local centre with land zoned for future mixed use and major tourism opportunities.

Kooralbyn has an international school, general store, service station, mechanical repair business, small industrial estate, airstrip and real estate agencies.

There are also many opportunities for recreation, including mountain bike trails, bushwalking, golf and the popular aviation themed playground at Billabong Park adjoining the airstrip.

Lake Wyaralong, which is about 40 minutes from Kooralbyn, was announced as an event venue for rowing and canoeing at the Brisbane 2032 Olympic Games and Paralympic Games being held in South East Queensland. Subsequently, Kooralbyn was also identified as a proposed Olympic accommodation venue for the Olympic and Paralympic Games. It is proposed as a 'satellite village' along with Sunshine Coast and Gold Coast, with the main village to be located in Brisbane.

It is proposed that the athletes will be housed in a mix of existing hotel rooms and high-quality temporary accommodation at the Kooralbyn Valley resort, which requires further investigation. Should this proceed, this presents a unique opportunity for Kooralbyn to showcase the relaxed living and rural lifestyle of the Scenic Rim.

Housing land supply

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No. of households (CDM Smith, 2016 Census)	No. of households (Bull & Bear, 2021 Census)#	Scenic Rim Planning Scheme - Additional lot* potential (including approved new lots since 2016)	Growth Management Strategy - Additional lot potential	Additional Residential lot potential TOTAL (columns 3+4) 2016 -2041	% Share of Residential lot growth across the GMS study areas
646	788	182	0	182	1.19%

Most study areas grew in the number of households between the Census years of 2016 and 2021 although this growth was lower than expected due to a general increase in average household size. It is also anticipated that a few study areas recorded declines in the number of households between 2016 and 2021 because of this trend.

*1 lot will support 1 dwelling or 1 household equivalent, under the Housing Land Supply Methodology for this GMS.



Kooralbyn Resort

9.10.2 HOUSING

In 2021, there were an estimated 1,901 persons in the Kooralbyn study area, residing in 788 dwellings.

Over the last three decades, Kooralbyn has been a popular choice for new residents attracted to the quiet and affordable rural residential lifestyle that it offers and there are also a number of medium density living opportunities in the existing townhouse developments surrounding the Kooralbyn Resort that currently cater for smaller households.

Kooralbyn has experienced a significant increase in the average age of residents between the 2016 and 2021 Census, which suggests an ageing population who will have different housing requirements in the future.

A higher proportion of household income spent on housing costs compared to Scenic Rim LGA and Queensland, but which fell between the 2016 and 2021 Censuses, indicates that housing affordability in this area is stabilising.

Kooralbyn has a lower imbalance between small households and small dwellings than in the Scenic Rim, suggesting that undersupply of small dwellings is not a major concern.

There is vacant and underutilised land available in the central area of the town to provide for future mixed use, low density residential, rural residential and low-medium density housing.

The central areas of Kooralbyn are serviced by both reticulated water and sewer. This land is considered sufficient in terms of providing for the projected housing needs of Kooralbyn.



Kooralbyn International School

9.10.3 EMPLOYMENT LAND AND JOBS

Kooralbyn is part of the Balance of Beaudesert catchment, with the catchment expected to increase from 1,856 workers in 2016 to 2,427 in 2041.

Kooralbyn currently has sufficient land to support local employment growth to 2041. There is scope for growth in the existing Major Tourism zoned land of the Kooralbyn Resort and there is also vacant and underutilised land in the central area of the town in the Mixed Use and Industry zoned land.

There is also sufficient vacant Community Facilities zoned land throughout the region to accommodate employment.

Employment land supply

Jobs as at 2016	Projected total jobs to 2041	Projected employment growth	Total capacity of additional jobs 2016-2041 for employment zoned lands*
1,856	2,427	571	1,182

* employment zoned lands relates to land in the following zones:

- Major Centre;
- Local Centre;
- Special Purpose (i.e. Bromelton SDA);
- Minor Tourism;
- District Centre;
- Mixed Use;
- Community Facilities; and
- Neighbourhood Centre;
- Industry;
- Major Tourism;
- Township.

The projected total jobs to 2041 figure above represents the total number of jobs for the catchment, which may occur on land that is not specifically zoned as employment lands – for example, in rural or rural residential areas, or mobile workers.

9.10.4 GROWTH ISSUES, STRATEGIES AND IMPLEMENTATION

Growth of Kooralbyn to achieve its current planned potential is desirable over the medium to long term as the land has the capacity to be supported by the existing services and infrastructure networks.

The following local growth issues have been identified to ensure the continued growth of Kooralbyn supports revitalisation of the existing vacant and underutilised land to create a thriving and well-serviced town based around the



Townhouses at Lady Caroline Close, Kooralbyn

major tourist facility. Additional employment opportunities are also supported, while providing a high-quality built form and lifestyle opportunities for residents and protecting local ecosystems:

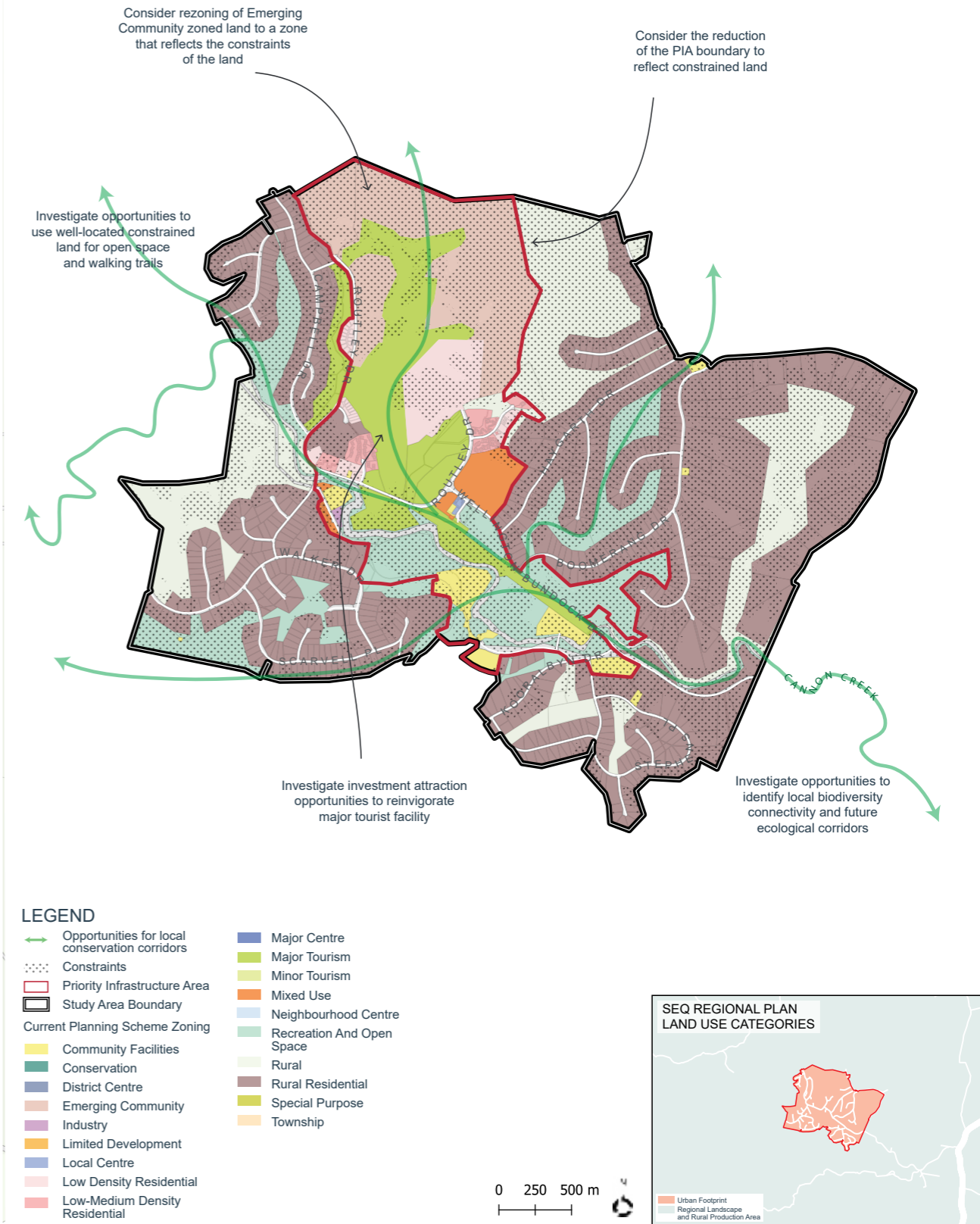
- Although development involving new dwellings in Kooralbyn has been steady, there has been a lack of business and employment generating development to support local residents;
- Further growth in Kooralbyn is limited by the natural constraints of the land, including steep slopes, vegetation and flood prone land. Some of this land is included in the Urban Footprint and Emerging Community Zone, which potentially gives an unrealistic impression of the suitability of the land for future urban purposes;
- The application of the Priority Infrastructure Area over highly constrained land in the Emerging Community Zone in the *Scenic Rim Planning Scheme 2020* also provides an unrealistic impression about the extent of future growth potential and infrastructure capacity of the local area;
- The resort's potential role as an Olympic accommodation venue for the 2032 Brisbane Olympic and Paralympic Games offers opportunities for further investment, which would contribute to the reinvigoration of Kooralbyn; and
- Within the existing and future areas of Kooralbyn planned for urban purposes, there is limited potential to protect biodiversity linkages that support movement of fauna in the region. The existing waterways, vegetation and gullies that traverse Kooralbyn have the potential to further support biodiversity linkages that could be protected in the *Scenic Rim Planning Scheme 2020* and implemented in future development and Council-led initiatives.

Kooralbyn's growth management strategies and implementation recommendations are detailed below. The study area map also provides a visual summary of the growth management strategy for Kooralbyn.

