



SCENIC RIM REGIONAL COUNCIL GROWTH MANAGEMENT STRATEGY CONSULTATION REPORT OCTOBER 2022

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Executive Summary

This document outlines the community consultation activities and outcomes that informed the Scenic Rim Growth Management Strategy 2041(GMS).

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 of the GMS 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 Shaping SEQ South East Queensland Regional Plan 2017 (*Shaping SEQ*) and the population projections for the Scenic Rim produced by the Queensland Government. The draft GMS also provided a 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 GMS was undertaken between 2 February and 27 March 2022 and the overall response to the public consultation of the draft GMS 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. This resulted in a reasonable cross-section of the Scenic Rim community being represented in the feedback.

While there was general acknowledgement and support for the need to plan for the growth of the Scenic Rim, the dominant matters of interest raised through the community consultation of the draft GMS related to concerns about:

1. Loss of neighbourhood character and amenity as a result of growth;
2. Impacts of further development on the natural environment; and
3. Lack of infrastructure to support the planned growth in all study areas.

There was also support shown for a number of specific policy directions recommended in the draft GMS, including general support for additional opportunity to enable infill subdivision in the Tamborine Study Area and the opportunity to investigate biodiversity corridors.

As a result of feedback received, and updated information, various changes have been made to the draft GMS for Council's consideration. These changes are detailed in this Consultation Report and an analysis and recommendation for each submission provides information about how each submission was considered.

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 GMS 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 in the final version for Council's consideration for adoption.

1 Purpose

This consultation report has been prepared by Scenic Rim Regional Council to:

1. Outline the community and stakeholder engagement activities and outcomes that informed the Scenic Rim Growth Management Strategy 2041 (GMS);
2. Outline the matters raised in feedback on the public consultation draft GMS and the responses proposed to be adopted by Scenic Rim Regional Council after due consideration; and
3. Provide information about the proposed changes to the draft GMS made in response to consultation and updated information.

This report will form part of the information provided to Council at the Ordinary Meeting seeking adoption of the final Scenic Rim Growth Management Strategy 2041.

2 Background

2.1 Stakeholder Engagement Strategy

A Stakeholder Engagement Strategy was adopted by Council on 9 March 2021, outlining the community and stakeholder consultation to be undertaken as part of the development of the GMS. The consultation process and activities outlined in the Stakeholder Engagement Strategy were implemented throughout the development of the GMS and they provide a genuine opportunity for a wide range of stakeholders to inform and influence how the Scenic Rim is planned to grow in the future.

The Stakeholder Engagement Strategy 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.

2.2 Phases of engagement

The stakeholder and community consultation that informed the GMS was divided into three phases outlined in Figure 1. Details of the consultation activities and outcomes for Phases 1 and 2 are provided in the **Phase 1 & 2 Stakeholder Engagement Report (January 2022)**, provided in **Appendix C**.

PHASE 1 Initial Community Consultation

- Online consultation survey conducted between 17 March and 19 April 2021 seeking feedback on a number of housing and employment growth scenarios for the region.

PHASE 2 Targeted Stakeholder Consultation

- Engagement with internal Council stakeholders, Queensland Government Agencies and Urban Utilities on the development of the Draft GMS.

PHASE 3 Public Consultation

- Public consultation of the Draft GMS (2 February - 27 March 2022).

Figure 1: Community and stakeholder engagement phasing

3 Public consultation activities

This section outlines the activities that were undertaken as part of the public consultation of the draft GMS (Phase 3).

The public consultation of the draft GMS aimed to:

1. Confirm how previous consultation activities and feedback helped guide the development of the draft GMS;
2. Provide the opportunity for the local community, landowners, local businesses, environmental organisations and other key stakeholders to comment on the individual study area growth strategies and lodge a submission on the Draft GMS;
3. Provide key State Government agencies and neighbouring Local Government Areas with the opportunity to review the draft GMS and provide feedback; and
4. Inform the preparation of the final GMS based on the consultation outcomes and recommendations.

3.1 Consultation period

The public consultation of the draft GMS was undertaken between 2 February and 27 March 2022. The closing date initially proposed was 6 March 2022, however, the time period was extended by a further three weeks to provide additional opportunity for the community review the draft, engage with Council's Strategic Planning Team, and provide feedback.

The consultation period occurred during the time when Queensland was experiencing a peak in COVID-19 infections and a number of public health measures were in place. This resulted in the consultation of the draft GMS primarily being an online consultation campaign that limited face-to-face interactions.

3.2 Consultation activities

Community input on the draft GMS 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 implantation in the final GMS.

A growth management strategy is not a planning instrument made under the *Planning Act 2016* and there are no statutory public consultation requirements. 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. Feedback could be made anonymously and unlike the requirements for 'properly made' submissions under the *Planning Act 2016*, there was no specific format in which submissions were required to be made.

Multiple options and engagement mediums were made available for contributions to inform the final GMS, including:

1. Let's Talk Consultation Page on Council's website (including Let's Talk launch release material, which encouraged new participants to sign up and be alerted about public consultation opportunities);
2. Growth Management Strategy Page on Council's website;
3. Hard copies of the draft GMS and supporting reports available in Council administration centres and libraries;
4. Council advertisements in local newspapers;
5. Media releases;
6. Information about the upcoming consultation opportunity in the 'Scenic Living' Rates brochure

- January 2022 - issued to all ratepayers;
7. Facebook and LinkedIn updates;
 8. Meetings with Strategic Planners - available to all during the consultation period; and
 9. Letters to State government agencies, neighbouring Local Government Areas, Local Progress Associations and Chambers of Commerce, Utilities Service Providers.

Due to Covid-19 restrictions, Talk to a Planner sessions were cancelled, however the opportunity to book meetings individually with Strategic Planners was made available.

3.2.1 Let's Talk Scenic Rim

Let's Talk Scenic Rim is Council's digital engagement platform, which enables the community to provide feedback on Council projects, as well as see updates and reports on a variety of other Council activities. To participate, community members can sign up to the community panel and then contribute to any or all consultation opportunities. Consultation posters advertising the draft GMS consultation on Let's Talk were displayed in Council's Customer Service Centres and Libraries and a QR code was provided for users to view the consultation page.

During the consultation period, the project page for the draft GMS on Let's Talk provided general information about the project, including key dates, links to the document library and access to the online 'survey' or 'feedback form', which enabled registered users to provide feedback about a Study Area or any other aspect of the draft GMS.