Kooralbyn Growth Strategies and Implementation

Growth Strategy	GMS Planning Principle	Implementation	Indicative Timing
1 Development on key vacant and underutilised land supports a vibrant and attractive local centre in preparation for Kooralbyn's role as an Olympic and Paralympic Games accommodation venue.	Development provides for long term, sustainable and diverse employment choices across a wide variety of sectors, leveraging the region's existing and future infrastructure and industries.	<ol style="list-style-type: none"> 1. Investigate investment attraction opportunities in advance of the Brisbane 2032 Olympic and Paralympic Games. 2. Investigate opportunities to implement streetscape improvements to create an activated village centre to support the Kooralbyn Resort as an Olympic and Paralympic Games accommodation venue. 	Ongoing and in alignment with the priorities of Council's Vibrant and Active Towns and Villages Program and Economic Development initiatives.
2 Residential growth in Kooralbyn is prioritised on existing land zoned for residential purposes and well-located land and supported by suitable planned trunk infrastructure networks.	Development sequencing responds to the logical and most efficient and cost-effective servicing of infrastructure, utilising latent network capacity where possible.	In a review of the Local Government Infrastructure Plan, consider the re-alignment of the PIA to the urban zone boundaries to exclude highly constrained land.	In alignment with the review of the Local Government Infrastructure Plan required by June 2025.
3 Growth planning for Kooralbyn is established on evidence-based planning studies and a regulatory framework that accurately reflects constraints and growth potential of the land.	Development is delivered through clear, robust, transparent planning and statutory processes.	<ol style="list-style-type: none"> 1. In conjunction with the review of the <i>Shaping SEQ</i>, advocate for a review of the current Urban Footprint boundary at Kooralbyn which includes highly constrained land and gives an unrealistic representation of land available for urban growth. 2. As part of a future <i>Scenic Rim Planning Scheme 2020</i> amendment, consider rezoning Emerging Community zoned land around the Kooralbyn Resort to a zone that reflects the constraints of the land and its unsuitability for future urban purposes. 	<ol style="list-style-type: none"> 1. In alignment with the forthcoming review of the <i>Shaping SEQ</i>. 2. Commence <i>Scenic Rim Planning Scheme 2020</i> amendment in 2022 - fourth quarter.
4 Development protects and enhances important biodiversity corridors and linkages in Kooralbyn to support local biodiversity and linkages between areas of ecological significance in the region.	Matters of Environmental Significance are protected, maintained and enhanced and/or , regenerated through connectivity and linkages. The local and regional network of ecological corridors, linkages and stepping stones, increases connectivity to conservation areas, including World Heritage Areas.	Undertake a review of Matters of Environmental Significance and a region-wide investigation into mechanisms to protect and enhance important biodiversity corridors for implementation through an amendment to the Environmental Significance Overlay in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations to inform policy options in 2022 - fourth quarter.

KOORALBYN STUDY AREA



9.11 PEAK CROSSING

9.11.1 CONTEXT

Peak Crossing is a small township on the Purga Creek located 20 kilometres south of Ipswich on the Ipswich-Boonah Road in the far north-west corner of the Scenic Rim. The town is surrounded by agricultural land against a scenic backdrop featuring Peak Mountain, commonly known as Flinder's Peak. The Mount Flinders Dolomite Mine is also nearby, which has operated for over a century.

Local landmarks include the local heritage-listed Peak Crossing Hall and two churches, the pub and the Peak Crossing State School opposite the Peak Mountain View Park and Anzac Memorial.

9.11.2 HOUSING

In 2021, there were an estimated 528 persons in the Peak Crossing study area, residing in 167 dwellings.

Peak Crossing has a lower average age relative to Scenic Rim as of the 2021 Census, suggesting that the implications of an ageing population are not likely to be a pressing issue in Peak Crossing.

The proportion of household incomes spent on housing costs is lower than the Scenic Rim LGA, suggesting that housing affordability is not a major concern in this area. Notably, whilst the small household to small dwelling ratio for Peak Crossing has improved between 2016 and 2021, it remains above the Scenic Rim average, which is suggestive of an undersupply of small dwellings.

Housing land supply

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No. of households (CDM Smith, 2016 Census)	No. of households (Bull & Bear, 2021 Census)#	Scenic Rim Planning Scheme - Additional lot* potential (including approved new lots since 2016)	Growth Management Strategy - Additional lot potential	Additional Residential lot potential TOTAL (columns 3+4) 2016 -2041	% Share of Residential lot growth across the GMS study areas
187	167	78	0	78	0.51%

Most study areas grew in the number of households between the Census years of 2016 and 2021 although this growth was lower than expected due to a general increase in average household size. It is also anticipated that a few study areas recorded declines in the number of households between 2016 and 2021 because of this trend.

*1 lot will support 1 dwelling or 1 household equivalent, under the Housing Land Supply Methodology for this GMS.



Peak Court, Peak Crossing

9.11.3 EMPLOYMENT LAND AND JOBS

Peak Crossing is largely a dormitory residential locality without a distinct local activity centre providing local services and jobs. The majority of residents travel to work at nearby employment centres, including Ipswich.

Peak Crossing is contained within the Balance Boonah catchment as part of the Boonah SA2. The catchment as a whole is anticipated to increase from 1,613 workers in 2016 to 2,049 workers in 2041.

Consistent with historic uses, employment in the agriculture, forestry and fishing industry is expected to account for the highest volume of workers in the Boonah balance area, however, is expected to demonstrate little to no growth between 2016 and 2041. The most significant employment growth is expected to be in the mining and other services industries.

There is some vacant and underutilised land within the Township zone within Peak Crossing, which could accommodate potential opportunities, if required.

The catchment as a whole could potentially achieve a total employment yield of 863 additional jobs to 2041, based on the vacant and underutilised employment zoned sites.

Employment Land Supply

Jobs as at 2016	Projected total jobs to 2041	Projected employment growth	Total capacity of additional jobs 2016-2041 for employment zoned lands*
1,613	2,049	436	863

* employment zoned lands relates to land in the following zones:

- Major Centre;
- District Centre;
- Neighbourhood Centre;
- Local Centre;
- Mixed Use;
- Industry;
- Special Purpose (i.e. Bromelton SDA);
- Major Tourism;
- Minor Tourism;
- Community Facilities; and
- Township.

The projected total jobs to 2041 figure above represents the total number of jobs for the catchment, which may occur on land that is not specifically zoned as employment lands – for example, in rural or rural residential areas, or mobile workers.



Peak Crossing Hall

9.11.4 LOCAL GROWTH ISSUES

The Growth Management Strategy investigations have identified that there is existing capacity for Peak Crossing to provide for housing and employment growth up to 2041.

Given Peak Crossing is currently planned to accommodate an additional 78 dwellings over the next twenty years, the following local growth issues have been identified to ensure the continued growth protects and enhances existing qualities, including existing streetscape character, housing variety and local ecosystems:

- Peak Crossing's location at the northern gateway of the Scenic Rim presents an opportunity to create a welcoming entry statement for the Scenic Rim and establish a stronger sense of place and identity for the township. The current main thoroughfare also lends itself to further enhancement for pedestrian activity;
- The housing needs assessment for Peak Crossing has identified that there will be an increased demand for dwellings to accommodate smaller households by 2041; and
- Within Peak Crossing, there is potential to protect biodiversity linkages that support movement of fauna in the region. The existing waterways, vegetation and gullies that traverse Peak Crossing have the potential to further support biodiversity linkages that could be protected in the Scenic Rim Planning Scheme 2020 implemented in future development and Council-led initiatives.

9.11.5 PEAK CROSSING GROWTH STRATEGIES AND IMPLEMENTATION

The following growth strategies and implementation recommendations are presented for Peak Crossing. The Peak Crossing study area map also provides a visual summary of the growth management strategy for Peak Crossing.

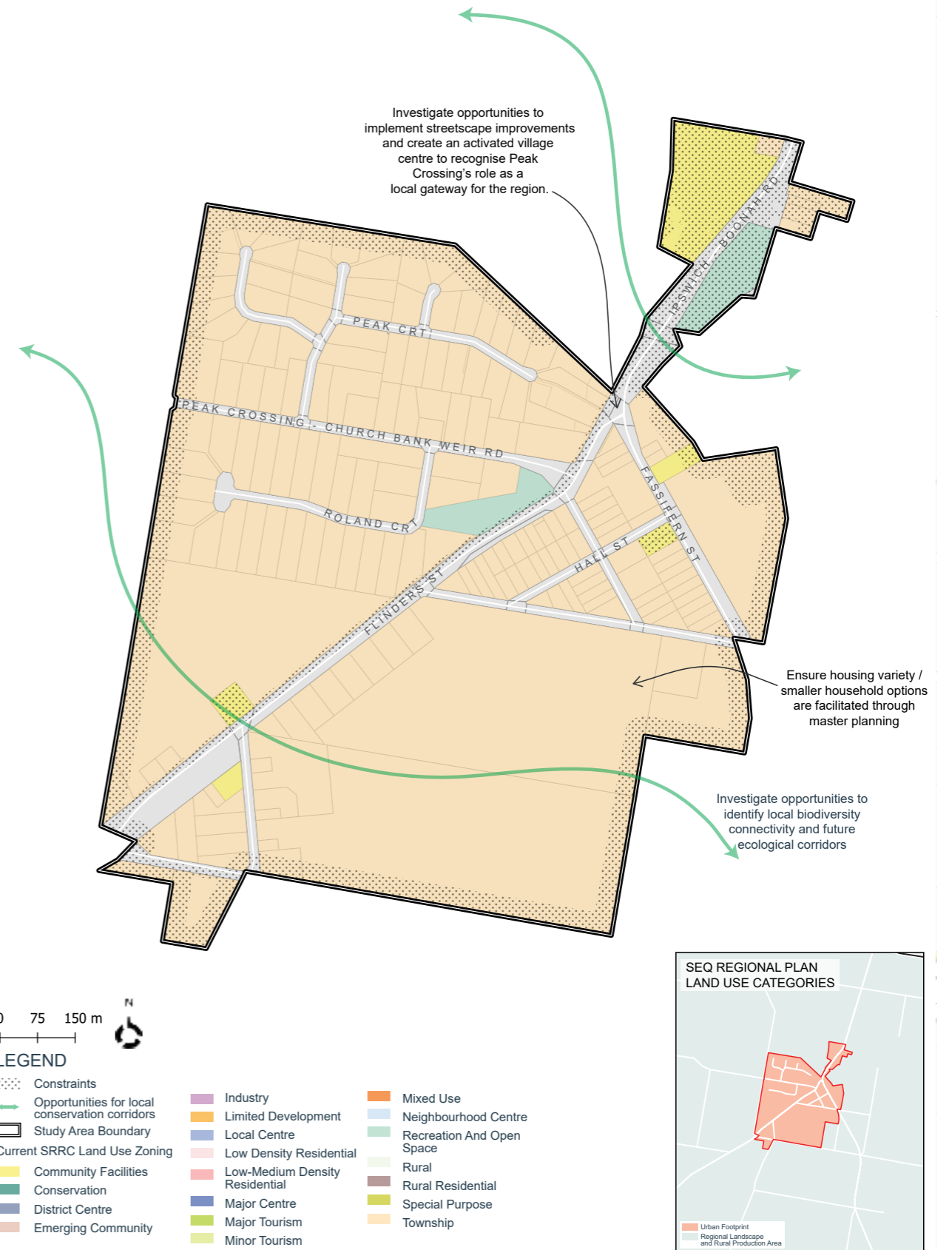
Peak Crossing Growth Strategies and Implementation

Growth Strategy	GMS Planning Principles	Implementation	Indicative Timing
1 Streetscape improvements, including landscaping and signage enhance pedestrian amenity and create a strong sense of place for Peak Crossing as the northern gateway to the Scenic Rim Region.	Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	Investigate opportunities to implement streetscape improvements (involving landscaping and signage) to encourage a stronger sense of place and affirm Peak Crossing's role as a gateway to the Scenic Rim.	Ongoing and in alignment with the priorities of Council's Vibrant and Active Towns and Villages Program.
2 Development in Peak Crossing provides for a range of housing types to meet the projected needs of the population.	Development supports the projected housing needs of the local population through the provision of a variety of housing types to ensure that a range of housing options are available for residents to continue living in their local communities through all stages of life.	Review the master planning requirements of the <i>Scenic Rim Planning Scheme 2020</i> to ensure that new development in Peak Crossing continues to cater for the projected housing needs of the community.	Commence <i>Scenic Rim Planning Scheme 2020</i> amendment in 2022 - fourth quarter.
3 Development protects and enhances important biodiversity corridors and linkages in Peak Crossing to support local biodiversity and linkages between areas of ecological significance in the region.	Matters of Environmental Significance are protected, maintained and enhanced and/or, regenerated through connectivity and linkages. The local and regional network of ecological corridors, linkages and stepping stones, increases connectivity to conservation areas, including World Heritage Areas.	Undertake a review of Matters of Environmental Significance and a region-wide investigation into mechanisms to protect and enhance important biodiversity corridors for implementation through an amendment to the Environmental Significance Overlay in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations to inform policy options in 2022 - fourth quarter.



Peak Mountain View Park, Peak Crossing

PEAK CROSSING STUDY AREA



9.12 TAMBORINE

9.12.1 CONTEXT

Tamborine is a quiet rural residential area in a bushland setting, located at the northern gateway to Tamborine Mountain. Tamborine provides rural residential living opportunities, important habitat and corridors for wildlife movement and nature-based and equestrian-related recreation opportunities.

Tamborine has a small village centre with commercial and tourism activities concentrated around the central roundabout and Leach Road. The popular Bearded Dragon Hotel is located on the Tamborine Mountain Road.

Tamborine began as a rural settlement in the 1870s. It was located on the railway line from Logan Village to Canungra (1915-55), which carried dairy produce and timber from Lahey's timber mill at Canungra. The village only had a store, a garage, the church and the school and it also housed the offices of the former Tamborine Local Government division (1893) and shire (1903).⁸

Larger landholdings were subdivided into rural residential allotments from the mid-1970s when peri-urban living became a popular lifestyle choice around the outskirts of Brisbane.

In 1968 a proposal for a dam in the Wolffdene area was released which would have inundated a large part of Tamborine. However, the plan for the dam was abandoned in 1989.



Leach Road, Tamborine

9.12.2 HOUSING

In 2021 there were an estimated 2,252 persons in the Tamborine study area, residing in 657 dwellings.

There are currently two distinct development patterns in the Tamborine study area stemming from two major periods of subdivision:

- the larger, more established acreage properties of approximately 20,000m² - 30,000m² (2-3ha) to the east of Beaudesert-Beenleigh Road, dating from the original subdivision of the rural land from the mid-1970s; and
- the more recent acreage development of the Riemore Estate dating from the early 2000s and currently in its final stages on the western side of the Beaudesert-Beenleigh Road, comprising lots of around 4000-5000m².

As the average age of Tamborine residents is lower than the Scenic Rim LGA as of the 2021 Census, consideration should be given to potential changes in the type of housing demanded in this area as residents age.

The proportion of household income spent on housing costs was higher than Scenic Rim LGA but fell between the 2016 and 2021 Censuses, suggesting that housing affordability in this area is stabilising.

Whilst the small household to small dwelling ratio has improved between 2016 and 2021, it remains above the Scenic Rim average, which is suggestive of an undersupply of small dwellings, which may need to be addressed.



Riemore Estate, Tamborine

Housing land supply

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No. of households (CDM Smith, 2016 Census)	No. of households (Bull & Bear, 2021 Census)#	Scenic Rim Planning Scheme - Additional lot* potential (including approved new lots since 2016)	Growth Management Strategy - Additional lot potential	Additional Residential lot potential TOTAL (columns 3+4) 2016 -2041	% Share of Residential lot growth across the GMS study areas
764	657	0	258	258	1.69%

Most study areas grew in the number of households between the Census years of 2016 and 2021 although this growth was lower than expected due to a general increase in average household size. It is also anticipated that a few study areas recorded declines in the number of households between 2016 and 2021 because of this trend.

*1 lot will support 1 dwelling or 1 household equivalent, under the Housing Land Supply Methodology for this GMS.

9.12.3 EMPLOYMENT LAND AND JOBS

Tamborine is part of the Tamborine Mountain/Tamborine Village catchment within the Tamborine/Canungra SA2. The catchment is expected to increase from 2,925 workers in 2016 to 4,482 workers in 2041.

Employment in the Tamborine Mountain/Tamborine Village catchment is expected to remain significant in the accommodation and food services industries. The strongest growth in employment within the Tamborine Mountain / Tamborine Village catchment is expected in the electricity, gas, water and waste services employment, however this will still account for less than 150 workers at 2041.

The catchment comprises a number of vacant and underutilised employment zoned sites and could potentially achieve a total additional employment yield of 3,121 jobs to 2041. The jobs capacity, which is based on the available employment land, is greater than that required for the projected employment growth.

Employment Land Supply

Jobs as at 2016	Projected total jobs to 2041	Projected employment growth	Total capacity of additional jobs 2016-2041 for employment zoned lands*
2,925	4,482	1,560	3,121

* employment zoned lands relates to land in the following zones:

- Major Centre;
- District Centre;
- Neighbourhood Centre;
- Local Centre;
- Mixed Use;
- Industry;
- Special Purpose (i.e. Bromelton SDA);
- Major Tourism;
- Minor Tourism;
- Community Facilities; and
- Township.

The projected total jobs to 2041 figure above represents the total number of jobs for the catchment, which may occur on land that is not specifically zoned as employment lands – for example, in rural or rural residential areas, or mobile workers.

9.12.4 LOCAL GROWTH ISSUES

Currently the Tamborine Study Area is identified as an Investigation Area in the *Scenic Rim Planning Scheme 2020* as land that may have the potential to accommodate future residential growth opportunities.

Further rural residential subdivision was effectively prohibited by the 2005 SEQ Regional Plan which designated Tamborine in the Regional Landscape and Rural Production Area.

However, the current *Shaping SEQ* includes the land within the Rural Living Area, which provides the potential for further rural residential development.

9.12.5 TAMBORINE INVESTIGATION AREA - POTENTIAL FOR RESIDENTIAL GROWTH

An investigation into the potential for Tamborine to accommodate future rural residential growth opportunities has been undertaken, having regard to the policy for Investigations Areas in the *Scenic Rim Planning Scheme 2020*.

This investigation considered:

- The appropriate character and development pattern for Tamborine;
- The impact of natural hazard constraints, including flooding, bushfire, protected vegetation, koala habitat and steep slopes;
- Impacts on infrastructure, particularly the local road network and existing open space; and
- Future subdivision policy options, including lot size and minimum dimensions in limited areas to maintain existing built form and character and provide sufficient area for on-site sewerage disposal.

The investigation has found that there is minimal opportunity for Tamborine to contribute to any significant housing growth or opportunities for employment, due to the natural hazard constraints of the land.

Notwithstanding, limited opportunity exists to provide for further rural residential living opportunities through infill subdivision in the less constrained parts of the study area.

An additional 258 lots with a minimum lot size of 1 hectare could provide an important contribution towards the overall dwelling supply for the region. These would be delivered incrementally and over a long term timeframe, to 2041.

This yield should be considered in conjunction with other key influences of land development that result in a realistic number of additional lots expected by 2041. These factors include access to initial capital, physical constraints on land (e.g. flooding or siting of existing dwellings), market feasibility and infrastructure charges. Therefore, the expected increase in new lots in the study area would be lower and occur over a long period of time extending beyond 2041.

Providing for this limited opportunity in the less constrained areas of the study area will provide an important contribution towards the overall dwelling supply for the Scenic Rim region, whilst also aligning with the intent for the Rural Living Area under the *ShapingSEQ*. Such development will consolidate existing rural residential areas in the region and makes use of existing infrastructure, rather than expanding further into important rural land. This opportunity will also assist in catering for the strong demand for rural residential living within the region.

9.12.6 PROMOTING A VILLAGE CENTRE FOR TAMBORINE

There is an opportunity for further commercial development on land at Leach Road to cater for the convenience needs and provide some further employment opportunities for local residents.