The documents available on Let's Talk to support the draft GMS were:

1. Draft Growth Management Strategy 2041;
2. Plan on a page (a diagram highlighting the proposed key strategies for each study area on a map);
3. Fact Sheet;
4. Interactive Feedback Form (as an alternative to using Let's Talk to write submissions);
5. Individual Study Area Chapters;
6. Phase 1 and Phase 2 Stakeholder Consultation Report (January 2022);
7. Housing Land Supply and Constraints Methodology (January 2022);
8. Housing Needs Assessment (June 2021); and
9. Employment Lands Analysis (October 2021).

The GMS consultation was the first to be undertaken using Let's Talk as part of the launch of the platform. Therefore, a range of alternative methods of providing feedback were still offered, including the ability to download and submit a feedback form or write a submission via email or post.



Figure 2: Let's Talk poster for the draft GMS - displayed at Customer Service Centres and Libraries

3.2.2 Growth Management Strategy webpage

The GMS webpage: <https://www.scenicrim.qld.gov.au/gms> remains available to the community, signposting the current phase of the project and providing background and contact information for those interested in following up with the Strategic Planners on more detailed information. The consultation material on Let's Talk was provided on this page and this was commonly accessed via Council's GMS website. Before the Let's Talk platform was launched in February 2022, the GMS webpage was the most popular way of accessing information about the project and many visitors commenced their submission by accessing this site and being redirected to Let's Talk.

3.2.3 Draft GMS and supporting documents

During the consultation period, the draft GMS and supporting documents were available in hard copy at Council's customer service centres and libraries. The feedback forms were also available in hard copy allowing community members to view the draft GMS and provide handwritten feedback rather than participating online.

3.2.4 Council advertisements, media releases, LinkedIn and Facebook updates

Council notices were published regularly in local print media during the consultation period. Information about how to participate in the consultation process, where to find further information, and information about the extended consultation period date was included. Council's Facebook and LinkedIn pages also provided alerts and updates regularly to boost awareness of the consultation opportunity. The largest proportion of visits to the Let's Talk consultation page were redirected from Facebook posts about the draft GMS consultation.

3.2.5 Scenic Living (rates brochure)

The January 2022 issue of the brochure issued with rates notices titled ' Scenic Living' included information about the launch of the Let's Talk platform and the draft GMS as being one of the first projects available for consultation on the platform. The brochure reached more than 16,000 households.

3.2.6 Meetings and discussions with Strategic Planners

The opportunity to discuss the draft GMS with Council's project team was made available in the Council advertisements and media releases and on Let's Talk. A number of community groups and landowners took up the invitation and met with Council officers during the consultation period in person or over the phone. The meetings and discussions provided a valuable opportunity to gain a greater understanding of the growth strategies proposed in the draft GMS and most of the participants followed up the meeting with a written submission on the draft GMS.

3.2.7 Letters to Stakeholders

In accordance with the Stakeholder Engagement Strategy, all Queensland Government departments and utility providers were written to, initially during Phase 2 and then again at Phase 3 of the GMS consultation. For Phase 3, all stakeholders were provided with links to the document library so that they had the opportunity to provide feedback on their area of interest relevant to the draft GMS.

4 Public consultation outcomes

The public consultation of the draft GMS attracted a strong response, with a total of 527 submissions received. The reaction in local print media and number of enquiries directed to Council's Strategic Planning team also demonstrated that there was strong local awareness of the draft GMS. The following sections provide a summary of the results of consultation in terms of participation data and the nature of the feedback received.

4.1 Let's Talk and website visits

During the public consultation period, there were almost **1,400 total visits** to the GMS consultation page on Let's Talk. The nature of these website visits is further categorised in Figure 3 below:

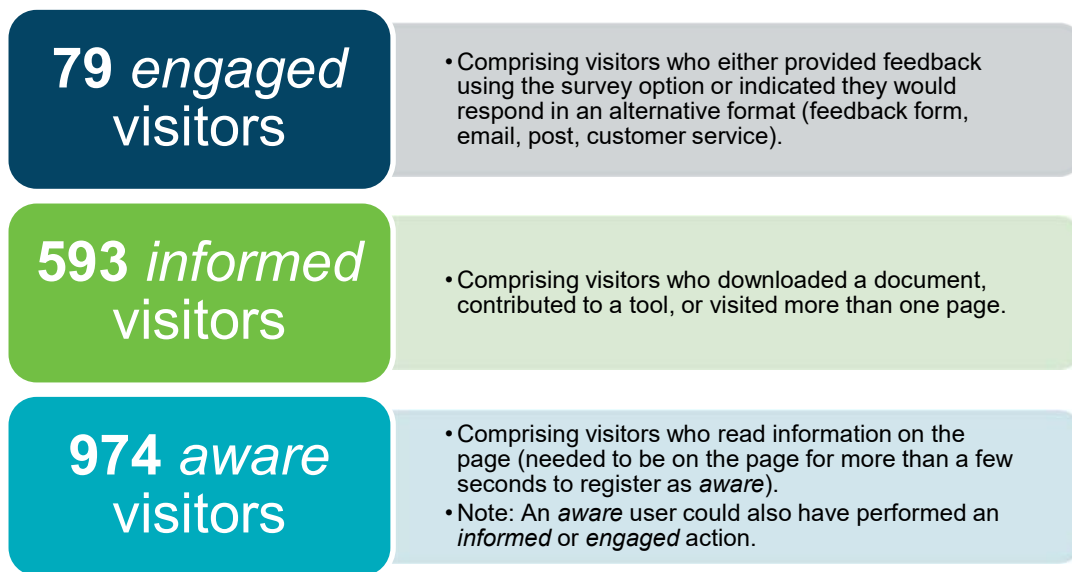


Figure 3: Let's Talk visitor interactions

The Let's Talk visitors summary in Figure 4 highlights visitor numbers and the nature of the visits. The graph shows when there visits to the page.



Figure 4: Let's Talk visitors summary. (Note - 'New registrations' refers to the number of users who registered to the Let's Talk platform for the purpose of providing feedback on the GMS).

The parts of the draft GMS and supporting documents that attracted the most interest are also detailed in Table 1, which shows how many people viewed and downloaded the documents that were available on Let's Talk.