There is currently poor pedestrian and vehicle access to Leach Road from Beaudesert-Beenleigh Road and the Riemore Estate and the existing commercial buildings and streetscape finishes do not contribute to an attractive local centre.

New development has the potential to activate Leach Road as a more distinct village centre and contribute to a unique sense of place.

9.12.7 PROTECTION OF BIODIVERSITY LINKAGES

Within Tamborine, there is potential to protect biodiversity linkages that support movement of fauna in the region. The existing waterways, vegetation and gullies that traverse Tamborine have the potential to further support biodiversity linkages that could be protected in the *Scenic Rim Planning Scheme 2020* implemented in future development and Council-led initiatives.

9.12.8 TAMBORINE GROWTH STRATEGIES AND IMPLEMENTATION

The following growth strategies and implementation recommendations are presented for Tamborine. The Tamborine study area map also provides a visual summary the growth management strategy for Tamborine.

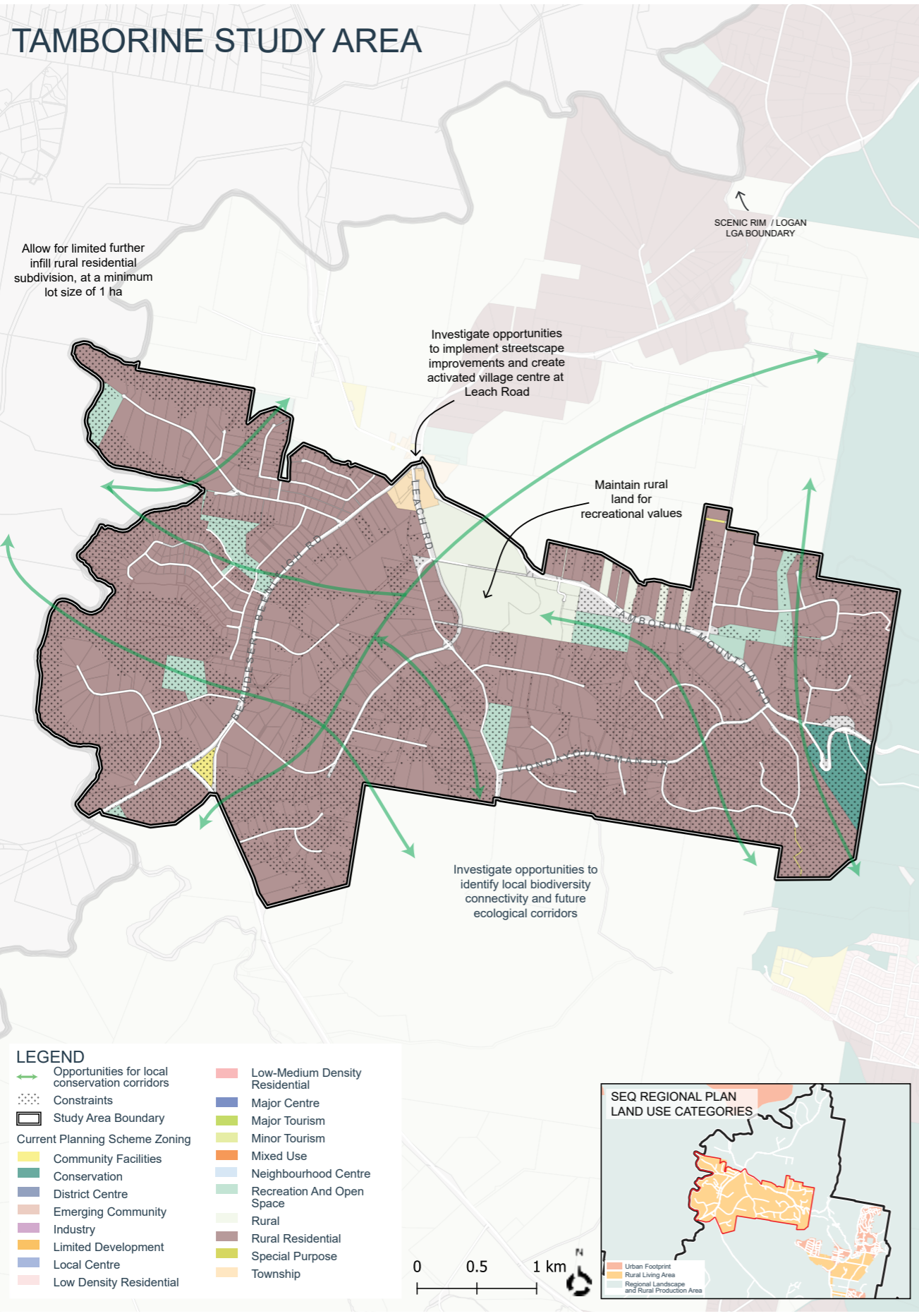
Tamborine Growth Strategies and Implementation

Growth Strategy	GMS Planning Principles	Implementation	Indicative Timing
1 Development protects and enhances important biodiversity corridors and linkages in Tamborine to support local biodiversity and linkages between areas of ecological significance in the region.	Matters of Environmental Significance are protected, maintained and enhanced and/or , regenerated through connectivity and linkages The local and regional network of ecological corridors, linkages and stepping stones, increases connectivity to conservation areas, including World Heritage Areas.	Undertake a review of Matters of Environmental Significance and a region-wide investigation into mechanisms to protect and enhance important biodiversity corridors for implementation through an amendment to the Environmental Significance Overlay in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations to inform policy options in 2022 - fourth quarter.
2 Development in Tamborine consolidates the existing rural residential subdivision pattern to meet the high demand for housing options in the region that cater for a relaxed lifestyle and rural living, whilst protecting the existing character and, natural environment of the area.	Consolidate existing residential areas in the region to make use of existing infrastructure, community facilities and protect important agricultural land and environmental qualities. Development within identified growth areas complements planning and development outcomes in existing population areas.	Through an amendment to the <i>Scenic Rim Planning Scheme 2020</i> update the policy for the Tamborine Investigation Area in response to the investigation that recommends limited further subdivision in the Tamborine Rural Living Area. Specifically, the following lot sizes, dimensions and overlay provisions are recommended to protect the existing character of Tamborine and respond to environmental and infrastructure constraints: 1. A minimum lot size of 1ha for rural residential lots identified for potential subdivision on Overlay Map 13 - Minimum Lot Size in the <i>Scenic Rim Planning Scheme 2020</i> ; 2. A minimum frontage width of 50 metres; and 3. A minimum access handle width of 10 metres for rear lots.	Commence <i>Scenic Rim Planning Scheme</i> amendment following the implementation of updated Matters of Environmental Significance (including biodiversity linkages) - estimated from 2024 - fourth quarter.

Growth Strategy	GMS Planning Principles	Implementation	Indicative Timing
3 The Tamborine Village centre focussed on Leach Road supports a compact pedestrian-based main street environment along with on street parking and reduced road reserve width to strengthen existing and proposed retail activities.	Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	1. Investigate opportunities to facilitate Council-led streetscape improvements to Leach Road to promote an active, safe and attractive village centre for Tamborine. 2. Investigate options for greater pedestrian connectivity between the Riemore Estate and Leach Road Village Centre.	Ongoing and in alignment with the priorities of Council's Vibrant and Active Towns and Villages Program.
4 Commercial buildings in Leach Road have a traditional main street character with active frontages.	Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	Identify character precincts and built form requirements that aim to protect and enhance the unique character and built form of valued streetscapes in Tamborine for implementation in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations to inform policy options in 2023 - second quarter.
5 New development in Tamborine provides sufficient capacity for on-site water supply in order to reduce increased demand on the urban water supply network during times of drought.	Land use planning policy ensures new development considers the ongoing effects of climate change, including the effects of bushfire, drought, increased rainfall intensity and flooding.	Investigate policy options to increase domestic water supply capacity for new dwellings in the region that are not connected to reticulated (on-grid) water supply. An example of a potential policy option is to increase volume of domestic water tanks for new dwellings.	Commence investigations of policy options in 2022 - fourth quarter.



TAMBORINE STUDY AREA



9.13 TAMBORINE MOUNTAIN

9.13.1 CONTEXT

The Tamborine Mountain study area encompasses the land on the mountain plateau and its surrounding escarpment areas. Tamborine Mountain supports a development pattern of unique villages characterised by a high level of amenity and distinctive character and rural residential areas set within a semi-rural landscape.

The centres of the Tamborine Mountain plateau provide for a range of uses and services to meet the needs of the local community and include retail, commercial, industrial (of a low impact and service nature), community and recreational activities. Community facilities include, playgrounds, showground and sportsgrounds, primary and high schools, community hall, theatre, swimming pool and library.

Tamborine Mountain is also a significant tourist destination for tourists who enjoy its unique attractions, spectacular scenery, National Parks and the Gallery Walk tourism precinct.

The scenic amenity and values of the escarpment surrounding Tamborine Mountain are also of regional significance and protected for its landscape character. In addition, the ecological values of the escarpment are an integral part of the small scale and low intensity development which is characteristic of the area.



Main Street, Tamborine Mountain

Housing land supply

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
No. of households (CDM Smith, 2016 Census)	No. of households (Bull & Bear, 2021 Census)#	Scenic Rim Planning Scheme - Additional lot* potential (including approved new lots since 2016)	Growth Management Strategy - Additional lot potential	Additional Residential lot potential TOTAL (columns 3+4) 2016 -2041	% Share of Residential lot growth across the GMS study areas
2,955	3,190	8	132	140	0.92%

Most study areas grew in the number of households between the Census years of 2016 and 2021 although this growth was lower than expected due to a general increase in average household size. It is also anticipated that a few study areas recorded declines in the number of households between 2016 and 2021 because of this trend.

*1 lot will support 1 dwelling or 1 household equivalent, under the Housing Land Supply Methodology for this GMS.

9.13.1 HOUSING

In 2021, there were an estimated 8,446 persons in the Tamborine Mountain study area, residing in 3,190 dwellings.

Over time, development on Tamborine Mountain has evolved from its agricultural early settlement in the 1900's to a mixed residential and semi-rural settlement pattern. With a variety of lot sizes and diverse character, the Mountain incorporates the distinct communities of North Tamborine, Mount Tamborine and Eagle Heights. A period of major residential development occurred in the 1970s until the late 1990s which has resulted in some areas of Tamborine Mountain having a more urban settlement character with lot sizes ranging from 600m² to 1500m², reflective of an urban residential neighbourhood.

Tamborine Mountain is not connected to the reticulated water or sewerage network and residents and businesses rely on rainwater or groundwater water supply and on-site sewerage disposal. In times of drought, domestic water supply to mountain residences has required supplementation from off-mountain sources, which in recent years has become more pronounced due to the effects of climate change.

The average age of residents on Tamborine Mountain increased significantly between the 2016 and 2021 Censuses and is significantly higher than Scenic Rim LGA. There is a need to ensure that the provision of compact housing for an ageing population is considered.

The proportion of household income spent on housing costs is lower than Scenic Rim LGA, suggesting that housing affordability is not a major concern in this area, but this is also indicative of the older population, which is generally characterised by higher levels of home ownership.

A similar imbalance between small households and small dwellings compared to the broader LGA suggests that there is a small undersupply of small dwellings.

9.13.2 EMPLOYMENT LAND AND JOBS

Tamborine Mountain is part of the Tamborine Mountain/ Tamborine Village catchment within the Tamborine/Canungra SA2. The catchment is expected to increase from 2,925 workers in 2016 to 4,482 workers in 2041.

Employment in the Tamborine Mountain/ Tamborine Village catchment is expected to remain significant in the accommodation and food services industries. The strongest growth in employment within the Tamborine Mountain / Tamborine Village catchment is expected in the electricity, gas, water and waste services employment, however this will still account for less than 150 workers at 2041.

The catchment comprises a number of vacant and underutilised employment zoned sites and could potentially achieve a total additional employment yield of 3,121 jobs to 2041. This jobs capacity, which is based on the available employment land, is greater than that required for the projected employment growth.

Employment Land Supply

Jobs as at 2016	Projected total jobs to 2041	Projected employment growth	Total capacity of additional jobs 2016-2041 for employment zoned lands*
2,925	4,482	1,557	3,121

* employment zoned lands relates to land in the following zones:

- Major Centre;
- District Centre;
- Neighbourhood Centre;
- Local Centre;
- Mixed Use;
- Industry;
- Special Purpose (i.e. Bromelton SDA);
- Major Tourism;
- Minor Tourism;
- Community Facilities; and
- Township.

The projected total jobs to 2041 figure above represents the total number of jobs for the catchment, which may occur on land that is not specifically zoned as employment lands – for example, in rural or rural residential areas, or mobile workers.



Hartley Road, Tamborine Mountain

6 The first consultation draft of the Scenic Rim Planning Scheme 2020 that was made available for community consultation in late 2018 provided for rural-residential infill subdivision with a minimum lot size of 3000m² in the Rural Residential Zone (Where no precinct applies) and 1ha in the Rural Residential Zone (Rural Residential A Precinct). The Minister had endorsed this version of the draft Planning Scheme for public consultation on the basis that it aligned with state interests, including the State Planning Policy and South East Queensland Regional Plan.

In response to submissions received on the consultation draft, it was determined by Council that further examination of the proposed policy for residential subdivision would be undertaken prior to any policy that supported infill subdivision. As such, the second consultation draft Scenic Rim Planning Scheme 2020 precluded the creation of additional lots on Tamborine Mountain.



Magnetic Drive, Eagle Heights.

9.13.3 LOCAL GROWTH ISSUES

Currently Tamborine Mountain provides limited opportunities for significant population growth or employment opportunities due to the constraints of the land, particularly the lack of reticulated sewerage and water supply. The current policy contained within the *Scenic Rim Planning Scheme 2020* also restricts further subdivision and thereby limits the availability of land for additional housing. Ministerial advice when approving the adoption of the Scenic Rim Planning Scheme considered the limitation of subdivision on Tamborine Mountain and the need to resolve any impacts through the undertaking of a Growth Management Strategy. The advice stated: *Undertake the proposed growth management strategy as a priority to determine any impacts from the proposed change to limit further subdivision on Tamborine Mountain⁶ on the achievement of the dwelling supply benchmarks with the results informing a future amendment to the proposed planning scheme if required.*

9.13.3.1 POTENTIAL FOR RESIDENTIAL GROWTH

The *ShapingSEQ* requires Council to prioritise growth in the Urban Footprint and Rural Living Area land use categories.

Tamborine Mountain is not a suitable location to accommodate a significant share of the region's growing population, due to limitations on the ability to adequately service future development, as well as the need to protect the scenic amenity and ecological values that exist in the study area. However, the existing infrastructure and high amenity underpinned by good access to employment areas and community facilities make the area suitable for accommodating a small amount of growth without negatively affecting the existing character, environment, infrastructure capacity and neighbourhood amenity.

Further residential development can potentially occur in a number of unconstrained locations, dispersed across the Tamborine Mountain plateau, with minimal impacts.

Tamborine Mountain has capacity to support additional lots of 1ha or greater in the existing Rural Residential Zone, including the Rural Residential A Precinct.

A 1ha minimum lot size is appropriate because the resulting land area:

1. Is sufficient for on-site sewerage disposal in this sensitive environment;
2. Is consistent with the dominant large lot/acreage character on Tamborine Mountain;
3. Continues to enable opportunities for small-scale tourist and agri-business activities;
4. Is consistent with the intent for Rural Living Areas in the *ShapingSEQ*;
5. Would not lead to new residential development concentrated in any particular area on Tamborine Mountain;
6. Caters for the strong demand for rural residential living within the region;
7. Minimises the need for vegetation clearing to provide for any additional dwellings;
8. Aligns with the general community desire to protect the existing settlement pattern of Tamborine Mountain; and
9. Does not result in an overall lot increase that would have any significant impacts on the existing infrastructure - especially the existing road networks, or demand for supplementary water supply in times of drought.

With a minimum lot size of 1ha applied to the Rural Residential Zone (and precinct) on Tamborine Mountain, there is potential to accommodate growth for an additional 211 dwellings when no constraints are applied, which represents a 6.6% increase, based on the 3,190 dwellings that currently exist in the study area as of the 2021 Census.

This dwelling number should be considered in conjunction with other key influences of land development that result in a realistic number of additional lots expected by 2041. These factors include access to initial capital, physical constraints on land (e.g. protected vegetation, slope or landslide hazard, or siting of existing dwellings), market feasibility and infrastructure charges. Therefore, the expected increase in new lots in the study area would be lower and occur over a long period of time extending beyond 2041. An analysis of existing constraints at the lot level has reduced the maximum yield (based on capacity to subdivide existing lots without consideration of constraints) to an estimated yield of 132 lots.

Providing for this limited opportunity in the less constrained areas of the study area will provide an important contribution towards the overall dwelling supply for the Scenic Rim region, while also aligning with the intent for the Rural Living Area and Urban Footprint under the *ShapingSEQ*. Such development will consolidate existing areas for residential development in the region and makes use of existing infrastructure, rather than expanding further into important rural or environmentally sensitive land.



Main Western Road, Tamborine Mountain

9.13.3.2 CHANGING HOUSING NEEDS OF THE POPULATION

An assessment of future housing needs has indicated that there is a need to plan for more retirement facilities and residential aged care facilities to support an increasing ageing population to have access to this housing type in the local area and provide the ability to continue to live locally, or “age-in-place”.

Based on the projected increase in the number of older persons living on Tamborine Mountain to 2041 and the current lack of appropriate housing supply to meet these needs, a small number of key land parcels have been identified as being suitable to accommodate residential care facilities or retirement facilities. A variety of planning mechanisms could be applied to encourage this type of development to fulfil this identified housing need and enable opportunities to ‘age in place’, including amendments to the Scenic Rim Planning Scheme 2020, infrastructure offsets or financial incentives. Any new retirement or residential care facility on Tamborine Mountain will need to be sensitively designed to account for:

1. The lack of reticulated sewerage and water;
2. Achieving consistency with the existing character in terms of a design outcome that responds to the existing neighbourhood character;
3. Providing access to a range of suitable services; and
4. Traffic impacts associated with increased traffic movements.

Tamborine Mountain needs to provide for a range of housing choices as the future needs of the population change. This can be achieved in a number of ways, including continuing to ensure that the Scenic Rim Planning Scheme 2020 encourages a range of different housing options to cater for smaller households, such as secondary dwellings.

9.13.4 TAMBORINE MOUNTAIN GROWTH STRATEGIES AND IMPLEMENTATION

The following growth strategies are presented for Tamborine Mountain. The Tamborine Mountain study area map also presents a visual summary of the growth management strategy for Tamborine Mountain.