LET'S TALK DOCUMENT	DOWNLOADS/ VIEWS
Draft Growth Management Strategy 2041	351
Plan on a page	200
Interactive Growth Management Strategy Feedback Form	124
Draft Growth Management Strategy 2041 Fact Sheet	100
Beaudesert and Gleneagle Study Area Chapter	70
Canungra Study Area Chapter	39
Boonah Study Area Chapter	38
Housing Land Supply and Constraints Methodology Jan 2022	32
Tamborine Mountain Study Area Chapter	28
Housing Needs Assessment Jun 2021	28
Rural Towns and Villages Chapter	26
Phase 1 and Phase 2 Stakeholder Consultation Report Jan 2022	30
Tamborine Study Area Chapter	23
Employment Lands Analysis Oct 2021	22
Kalbar Study Area Chapter	21
Kooralbyn Study Area Chapter	20
Harrisville Study Area Chapter	13
Aratula Study Area Chapter	14
Bromelton Study Area Chapter	7
Peak Crossing Study Area Chapter	4
Key Dates	78

Table 1: Views and downloads of consultation documents on Let's Talk

4.2 Submission review process and responses

The consultation of the draft GMS resulted in Council receiving 527 submissions. The source of submissions is shown in Table 2 below.

SOURCE	NO. OF SUBMISSIONS
Let's Talk (submission via Let's Talk 'survey' tool)	51
Email (including proforma submissions)	154
Letter (Australia Post)	3
Customer service counter	319
Total	527

Table 2: Submissions received as a result of the public consultation of the draft GMS. Note: Some submissions were sent more than once to Council, or using two different methods.

All submissions were registered upon receipt during the public consultation period and given an identification number. A database was then developed to categorise all submissions to ensure that all matters raised were captured and considered. Where contact details were provided, Council also provided acknowledgement that the submission had been received. The submissions were then categorised by GMS Study Area, which enabled submission matters to be reported on in a logical and efficient manner. Table 3 provides details about the submission matters raised categorised by Study Area.

STUDY AREA	NO. OF SUBMISSIONS
Aratula	0
Beaudesert and Gleneagle	29
Boonah	9
Bromelton	2
Canungra	19
Harrisville	1
Kalbar	1
Kooralbyn	9
Peak Crossing	0
Tamborine	12
Tamborine Mountain (includes 414 proformas)	445
Rural Towns and Villages	2
General	12
Total	541
Note: Study Area total is larger than total number of submissions received because some submitters provided separate comments and/or a submission on more than one study area.	

Table 3: Submission matters raised, categorised by GMS Study Area

Appendix A - Analysis of submissions and recommendations, provides the review of all submissions categorised by Study Area. The tables provide a summary of matters raised, a response and recommendation. The Submission ID number can be used to identify the response to individual submissions, which will be issued to submitters who provided their contact details with their submission after the adoption of the final GMS.

4.3 Summary of submission matters

A broad range of matters were raised in the submissions on the draft GMS. The key feedback received for each GMS study area is summarised below.

4.3.1 General

- Concern about environmental constraints not addressed.
- Impacts of climate change not addressed by the draft GMS.
- Need for urban greening/street trees.
- Dwelling numbers/planning assumptions are incorrect.
- Bromelton won't be activated without infrastructure investment.
- Subdivision of rural land should be supported.
- The GMS strategies do not support affordable housing options.

4.3.2 Beaudesert and Gleneagle

- The consultation activities were inadequate/ there was not enough community awareness of the draft GMS.
- Objection to, and unawareness of the planned Beaudesert Eastern Ring Road.
- Objection to change in character of Beaudesert and loss of environmental values.
- Concerns about flood prone land being used to accommodate development.
- Preference for acreage style development rather than smaller lots.
- Services and infrastructure not adequate to cater for higher density development.
- Suggest additional land be included to accommodate future growth.
- Suggest additional land be prioritised through inclusion in Priority Infrastructure Area.
- Support for the expansion of existing Aged Care Facilities required (Wongaburra).
- Lack of regional infrastructure in Beaudesert to support growth (roads, sporting facilities).
- Objection to Spring Creek area currently in the Rural Zone to be used for residential purposes.

4.3.3 Boonah

- Request for land outside Urban Footprint at Hoya to be considered for growth.
- Inadequate infrastructure – Boonah-Rathdowney Road is dangerous, more footpaths needed, lack of activities for young people.

4.3.4 Bromelton

- Infrastructure investment is required to make the growth happen.
- Existing environmental constraints should be identified in Bromelton.
- GMS should reference the SEQ City Deal involving the development of the business case to determine what infrastructure planning, sequencing, prioritisation and capital investment is required to activate the SDA.

4.3.5 Canungra

- A bypass needed (but should not go through the Canungra Rise estate).
- Development is destroying the character of the town.

- There is not enough water to support any further development.
- Tourism development needs to stop and there is too much traffic on the weekend.
- Cabins in the hinterland area are putting lives at risk from flooding and bushfire events.
- There is no affordable housing in Canungra and children from local families will not be able to buy in the area.
- Aquis Land (outside Urban Footprint) provides a large, unfragmented area to provide for growth and should be included in the Canungra Study Area. The future development potential of this land should be supported in Council's submission on the next version of the *ShapingSEQ*.

4.3.6 Harrisville

- Community infrastructure needs upgrading – a footpath on Queen Street and more sporting facilities are needed.

4.3.7 Kalbar

- Growth in Kalbar needs to be supported by additional recreation spaces, biodiversity corridors and streetscape improvements in the town centre to enhance amenity and liveability.

4.3.8 Kooralbyn

- More land is required in Kooralbyn to support growth.
- A road is required to connect Kooralbyn with Boonah.
- Concerns about wildlife (koala habitat).
- Investment in the Kooralbyn Resort is required to support its role as an Olympic accommodation venue.
- Kooralbyn needs more footpaths.
- Kooralbyn is not suitable for more development due to the high crime rate.

4.3.9 Tamborine

- Mixed support for and against further subdivision proposed in the draft GMS.
- Support for Leach Road enhancements to promote active village centre.
- Issues with Leach Road - poor access to and from Beenleigh-Beaudesert Road.
- A pedestrian pathway from Old Coach Road to Leach Road is required.
- Requests for existing Rural land to be considered for acreage residential or commercial uses.

4.3.10 Tamborine Mountain

- Proforma submission - providing reasons why Tamborine Mountain is not suitable for additional growth.
- Local water supply is inadequate to support further growth.
- There has been no analysis undertaken of how the population will grow based on existing Planning Scheme.
- Acknowledgement that retirement facilities are needed, but 30 Kidd Street and 120 Long Road are not suitable due to road access.
- Population growth on Tamborine Mountain is not required and can occur elsewhere in the Scenic Rim.
- Encouraging Retirement Facilities/Residential Care facilities is unrealistic due to market factors.
- Identification of potential biodiversity corridors and linkages is tokenistic.
- Tamborine Mountain lacks community facilities to support further growth (swimming pool is too small; schools are overcrowded).
- Concerns about the impacts of growth on the semi-rural character.
- Previous planning documents have been disregarded (Tamborine Mountain Development Control Plan; Planning Schemes).
- Roads are poor and experience high volumes of traffic.

4.4 Key observations and consultation evaluation

Although the overall response to the public consultation of the draft GMS was strong and consistent with expectations based on similar Council-led consultation on town planning documents, an analysis of the outcomes provides valuable information that will assist in informing the development and communication of the final GMS and also with developing consultation strategies for future projects.

4.4.1 Let's Talk engagement results

The Let's Talk engagement platform provided a user-friendly format to display all consultation documents, information about key dates and the opportunity to make a submission in a single location. The platform also provides useful data to report on consultation outcomes. The consultation period totalled 53 days and the Let's Talk visitation data shows that a reasonable cross-section of the Scenic Rim population either knew about, read about, or participated in the consultation process.

The data showed that visitors were drawn to general information about the GMS rather than the detailed strategy and supporting documents, with the 'Plan on a Page' and the Fact Sheet being viewed the most. This signifies the importance of providing clear messaging about the key strategies of the GMS and their implementation in these summary documents to enhance a broader understanding of the purpose of the document.

The number of submissions made by signing up to the Let's Talk platform and using the 'survey' tool was relatively low compared to other submissions (i.e. email, post, hard copy feedback form), with only 51 submissions received through the platform. As the draft GMS was one of the first projects consulted using the new platform, there may have been some reluctance to sign up to the platform to make a submission. As uptake of the new platform grows, submissions made on similar projects is expected to increase.

4.4.2 Tamborine Mountain Proforma submissions

The Tamborine Mountain community has traditionally been very active in terms of participation in the consultation of Council projects. The number of submissions received on the draft GMS was consistent with other recent planning consultations, including the draft *Scenic Rim Planning Scheme 2020*.

Of the 444 submissions made on the Tamborine Mountain study area, 414 of these were proforma-style submissions which originated from an advertisement published in the Tamborine Times and Scenic News (free local newspapers delivered to Tamborine Mountain households and surrounding areas) during the consultation period. The proforma raised thirteen separate points with space to provide additional comments and encouraged readers to submit a copy to Council.

The key premise of the proforma was that further growth on Tamborine Mountain was not supported. It did not, however, make specific reference to the proposed growth strategies and implementation outlined in the Study Area chapter, including:

- the proposed 1ha minimum lot size and the estimated number of lots that would result and the distribution of growth;
- the proposed strategy for investigating biodiversity corridors and linkages;
- the proposal to explore options for increasing domestic water supply capacity; or
- the identification of four key parcels of land on Tamborine Mountain to potentially facilitate the development of residential care facilities or retirement facilities.

Further, the Let's Talk visitation data showed that the Tamborine Mountain Study Area document was downloaded 28 times (and the full GMS document 352 times), indicating that proforma submitters were responding to their concerns about an interpretation of the draft GMS as represented in the advertisement in the Tamborine Times and Scenic News, rather than their review and understanding of the proposed growth strategies in the consultation document.

Based on the above, although the volume of proforma submissions received is indicative of a certain level of community sentiment against further growth on Tamborine Mountain generally, it can be concluded that respondents were likely not familiar with the detail of the growth strategies proposed for Tamborine Mountain. Upon adoption of the final GMS, supporting materials such as fact sheets or 'plan on a page' for each study area, will assist in providing clear and accessible information about the growth strategies.

4.4.3 Awareness of existing planning policy for the Scenic Rim

The matters raised in several submissions show that there is generally a lack of awareness of:

1. The existing plans for infrastructure in the current Planning Scheme, including the planned Beaudesert Eastern Ring Road.
2. The Shaping SEQ South East Regional Plan 2017 and how it establishes the framework for population growth in the Scenic Rim and identifies areas for growth through the designation of Urban Footprint and Rural Living Areas.
3. The minimum lot sizes for subdivision in the Low density and Low Medium Density Residential Zones in the current Planning Scheme.
4. The effect of the current Planning Scheme regarding development of Dual occupancies and secondary dwellings on Tamborine Mountain.

Supporting documents that capture the general plan for growth under the Planning Scheme and the direction provided by the GMS could assist in improving the community's understanding of the proposed growth strategies for the study areas in the context of the planning framework, including the *ShapingSEQ*.

5 Changes to the GMS

As a result of feedback received, and updated or emerging information, various changes have been made to the draft GMS for Council's consideration. These changes are detailed in **Appendix B** of this Consultation Report and a summary of these changes is outlined below:

Key changes made in response to matters raised in submissions include:

1. Elevating the priority for the investigation of biodiversity corridors and linkages in the implementation of the GMS;
2. Improving the explanation of the dwelling supply numbers, including providing additional clarity about what is meant by 'planned growth' and explanation about how study area projections are used to inform growth strategies;
3. Updating the climate change Planning Principal to include resilience and identifying climate change as a driver of change for the region;
4. Inclusion of strategies that support the retention and enhancement of the character of important historic streetscapes in study areas, including Boonah, Kalbar, Harrisville, Canungra and Tamborine Mountain;
5. Review of the Planning Principles in Table 1 of the GMS where related to the updated Housing Needs Assessment, to help support the consideration of a future Planning Scheme amendment that may better achieve housing diversity.

Other changes made to the GMS based on updated information include:

1. Updated household numbers based on 2021 Census data;
2. Updated dwelling supply numbers, which consider building and development approvals that have taken effect since the draft GMS was developed;
3. Refinement of study area maps to enhance visibility of constraints and provide additional labels where required; and
4. Refinement of introductory chapters to include new information such as the ratified SEQ City Deal as a 'Driver of Change' for the region.

6 Conclusion

The three phases of community and stakeholder engagement to inform the GMS provided an opportunity for stakeholders to inform and influence the proposed growth strategies of the GMS and their implementation through a variety of consultation activities.