Main Street, Tamborine Mountain

Tamborine Mountain Growth Strategies and Implementation

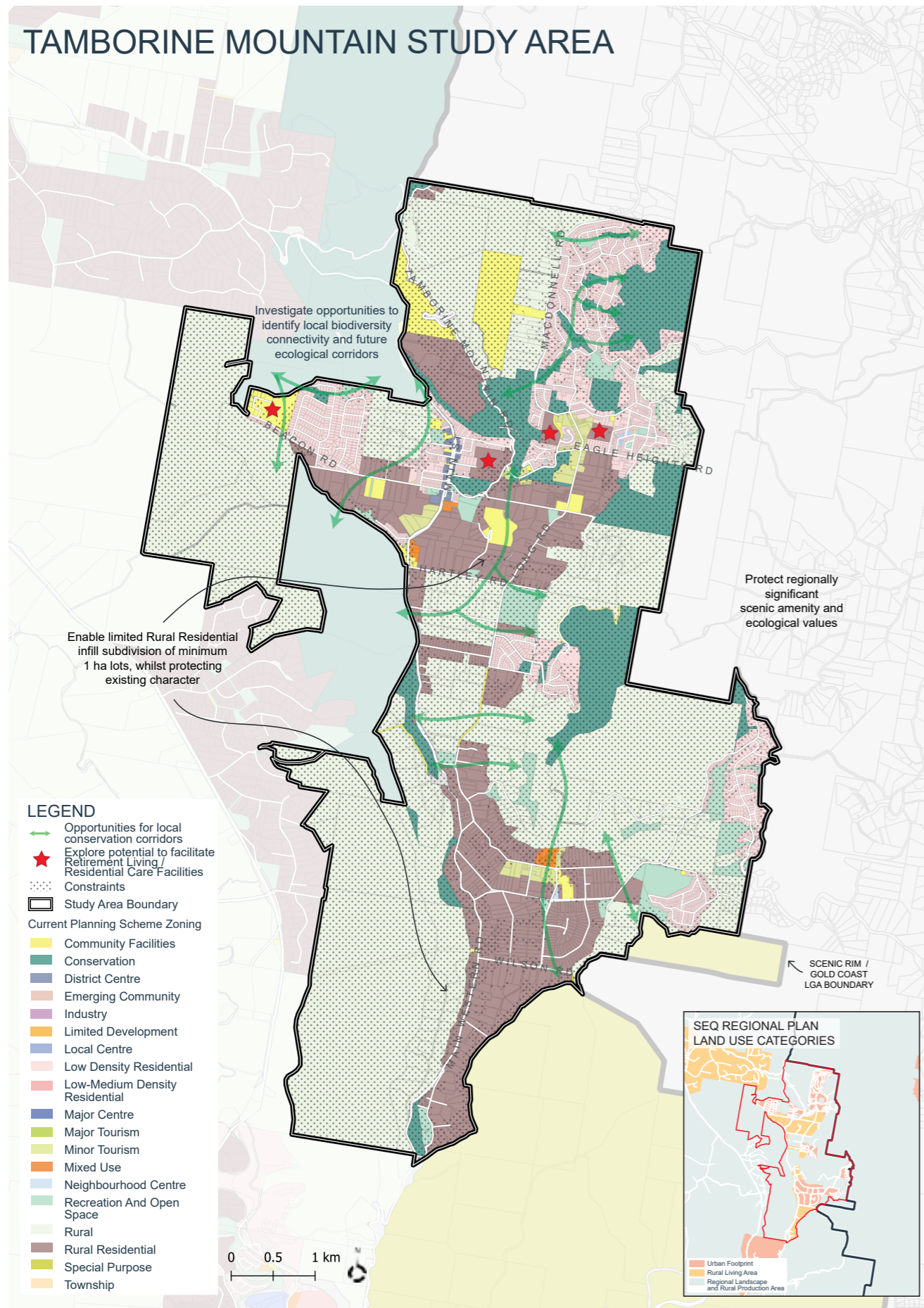
Growth Strategy	GMS Planning Principles	Implementation	Indicative Timing
1 Development protects and enhances important biodiversity corridors and linkages on Tamborine Mountain to support local biodiversity and linkages between areas of ecological significance in the region.	Matters of Environmental Significance are protected, maintained and enhanced and/or , regenerated through connectivity and linkages. The local and regional network of ecological corridors, linkages and stepping stones, increases connectivity to conservation areas, including World Heritage Areas.	Undertake a review of Matters of Environmental Significance and a region-wide investigation into mechanisms to protect and enhance important biodiversity corridors for implementation through an amendment to the Environmental Significance Overlay in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations to inform policy options in 2022 - fourth quarter.
2 Limited additional growth on Tamborine Mountain is facilitated to meet the high demand for housing options in the region that cater for a relaxed lifestyle and rural living whilst protecting the existing character, landscape amenity and natural environment of the area.	Consolidate existing residential areas in the region to make use of existing infrastructure, community facilities and protect important agricultural land and environmental qualities. Development within identified growth areas complements planning and development outcomes in existing population areas.	Amend the <i>Scenic Rim Planning Scheme 2020</i> to enable further infill development in the existing rural residential areas through subdivision at Tamborine Mountain in the Rural Residential Zone (including the base zone and Rural Residential A Precinct). Specifically, the following lot sizes, dimensions and overlay provisions are recommended to protect the existing character of Tamborine Mountain and allow development to respond to environmental and infrastructure constraints: 1. A minimum lot size of 1ha for rural residential lots identified for potential subdivision on Overlay Map 13 - Minimum Lot Size in the <i>Scenic Rim Planning Scheme 2020</i> ; 2. A minimum frontage width of 50 metres; and 3. A minimum access handle width of 10 metres for rear lots.	Planning Scheme amendment following the implementation of updated Matters of Environmental Significance (including biodiversity linkages) - estimated from 2024 - fourth quarter.
3 Additional housing on Tamborine Mountain provides for a range of household types, including the identified need for dwellings for smaller households and Retirement Facilities and Residential Care Facilities.	Development within urban areas provides for housing diversity and choice, providing a range of allotment sizes and densities relevant to a rural based environment, which facilitates high quality design outcomes.	1. Amend the <i>Scenic Rim Planning Scheme 2020</i> to enable Dual Occupancies as Code Assessable development on lots greater than 2ha to align with the proposed density for additional dwellings on Tamborine Mountain (1 dwelling per hectare). Dual Occupancies on lots less than 1ha are proposed to remain Impact Assessable in accordance with current policy. 2. Review the <i>Scenic Rim Planning Scheme 2020</i> to identify and encourage development of Retirement Facilities and Residential Care Facilities at suitable locations. Identified locations include: a) Lot 20 RP206025, 209-247 Beacon Road b) Lot 1 RP45268, 30 Kidd Street c) Lot 16 RP32167, 24-34 Macdonnell Road; and Lot 4 SP145316, 2- 10 Cook Road d) Lot 6 SP137576, 122-128 Long Road 3. Consider other incentive mechanisms such as reduced levels of assessment, infrastructure charge reductions to encourage development of Residential Care Facilities and Retirement Facilities at the abovementioned locations.	Commence amendment to the Scenic Rim Planning Scheme in 2022 - fourth quarter.

Growth Strategy	GMS Planning Principles	Implementation	Indicative Timing
4 Development protects and enhances the historic character of Tamborine Mountain, particularly Main Street, and contributes to a strong sense of place.	Development in the Scenic Rim's diverse rural towns and villages enhances their unique sense of place, protects significant local heritage and built form character, and ensures the ongoing sustainability of these localities. Further investment and business activity, including tourism, is supported through measures that enhance streetscape, built form and character of the region's diverse local centres to achieve a stronger sense of place and improve liveability of local communities, thereby providing both an economic and social dividend to the local communities.	3. Undertake a review of the Scenic Rim Local Heritage Register to ensure places of local cultural heritage significance that are valued by the community are protected. 4. Identify character precincts and built form requirements that aim to protect and enhance the unique character and built form of valued historic streetscapes on Tamborine Mountain for implementation in the <i>Scenic Rim Planning Scheme 2020</i> .	Commence investigations for policy options in 2023 - second quarter



Southport Avenue, Tamborine Mountain

TAMBORINE MOUNTAIN STUDY AREA



9.14.1 CONTEXT

The diverse rural towns and villages of the Scenic Rim make an important contribution to the region and wider South East Queensland. These rural areas are rich in local landscape, support valuable habitat and biodiversity, provide water catchment and management processes for urban consumption and support agricultural production and tourism. The Scenic Rim is interspersed with a range of small rural localities which contribute to the intrinsic character, rural lifestyle and visitor appeal of the region.



Bath Street, Warrill View

9.14.2 CHALLENGES AFFECTING THE SUSTAINABLE GROWTH AND PROSPERITY OF RURAL TOWNS AND VILLAGES

The Scenic Rim's rural towns and villages face a number of challenges and barriers to their future growth and development.



Reckumpilla Street, Mt Alford

The key issues and trends include:

- Business investment and utility infrastructure provision in rural towns are subject to ongoing risk owing to low population and consumer numbers, geographic isolation, exposure to natural disasters (drought, bushfire and flooding) and high delivery costs;
- Limited infrastructure assets outside of the Local Government Infrastructure Plan (LGIP) Priority Infrastructure Areas (PIA) and poor access to reticulated water supply and sewer networks. This negatively impacts the potential for increased population densities and employment growth and the ability to bring forward rural development activity;
- Limited servicing via trunk stormwater infrastructure. For economic reasons developments tend to be focused on areas close to existing infrastructure networks;
- Insufficient residential zoned land (Township Zone and Rural Residential Zone) and limited dwelling stock within rural towns;
- Future subdivision opportunities are extremely limited owing to the extent of the Regional Landscape and Rural Production Area designation under the *ShapingSEQ*;
- Detached housing on large lots dominate (1,000m², 4,000m² and 1ha minimum lot sizes). This low density housing supply impacts the viability of infrastructure and services;
- Broadband infrastructure is extremely important in supporting rural economic development and business growth. Accessibility to high-speed and reliable broadband varies significantly across the Scenic Rim region, being excellent in the urban areas and poor in the smaller rural towns;
- Similar to broadband connectivity, mobile phone network coverage varies across the rural areas;
- Limited housing choice negatively impacts the number of people moving to rural areas with knock-on effects on the viability of local services and facilities. Localities with a diverse housing stock typically retain and attract residents. This diverse dwelling stock includes rental accommodation, small lot housing, semi-detached, townhouses and detached owner-occupier properties, over 50s housing options and a range of smaller dwellings to support changing household sizes and demographic trends;
- Low investment in rural road network upgrades and limited transport links/access between rural towns impacts visitor experience, journey times and connectivity to jobs and amenities;

- Limited community transport options for rural town residents (particularly impacts the younger and older age groups);
- People of working age and younger professional families typically leave rural areas to follow employment, training and education opportunities in neighbouring Ipswich, Logan and the Gold Coast. This in turn results in skills shortages and reduces dwelling demand and rural service delivery;
- Small job market and limited employment opportunities deters people from working and living in the rural areas;
- Difficulty in attracting and retaining young people, new workers and younger families;
- Limited smaller commercial work/office spaces for small and mid-size enterprises (SME)/ start-ups;
- Limited existing small-scale businesses to serve local needs, visitors and tourists; and
- Declining enrolment numbers at local state schools.