The overall response to the public consultation of the draft GMS was strong and consistent with similar Council-led consultation on town planning documents and the submissions received resulted in a reasonable cross-section of the Scenic Rim community being represented in the feedback.

The approach to addressing matters raised in submissions has been comprehensive and each submission is provided with an individual response to enable a submitter to see how Council has considered the feedback.

The final GMS includes changes that have been made in response to matters raised in community feedback, as well as new and updated information, particularly 2021 Census data and updated information about Council and Queensland Government projects and infrastructure commitments.

Communicating the complexities of planning policy for urban growth continues to be a challenging aspect of community and stakeholder engagement. Supporting documents that capture the general plan for growth under the Planning Scheme and the direction provided by the GMS could assist in improving the community's understanding of the proposed growth strategies for the study areas in the context of the planning framework, including the *ShapingSEQ*.

Appendices

APPENDIX A

Phase 3 Consultation - Analysis of submissions and recommendations

APPENDIX B

Changes to the draft Growth Management Strategy

APPENDIX C

Phase 1 & Phase 2 Stakeholder Consultation Report (January 2022)

Appendix A: Analysis of submissions and recommendations

Table 1: Index

TABLE NO.	STUDY AREA	NO. OF SUBMISSIONS	SUBMISSION ID
N/A	Aratula	0	N/A - no submissions were received.
2	Beaudesert and Gleneagle	29	11817343/8; 11817343/10; 11817343/11; 11817343/16; 11817343/18; 11817343/20; 11817343/23; 11817343/25; 11817343/34; 11817343/43; 11817343/47; 11817343/50; 116630604;11639849; 11664376; 11664394; 11664835; 11663875; 11665964; 11664547; 11649002; 11664836; 11664841; 11664852; 11664857; 11603887; 11621083; 11622334; 11705337
3	Boonah	9	11817343/12; 11817343/47; 11817343/51; 11637560; 11635203; 11637990; 11664678; 11608561; 11608562
4	Bromelton	2	11817343/25; 11663867
5	Canungra	19	11817343/21; 11817343/22; 11817343/24; 11817343/25; 11817343/27; 11817343/28; 11817343/44; 11817343/46; 11638624; 11664400; 11664670; 11664936; 11664937; 11664938; 11664939; 11668735; 11728457; 11663759; 11664823
6	Harrisville	1	11817343/13
7	Kalbar	1	11648205
8	Kooralbyn	9	11817343/5; 11817343/7; 11817343/9; 11817343/19; 11817343/30; 11817343/47; 1165449; 11657971; 11667422
N/A	Peak Crossing	0	N/A - no submissions were received.
9	Tamborine	12	11817343/26; 11817343/29; 11817343/32; 11817343/35; 11817343/40; 11659865; 11667439; 11660362; 11661336; 11767220; 11664553; 11867176
10	Tamborine Mountain	31	11817343/3; 11817343/4; 11817343/6; 11817343/17; 11817343/26; 11817343/31; 11817343/33; 11817343/36; 11817343/41; 11817343/42; 11817343/45; 11630748; 11664833; 11664850; 11683316;11672199; 11608788; 11609636; 11612945; 11612722; 11616444; 11615489; 11623464; 11627871; 11630750; 11631225; 11638932; 11638951; 11663058; 11664467; 11672232
11	Tamborine Mountain Proforma	414	11612795; 11612863; 11612864; 11612904; 11613369; 11614408; 11614942; 11615489; 11616444; 11616477; 11616695; 11618769; 11618770; 11618771; 11618772; 11618773; 11618774; 11618980; 11618981; 11618982; 11618983; 11618984; 11618985; 11618986; 11618987; 11618988; 11618989; 11619153; 11619177; 11619178; 11619179; 11619233; 11619234; 11619235; 11619373; 11619374; 11619375; 11619376; 11619377; 11619414; 11619440; 11619840; 11619851; 11619852; 11619853; 11619854; 11619855; 11619856; 11619857; 11619858; 11619859; 11619860; 11620013; 11620217; 11620218; 11620219; 11620220; 11620221; 11620222; 11620223; 11620224; 11620225; 11620226; 11620356; 11620659; 11620660; 11620661; 11620662; 11620663; 11620664; 11620962; 11621059; 11621060; 11621061; 11621630; 11622190; 11622302; 11622304; 11622306; 11622310; 11622322; 11622328; 11622344; 11623376; 11623377; 11623378; 11623379; 11623380; 11623381; 11623382; 11623383; 11623384; 11623385; 11623458; 11623464; 11623857; 11623858; 11624005; 11624273; 11624765; 11624840; 11624841; 11625085; 11625086; 11625087; 11625088; 11625089; 11625090; 11625091; 11625092; 11625175; 11625176; 11625177; 11625178; 11625179; 11625180; 11625181; 11625182; 11625183; 11625184; 11625313; 11625378; 11625379; 11625380; 11625381; 11625382; 11625383; 11625730; 11625732; 11625733; 11625734; 11625735; 11625736; 11625737; 11625738; 11625739; 11625740; 11625854; 11626016; 11626017; 11626018; 11626019; 11626167; 11627429; 11627871; 11628846; 11628896; 11629167; 11629259; 11629494; 11629497; 11629502; 11629512; 11629519; 11630622; 11630890; 11631178; 11631192; 11631225; 11631400; 11632134; 11632279; 11632609; 11632611; 11632957; 11632958; 11632989; 11632990; 11632991; 11632992; 11632993; 11632994; 11632995; 11632996; 11632997; 11632998; 11632999; 11633499; 11633500; 11633501; 11633502; 11633503; 11633504; 11633505; 11633506; 11633507; 11633508; 11633572; 11633648; 11633649; 11633650; 11633651; 11633652; 11633653; 11633654; 11633655; 11633656; 11633657; 11633711; 11633712; 11633713; 11633714; 11633715; 11633716; 11633717; 11633718; 11633719; 11633720; 11633964; 11633975; 11635570; 11635604; 11635619; 11636089; 11636781; 11636783; 11637710; 11637833; 11637840; 11637984; 11638063; 11638202; 11638240; 11638243; 11638261; 11638907; 11638932; 11638951; 11639002; 11639004; 11639006; 11639018; 11639034; 11639165; 11639174; 11639579; 11639580; 11639581; 11639582; 11639583; 11639584; 11639585; 11639586; 11639587; 11639675; 11639676; 11639677; 11639678; 11639679; 11639709; 11643999; 11640709; 11640738; 11640942; 11642400; 11642401; 11642402; 11642403; 11642404; 11642405; 11642406; 11642407; 11642408; 11642409; 11642721; 11642722; 11642723; 11642724; 11642725; 11642726; 11642727; 11642728; 11642729; 11642730; 11643472; 11643473; 11643474; 11643475; 11643476; 11643477; 11643478; 11643479; 11643480; 11643481; 11643725; 11643726; 11643727; 11643901; 11643902; 11643903; 11643904; 11643905; 11643906; 11643907; 11644000; 11644001; 11644002; 11644003; 11644004; 11644005; 11644006; 11644007; 11644008; 11644077; 11644078; 11644079; 11644080; 11644081; 11644082; 11644083; 11644084; 11644085; 11644086; 11644087; 11644133; 11644252; 11644380; 11644381; 11644382; 11644383; 11644384; 11644385; 11644386; 11644387; 11644388; 11644389; 11644625; 11644626; 11644627; 11644628; 11644629; 11644630; 11644631; 11644632; 11644633; 11644634; 11644782; 11644783; 11644784; 11644785; 11644786; 11644787; 11644788; 11644789; 11644790; 11644791; 11644999; 11645000; 11645001; 11645002; 11645003; 11645004; 11645005; 11645006; 11645007; 11645008; 11645008; 11645881; 11645882; 11645883; 11645884; 11645885; 11645886; 11645887; 11645888; 11645889; 11645890; 11645891; 11647917; 11647922; 11647985; 11647987; 11647991; 11649906; 11651155; 11652376; 11653449; 11653929; 11653930; 11653931; 11653932; 11653933; 11653934; 11653935; 11653936; 11656686; 11659356; 11659357; 11659358; 11659940; 11660019; 11662933; 11662934; 11662953; 11663325; 11663326; 11664433; 11664467; 11664569; 11664824; 11664828; 11672223; 11672225; 11672226; 11672227; 11672228; 11672229; 11672230; 11672231; 11672232; 11621711; 11682116; 11611795; 116127501; 11639018; 11672224
12	Rural Towns and Villages	2	11817343/1; 11817343/25
13	General	12	11664678; 11817343/15; 11817343/18; 11817343/25; 11817343/41; 11817343/47; 11648061; 11659159; 11672171; 11627997; 11782232; 11718497