9.14.3 RURAL TOWNS AND VILLAGES UNDER THE SHAPING SEQ

ShapingSEQ supports the sustainable growth of existing rural towns and villages, including those located outside the Urban Footprint. According to the *ShapingSEQ*:

Growth of Rural Villages: *ShapingSEQ*

While these areas are not intended to accommodate significant growth to 2041, local governments may undertake detailed planning to ensure they can grow sustainably, be resilient, and respond to change over time.

Where able to be supported by local infrastructure, local governments may recognise these areas using township provisions. Township zone provisions must not be used to provide for new rural residential estates, and any residential lots must be orientated to, and part of, the rural town or village. The maximum scale of any growth, relative to the existing scale of the township, would also need to be in proportion to the growth expected for The local government area overall.

It is acknowledged that the regional planning framework cannot address all the issues faced by rural towns (e.g. utility and digital infrastructure provision, rural road network funding, community transport etc). However, it has the potential to be a key facilitator of rural development through defining spatial development patterns, promoting greater rural housing choice and setting dwelling supply benchmarks and employment planning baselines.

9.14.4 ASSESSMENT OF GROWTH POTENTIAL FOR THE SCENIC RIM'S RURAL TOWNS AND VILLAGES

In order to maintain the Scenic Rim's unique distinctive natural qualities and to make optimum use of existing infrastructure and services, Beaudesert is expected to absorb the majority of the region's future residential and employment growth with modest additional growth proposed for Kalbar, Boonah, Harrisville, Peak Crossing, Kooralbyn, Aratula, Tamborine and Tamborine Mountain. However, it should be acknowledged that there are some smaller rural localities outside the Urban Footprint and Rural Living Areas that have the potential for small-scale incremental growth in the future.

To inform the Growth Management Strategy, the region's rural towns and villages were assessed for their potential to accommodate sustainable growth. This assessment determined the relative planning merits of each rural town and identified the localities which are more suitable to accommodate future growth and should therefore be prioritised.

The rural towns and villages that were investigated include:

- Beechmont;
- Rathdowney;
- Warrill View;
- Roadvale;
- Mount Alford;
- Rosevale;
- Maroon;
- Laravale;
- Hillview
- Munbilla historical subdivision
- Croftby historical subdivision
- Clumber historical subdivision
- Fassifern Valley Historical subdivision



Roadvale Road, Roadvale



Reckumpilla Street, Mount Alford

The identified rural villages and localities within the region differ in their scale and ability to sustain growth. Therefore, to ensure appropriate growth is planned for and to evaluate their suitability to accommodate future development, each village and locality was assessed against a range of sustainability criteria (refer to Table 17).

The scores assigned to each criterion were aggregated to provide a final overall score for each rural village and locality. The villages receiving the higher assessment score are generally the localities with existing infrastructure provision and a larger range of services and facilities.

Finally, each rural village was categorised based on the overall assessment score using the following categories:

- Category A - Villages that provide a good range of services and facilities and have the potential to support further growth;
- Category B - Villages that provide some rural services and facilities and could be investigated further for their growth potential; and
- Category C - Villages with limited services and facilities that have limited or no growth potential.

It is considered that those rural villages and localities that are generally serviced by existing infrastructure and a range of services and facilities may be suitable for further investigation in terms of their potential to accommodate further residential and/or employment growth.

Table 17 - Rural Towns and Villages Assessment

Rural Village / Locality	Sustainability Evaluation Criteria										Total Score	Cat.
	Provision of community facilities (hall, place of worship, sports pitch)	Provision of education services (early education, primary, secondary school)	Employment opportunities within the village (industrial, commercial, tourism, retail, education)	Provision of public open spaces (park, gardens, playground)	Access to designated health facilities within the village or within 10km	Provision of retail facilities (general store / shop, pub, petrol station, post office)	Serviced by reticulated water supply	Serviced by reticulated sewer	Access to National, State, Regional, District road network*	NBN service available or under construction		
Beechmont	✓	✓	0	✓	0	0	0	0	✓✓	0	5	C
Rathdowney	✓✓	✓	✓	✓	0	✓	✓✓	0	✓✓	✓✓	12	A
Warrill View	✓	✓	0	✓	0	0	✓✓	0	✓✓	✓	8	B
Roadvale	✓	✓	✓	✓	✓	0	✓	0	✓	✓✓	9	B
Mount Alford	✓	✓	✓	✓	0	0	✓✓	0	✓✓	✓✓	10	B
Rosevale	✓	0	0	0	0	0	0	0	✓	0	2	C
Munbilla Historical Subdivision	0	0	0	0	✓	0	0	0	✓	✓✓	4	C
Croftby Historical Subdivision	0	0	0	0	0	0	0	0	✓✓	0	2	C
Clumber Historical Subdivision	0	0	0	0	0	0	0	0	0	✓	1	C
Fassifern Valley Historical Subdivision	0	0	0	0	✓	0	✓✓	0	✓✓	✓	6	C
Maroon	✓	✓	0	✓	0	0	0	0	✓✓	0	5	C
Laravale	0	0	0	0	0	0	0	0	✓✓	✓	3	C
Hillview	✓	✓	0	✓	0	0	0	0	✓	0	4	C

*Connector and Collector Roads receive a ✓ sustainability rating

9.14.5 CASE STUDY ASSESSMENT AND RECOMMENDATIONS

Following on from the assessment of the Scenic Rim's rural towns and villages, the following two case studies for Beechmont and Rathdowney highlight the unique growth challenges for these localities that influence whether they are suitable for encouraging further growth.



Beechmont Road, Beechmont

9.14.5.1 CASE STUDY 1: BEECHMONT

Beechmont is a small mountain top rural settlement nestled between the Lamington Plateau and Tamborine Mountain. Currently, the locality has a low-density rural residential character with very limited services. Beechmont is an important destination for visitors and tourists who travel along the main road from Canungra and the Gold Coast to reach Binna Burra and the Lamington National Park.

Beechmont is in the Regional Landscape and Rural Production Area of the *ShapingSEQ* and there is currently no opportunity for the Study Area to grow outside its existing planned Rural Residential or Township Zoned land.

Previous consultation with the local community during the development of the *Scenic Rim Planning Scheme 2020* identified that they are generally supportive of additional residential growth in Beechmont with the view that the additional population growth would:

- attract further tourism investment, thereby creating opportunities for local employment;
- enhance the viability of Beechmont State School;
- improve the sustainability of valued local community groups and sports associations; and
- enhance the existing sense of place and community generally.

The previous consultation also identified that the community would be supportive of growth if it led to better local services on the Beechmont plateau, such as a local neighbourhood centre to cater for local convenience shopping needs.

Beechmont received a very low score through the rural towns and villages assessment process, primarily due to the servicing and infrastructure limitations. As part of the analysis to consider whether Beechmont has the potential to accommodate additional growth, an assessment was made to determine the population growth that would be required to support any viable development of a small local neighbourhood centre that could give residents a higher level of self-sufficiency rather than travelling to Canungra or Nerang for all their convenience shopping needs.

To attract commercial development to an area, the area must have a sufficient population base to support the development once operating. Research suggests that to provide a neighbourhood centre with a typical size of 2,500m² (comprising a limited line supermarket and additional small tenancies), the population required would be 3,000-4,000 persons, or 1,000 – 1,500 dwellings.

The current population of Beechmont is 636 persons, therefore the existing population would need to grow approximately fivefold (i.e. an additional 2,364 persons), to have a viable population to support a local neighbourhood centre. The developable land required to support the additional 784 rural residential lots required to achieve this population (at a minimum lot size of 4,000m²) would be 313 ha.

Based on the above, Beechmont is not considered a suitable location to support further population growth for the region, as any growth would result in:

- encroachment into the Regional Landscape and Rural Production Area, which encompasses highly constrained land encumbered by Matters of State and Local Environmental Significance, Bushfire Hazard and Good Quality Agricultural Land;
- use of additional land for residential purposes in a very inefficient, or 'land hungry' way due to the large lot size required to support on-site sewage disposal; and
- potential for a larger community located in an isolated area that is difficult to access. This is also an important consideration for disaster events, such as bushfire.

9.14.5.2 CASE STUDY 2: RATHDOWNEY

Rathdowney has a number of competitive advantages which will help support small-scale growth in the future. These include:

- Strategic location on the Mount Lindesay Highway and gateway to key tourist destinations;
- Diverse range of local services and facilities including police station, garage/petrol station, post office, general store and visitor information centre;
- A good range of community facilities (Rathdowney Memorial Grounds and Caravan Park, place of worship, Rathdowney Hotel, Bowls Club, public open spaces and sports facilities);
- Provision of education facilities (Rathdowney State School and Early Learning Centre); and
- Availability of important infrastructure including the NBN and reticulated water services.

For these reasons, Rathdowney received the highest rating through the rural towns and villages assessment.

Rathdowney is also included within the Regional Landscape and Rural Production Area of the *ShapingSEQ* which restricts the availability of land for additional housing and there are very limited vacant lots available in the Township zoned area.

As Rathdowney is not planned to be connected to reticulated sewer, new development requires on-site sewage disposal and a minimum lot size of 4,000m² is required to account for the adequate land area for wastewater disposal. This lot size does not align with the outcomes sought for rural villages under the *ShapingSEQ* because it represents a rural residential settlement pattern.

As part of any future investigation to enable additional growth in Rathdowney, it would be desirable to encourage a smaller lot size for future residential development in Rathdowney to complement the existing built form and encourage a more compact settlement reflecting a traditional rural village. To achieve this, a packaged sewage treatment plant option to service an additional population could be explored in conjunction with Urban Utilities.

Rural Towns and Villages Growth Strategy

Growth Strategy	GMS Planning Principles	Implementation	Indicative Timing
1 The sustainable growth of the Scenic Rim's rural towns and villages is supported by a planning framework (including the <i>ShapingSEQ</i>) that recognises the unique planning requirements of individual areas and facilitates the potential for small-scale incremental growth in the future.	Development in the Scenic Rim's diverse rural towns and villages enhances their unique sense of place and ensures the ongoing sustainability of these localities.	<ol style="list-style-type: none"> 1. In alignment with the review of <i>ShapingSEQ</i> advocate for a revised planning framework that can practically support the future appropriate growth of rural towns and villages in South East Queensland. 2. Identify suitable land in Rathdowney to accommodate the modest expansion of the township. 	In alignment with the forthcoming review of the <i>Shaping SEQ</i> .