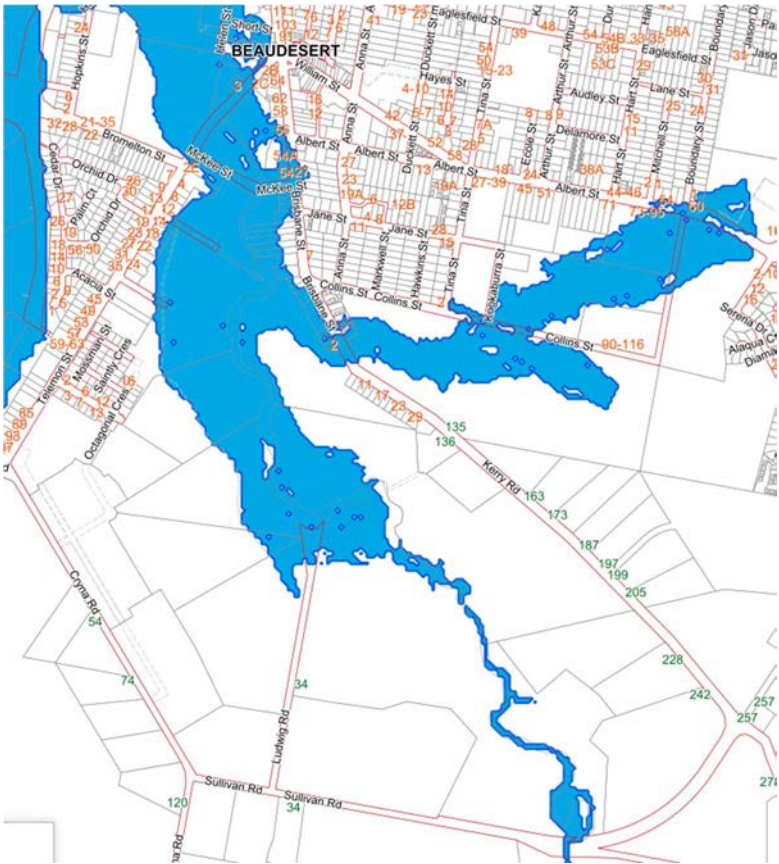
Table 2: Beaudesert and Gleneagle Study Area


SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11817343/8	"The consultation period for the draft GMS must be extended because the Meet the Planner sessions were cancelled due to Covid-19 restrictions."	The consultation on the draft GMS was comprehensive and a widespread media campaign alerted stakeholders of the opportunity to participate. Early stakeholder and community consultation was undertaken during the first preparation phase in March to April 2021 including an online survey. The draft GMS was then available for public consultation for more than seven weeks to gather feedback. Details of the consultation activities are outlined in this public consultation report and although the Meet the Planner sessions were cancelled due to Covid-19 restrictions at the time, it was still made clear that the opportunity to meet or talk to Strategic Planners was available.	No change.
11817343/10	"These future plans for the road that leads up to Kerry Road and goes right around is crazy. This is going behind peoples brand new homes. They did not buy these properties to have a main road built behind them. It's a disgrace".	While the Beaudesert Eastern Ring Road Project has been discussed in the GMS for context, it is not a new initiative proposed by the GMS. The road corridor is already identified in the <i>Scenic Rim Planning Scheme 2020</i> and has been included in previous versions of the Planning Scheme for some time.	No change.
11817343/11	"I live on acreage that backs on to one of your proposals of building thousands of 405m ² houses. I didn't come to the Scenic Rim to live in an estate of cheaply built small homes. I am extremely concerned that the Growth Plan is building on land that has natural water courses and flood".	The GMS does not propose altering the minimum lot size or minimum average lot size for subdivision in the Low-Medium Density Residential and Low Density Residential zones. These are to remain as currently adopted in the <i>Scenic Rim Planning Scheme 2020</i> . While there is a watercourse within an area highlighted for potential residential growth, the watercourse is also identified in the draft GMS an opportunity for a local conservation corridor. Applicable overlay maps in the <i>Scenic Rim Planning Scheme 2020</i> would be applied to development applications and proposals would be subject to relevant components of the Environmental Significance Code. Council will also be undertaking further amendments to the Matters of Environmental Significance overlay mapping within the Planning Scheme which will include an investigation into local conservation corridors. This investigation is to be reflected in an update to the draft GMS at Section 8 – Environment.	Include additional explanation in Chapter 4 – Biodiversity, investigating the local conservation corridors, as a component of a Planning Scheme Amendment for Matters of Environmental Significance (MES).
11817343/16	<ol style="list-style-type: none"> "The size of each house block particularly in the newly constructed sites at both Spring Creek and Scenic Rise are not appropriate. The fact that both these new developments are on the outskirts of town and are as such the first glimpse of our town that visitors see is a real disgrace. Substantial work needs to now be carried out to somehow hide or soften the appearance of what looks like commission housing. There is nothing 'Scenic' about driving into the town of Beaudesert now. There is more to Beaudesert than just fitting in as much residents (and separate rates notices!) There needs to be consideration for the town to remain 'Scenic.' With this in mind, I suggest Council needs to strongly reconsider the minimum house block sizing moving forward. More town houses could be constructed which would have a smaller footprint of land but house more people, allowing more green space within our town centre and outskirts. The approval of the current housing estates have done nothing positive for our town". "There needs to be better shopping centres within Beaudesert. We need to be able to purchase school uniforms for our kids. I currently have to place orders online to buy my children their shorts and skirts each year for school, as there is nowhere in Beaudesert that sells the coloured shorts or skirts that I need at a competitive price. Why is there not a major retailer like Target/Kmart/Best and Less in this town? The original Target Country was a joke, it didn't stock a wide range, couldn't order in particular sizes and was of no help to local families at all. Also where are the local ladies able to purchase necessities such as bras? With the arrival of a major shopping centre would also come more job opportunities, something Beaudesert is going to need if the planned residents increase as shown. I feel Council should be actively encouraging a large retailer to open within Beaudesert. Our shopping precinct is the only thing about the town that has stayed the same for the last 40 years. How is it that Council can approve all of the new housing estates, yet not be actively encouraging large retailers to come to our community?" 	<ol style="list-style-type: none"> The GMS does not propose altering the minimum lot size or minimum average lot size for subdivision in the Low-Medium Density Residential and Low Density Residential zones. These are to remain as currently adopted in the <i>Scenic Rim Planning Scheme 2020</i>, which has a significantly higher minimum lot size and minimum average lot size in both the Low Density and Low Medium Density residential zones than many other Local Government Areas in South East Queensland. This was adopted by Council in recognition of the lifestyle factors that attract residents to the region (i.e. larger suburban lots) and which help to define the region's unique identity. There are two parcels of land in Beaudesert identified in the GMS for their potential to support medium density residential development, which will allow typologies such as townhouses, terraces and low-rise apartments. This proposal is based on the identified need to provide for housing for smaller households, which is projected to increase in Beaudesert over the next two decades. One of the key goals of the GMS is ensuring that adequate land is available for commercial development and employment uses, to meet the <i>ShapingSEQ</i> targets and also to provide the opportunities for residents to be able to work and shop in their own communities rather than traveling outside the Scenic Rim for such purposes. The current <i>Scenic Rim Planning Scheme 2020</i> supports the development of shopping centres and large retailers in the Beaudesert town centre. Retailers choosing to locate in Beaudesert depends on the commercial viability of operating their business and is often driven by the population size of their catchment area. Additional growth in Beaudesert may therefore attract larger retailers as there is the potential to service a viable population catchment. The GMS cannot control which commercial tenancies and businesses seek to locate within the region, however the current Planning Scheme framework facilitates the development of appropriate commercial and retail uses within the Beaudesert CBD. 	No change.
11817343/18	<p>"Low/medium density housing in the areas proposed is not an acceptable solution to the hypothesised population growth in <i>ShapingSEQ</i>.</p> <p>My wife and I have lived in the rural/residential zoned Pacer Avenue for almost thirty years and we strongly object to having the zoning of this area changed to low/medium as proposed in the draft SRGMS 2041. We bought our 3-acre land and home with a plan to raise our family and see out our lives here. It is a quiet and peaceful place, overflowing with native flora and fauna yet still close to amenities. The thought of Scenic Rise style developments all around us is distressing.</p> <p>Even if it is deemed that low/medium density development is necessary, it is unfair and impractical to plan such developments in already established and occupied rural/residential areas. Surely it would be smarter to plan this type of development from a clean sheet on existing rural only land? (As exemplified by (The Outlook').</p> <p>Less emphasis needs to be placed on hypothetical future residents of the region, and a lot more attention needs to be given to existing residents wants, needs and expectations. These existing residents made it exceedingly clear in the initial feedback to the draft Growth Management Strategy conducted in 2021 that they did not support low/medium density housing, but these opinions appear to have been ignored in the latest draft SRGMS 2041".</p>	<p>The properties on Pacer Avenue that are proposed for rezoning are inside the 'Urban Footprint' as defined in <i>ShapingSEQ</i>. There are limited properties which are zoned rural, located within the 'Urban Footprint' and which are not heavily constrained. The GMS proposes growth within the Urban Footprint and Rural Living Areas of the region, instead of within the Regional Landscape and Rural Production Area (as designated within <i>ShapingSEQ</i>), which is generally limited in terms of further residential growth. This is so that growth does not sprawl into areas that are difficult and costly to service or that are constrained by environmental, hazardous or productive land impediments to residential development. The subject area has been determined as potentially suitable for future residential development due to its location in the Urban Footprint, its ability to be serviced and its proximity to the Beaudesert town centre. It should be noted that a Planning Scheme amendment would still be required to facilitate any proposed rezoning.</p> <p>Community preferences for the form and location of development need to be balanced against a number of interests and requirements in the legislated planning framework to determine the most suitable recommendation for managing the projected growth of the region. The minimum average lot size in the Low-medium Density Residential Zone in the current Planning Scheme (700m²) results in a much lower overall development density in comparison to Logan, Brisbane or Gold Coast Local Government Areas. This policy position reflects Council's desire for new development to reflect a relaxed lifestyle and rural living opportunities, however, growth in the Urban Footprint needs to be cost-effective for Council (and ratepayers)</p>	No change.