10 GROWTH MANAGEMENT SUMMARY FOR THE SCENIC RIM REGION

The Scenic Rim Growth Management Strategy 2041 presents Council's strategy for the management of growth throughout the region and outlines the various implementation measures required to facilitate the expected residential and employment growth. A holistic approach has been undertaken to demonstrate how the *Scenic Rim Planning Scheme 2020* and other Council initiatives will support the achievement of the dwelling and employment benchmarks of the *Shaping SEQ*.

The Growth Management Strategy is supported by extensive analysis and an evidence base which addresses housing needs, employment lands, growth assumptions, emerging trends, constraints and opportunities. Community and stakeholder engagement was also critical in informing the development of the growth strategies for Study Areas, as it assisted in informing the key drivers of change and range of interests that need to be balanced to develop a policy for growth that meets the projected needs of the Scenic Rim to 2041.

The management of the region's growth is guided by a set of Planning Principles established in the Growth Management Strategy and specific strategies for each study area clearly articulate how these Planning Principles have been applied to the local context of these areas. A summary of the key growth management directions proposed that will support the projected growth of the region are outlined in Figure 9 below:



HOUSING SUPPLY AND DIVERSITY	<ul style="list-style-type: none"> Ensure sufficient land supply is planned for to achieve ShapingSEQ benchmarks. Continue to ensure housing options provide for relaxed living and rural lifestyle. Provide additional acreage living opportunities in Tamborine and Tamborine Mountain. Ensure the Planning Scheme supports housing types that meet the future needs of the population, including Residential Care Facilities and smaller dwellings. Support sustainable growth of rural towns and villages
EMPLOYMENT	<ul style="list-style-type: none"> Revitalisation of centres in alignment with the Vibrant and Active Towns and Villages initiative. Continued promotion of agri-business and tourism opportunities. Activation of the Bromelton SDA
BIODIVERSITY	<ul style="list-style-type: none"> Identify and protect biodiversity corridors and linkages between existing areas of biodiversity. Update Matters of Environmental Significance in the Planning Scheme.
CLIMATE CHANGE RESILIENCE	<ul style="list-style-type: none"> Development on land affected by natural hazard risk is avoided. Resilience to effects of climate change are considered through increasing capacity for on-site water supply.
HOUSING	<ul style="list-style-type: none"> Community infrastructure is well designed, adaptive, and meets the needs of the projected population. Further protection of heritage and character through a review of the Local Heritage Register and establishment of character protection provisions.
INFRASTRUCTURE	<ul style="list-style-type: none"> A review of the Local Government Infrastructure Plan ensures growth is supported by suitable planned trunk infrastructure. Continued advocacy for construction of region-shaping infrastructure. Development of a region-wide Transport Strategy.

Figure 5: Growth management summary

While the Growth Management Strategy promotes the achievement of sustainable growth for Scenic Rim, it equally identifies the importance of retaining its renowned environmental, tourism and World Heritage areas and maintenance of its rural lifestyle and strong agricultural base, which are significant drawcards that will continue to attract people to move to the region. The Growth Management Strategy aims to protect the region's outstanding natural features, character of towns and villages, strong agricultural base and provide important tourism, recreation and employment opportunities. Under the guidance of the Growth Management Strategy, the Scenic Rim is positioned to accommodate future growth in housing and employment, whilst maintaining the attributes that enable residents to continue to enjoy relaxed living and a rural lifestyle.



DEFINITIONS AND ACRONYMS

Acronyms

Acronym	Full title
CBD	Central business district
ELA	Employment lands assessment
HNA	Housing needs assessment
ILU	Independent living units
LGA	Local government area
LGIP	Local Government Infrastructure Plan
PFGA	Potential Future Growth Area
PIA	Priority infrastructure area
QGSO	Queensland Government Statistician's Office
REC	Regional economic cluster
RLRPA	Regional Landscape and Rural Production Area
SA2	Statistical area level 2
SDA	State Development Area
SEQ	South East Queensland
TMR	Transport and Main Roads

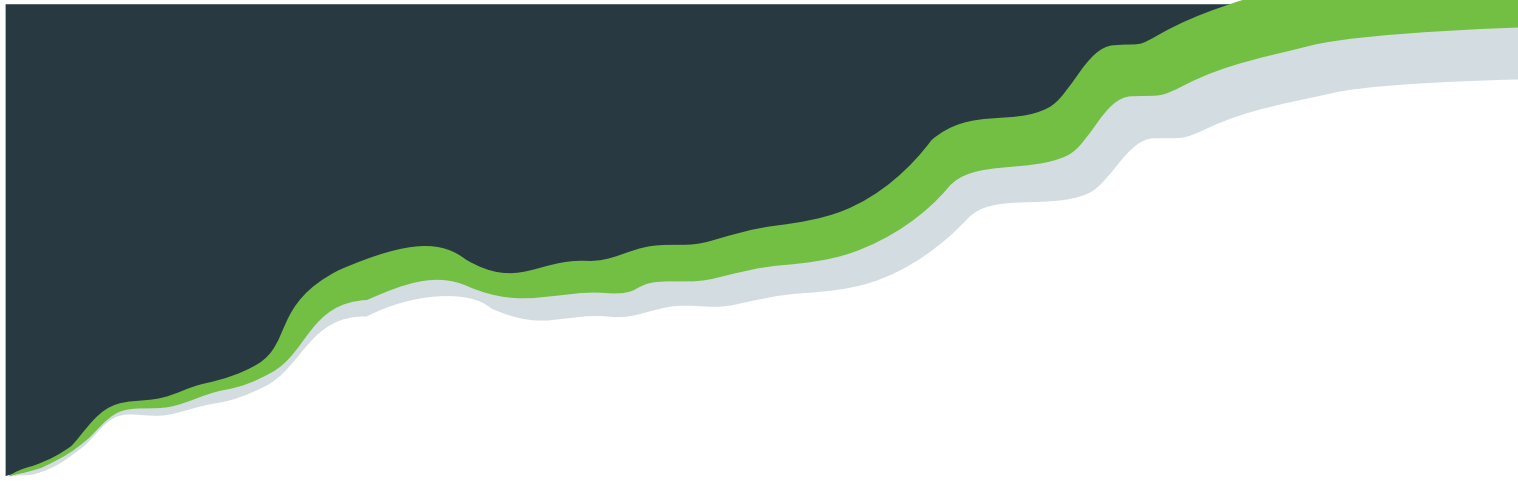
Definitions

Term	Definition
Broadhectare (development)	Development on parcels of land greater than 2,500m ² identified as potentially available for future residential development.
Community facilities	Community facilities typically include the following: <ul style="list-style-type: none"> ▪ Cemetery ▪ Child care centre ▪ Club ▪ Community care centre ▪ Community use ▪ Detention facility ▪ Educational establishment ▪ Emergency services ▪ Hospital ▪ Outstation ▪ Place of worship
Detached housing	means a dwelling house on its own separate lot which is not attached to another dwelling (other than a secondary dwelling).

Term	Definition
Dual occupancy	means a residential use of premises for 2 households involving— <ul style="list-style-type: none"> (a) 2 dwellings (whether attached or detached) on a single lot or 2 dwellings (whether attached or detached) on separate lots that share a common property; and (b) any domestic outbuilding associated with the dwellings; but does not include a residential use of premises that involves a secondary dwelling. <p>Examples include a duplex, two dwellings on a single lot (whether or not attached), two dwellings within one single community title scheme under the Body Corporate and Community Management Act 1997, two dwellings within the one body corporate to which the Building Units and Group Title Act 1980 continues to apply.</p>
Low density residential activities	Low density residential activities typically include the following: <ul style="list-style-type: none"> ▪ Caretakers accommodation ▪ Community residence ▪ Dual occupancy ▪ Dwelling house ▪ Dwelling unit ▪ Home based business ▪ Sales office
Matters of Environmental Significance	<ul style="list-style-type: none"> ▪ Means Matters of National, State and Local Environmental Significance as defined in the <i>State Planning Policy 2017</i>.
Medium density residential activities	Medium density residential activities typically include the following: <ul style="list-style-type: none"> ▪ Multiple dwelling ▪ Non-resident workforce accommodation ▪ Relocatable home park ▪ Residential care facility ▪ Retirement facility ▪ Rooming accommodation
Multiple dwelling	means a residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households. <p>Examples include apartments, flats, units, townhouses, row housing or triplex.</p>
Planning Scheme	<i>Scenic Rim Planning Scheme 2020</i>

Term	Definition
Residential care facility	means the use of premises for supervised accommodation, and medical and other support services, for persons who— <ul style="list-style-type: none"> (a) can not live independently; and (b) require regular nursing or personal care. <p>Examples include a convalescent home or nursing home.</p>
Retirement facility	means a residential use of premises for— <ul style="list-style-type: none"> (a) accommodation for older members of the community, or retired persons, in independent living units or serviced units; or (b) amenity and community facilities, a manager's residence, health care and support services, preparing food and drink or staff accommodation, if the use is ancillary to the use in paragraph (a). <p>Examples include a retirement village.</p>
Rural activities	Rural activities typically include the following: <ul style="list-style-type: none"> ▪ Aquaculture ▪ Animal husbandry ▪ Animal keeping ▪ Cropping ▪ Extractive industry ▪ Intensive animal industry ▪ Intensive horticulture ▪ Permanent plantation ▪ Roadside stall ▪ Rural industry ▪ Rural worker's accommodation ▪ Wholesale nursery

Term	Definition
Secondary dwelling	means a dwelling, whether attached or detached, that is used in conjunction with, and subordinate to, a dwelling house on the same lot.
<i>ShapingSEQ 2017</i>	<i>ShapingSEQ - South East Queensland Regional Plan 2017-2041</i>
Tourism activities	Tourism activities typically include the following: <ul style="list-style-type: none"> ▪ Environment facility ▪ Nature-based tourism ▪ Resort complex ▪ Short-term accommodation ▪ Tourist attraction ▪ Tourist park



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