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		in the long term in terms of service and infrastructure provision.	
11817343/20	<p>"I am not ok with the amount of tiny blocks and houses/townhouses proposed and currently being built. There is not the infrastructure for what is being planned. People live here for the small town, we don't wish to become large and overrun. The proposed road behind Diamantina Circuit that is proposed as a ring road we STRONGLY object to as that directly affects us and takes away a wildlife corridor".</p>	<p>The GMS does not propose altering the minimum lot size or minimum average lot size for subdivision in the Low-Medium Density Residential and Low Density Residential zones. These are to remain as currently adopted in the <i>Scenic Rim Planning Scheme 2020</i>.</p> <p>While the Beaudesert Eastern Ring Road Project has been discussed in the GMS for context, it is not a new Council initiative proposed by the GMS. The road corridor is already identified in the <i>Scenic Rim Planning Scheme 2020</i> and has been included in previous versions of the Planning Scheme for some time.</p>	No change.
11817343/23	<p>"I would like to see minimum 4000 square meter blocks in areas where average blocks already exist as this would greatly reduce the lifestyle that we and many others enjoy".</p>	<p>The GMS does not propose altering the minimum lot size or minimum average lot size for subdivision in any residential zones, including the Low-Medium Density Residential and Low Density Residential zones. These are to remain as currently adopted in the <i>Scenic Rim Planning Scheme 2020</i>. The minimum lot sizes in the Planning Scheme and the proposed growth strategies of the GMS seek to provide limited opportunities for additional acreage development in areas where more dense development is not appropriate due to constraints.</p>	No change.
11817343/25	<p>"No more small blocks and Lego land housing. The block size should be no less than 700 as the tiny blocks just ask for trouble. The crime rate has sky-rocketed especially in the Scenic Rise estate and it won't be long for that to also happen at the Outlook estate. This is the same for all estates around Beaudesert. The crime rate in general in Beaudesert has increased due to these small blocks being developed and no employment and no infrastructure. The youth crime is out of control! I won't even take my kids to the park due to the uncontrolled youths and disgusting graffiti."</p>	<p>The GMS does not propose altering the minimum lot size or minimum average lot size for subdivision in any residential zones, including the Low-Medium Density Residential and Low Density Residential zones. These are to remain as currently adopted in the <i>Scenic Rim Planning Scheme 2020</i>. It is noted that the Planning Scheme has a much higher minimum lot size and minimum average lot size in both the Low Density and Low Medium Density residential zones than many other Local Government Areas in South East Queensland. This was adopted by Council in recognition of the lifestyle factors that attract residents to the region (i.e. larger suburban lots) and which help to define the region's unique identity.</p>	No change.
11817343/34	<p>"I believe in growth, but it has to be planned better before any further developments occur within the older sections of Beaudesert upgrades to drainage has to be undertaken as where I live we have felt the effects of poor decisions resulting in our property being flooded due to poor drainage."</p>	<p>Drainage improvements are outside of the scope of the GMS, however, may be investigated for delivery via the required update to Local Government Infrastructure Plan. Individual developments will be required to comply with the <i>Scenic Rim Planning Scheme 2020</i> codes relating to stormwater management and ensuring that sufficient drainage solutions are provided to service proposed developments.</p>	No change.
11817343/43	<p>"Having built our detached house on an 800msq block adjoining rural land some time ago, we are now surrounded by new development. It dismays me to see quite a number of 400msq blocks with houses occupying the entire land space, eaves almost touching eaves of the house next door, surrounded by high fences to create a sense of privacy - a fairly false sense in my opinion. A young relative lives in a modest 3 bedroom/1 car home on 300msq in another council region - the only affordable choice in the current housing market - but despite the high prison-like fences the neighbours are still so close that there are noise issues, parking issues, stench from the neighbour's unkempt bins sitting right at the adjoining front fence line (the garage wall sits on zero boundary), no breeze is able to circulate around the house, and there are drainage issues with so much built upon land creating so much run-off. I do not want to see this type of development in Scenic Rim. We are not short on space and surely clean open space and air is one of our great attractions?</p> <p>In the new development near us there are a number of duplexes which blend in well but there are already parking issues. With no real public transport in the area most households have at least two cars - more when teenage kids start to drive. It seems garages are full of stuff or being used as an additional room and cars are parked on driveways and overflowing into the street. There is barely room to pass between cars on both sides at times. This is a reality and needs to be addressed in future housing plans.</p> <p>It seems to me that high density detached dwellings too easily promote animosity. They are not promoting a good neighbourhood vibe or sense of community. If people are needing a smaller living space, then surely duplex, townhouse, unit blocks would be better thoughts than tiny, detached houses on minute blocks of land? With ample off-street parking for a minimum two cars per dwelling too!"</p>	<p>The GMS does not propose altering the minimum lot size or minimum average lot size for subdivision in the Low-Medium Density Residential and Low Density Residential zones. These are to remain as currently adopted in the <i>Scenic Rim Planning Scheme 2020</i>. There are two locations in Beaudesert identified in the GMS that are proposed to allow typologies such as townhouses, terraces and low-rise apartments, which will provide more options for smaller households.</p> <p>The GMS proposes growth within the Urban Footprint and Rural Living Areas of the region, instead of within the Regional Landscape and Rural Production Area (as designated within <i>ShapingSEQ</i>), which is generally limited in terms of further residential growth. This is so that growth does not sprawl into areas that are difficult and costly to service or that are constrained by environmental, hazardous or productive land impediments to residential development.</p> <p>It is outside the scope of the GMS to impose particular design outcomes for residential development; however these suggestions could potentially be investigated as part of a future Planning Scheme amendment. The GMS contains an implementation measure for the Beaudesert/Gleneagle Study Area which seeks to review the master planning requirements in the <i>Scenic Rim Planning Scheme 2020</i> to ensure that new residential master planned areas provide a range of housing types to meet the projected housing needs of the population.</p>	No change.
11817343/47	<p>"Before specifically looking at Beaudesert, I'd like to state that most of my submission involves the provision for conservation of biodiversity and wildlife corridors for movement. When I say "we" I am expressing views of the Scenic Rim branch of Wildlife Queensland committee.</p> <p>I am heartened by the section that states "The Growth Management Strategy recognises the importance of the region's world-renowned environmental and heritage assets and preservation of these critical areas and values will be balanced with the maintenance of the cultural, economic, physical, and social wellbeing of people and communities. Growth policies established within this Growth Management Strategy continue to facilitate the protection and preservation of the important environmental and heritage features which are an integral part of the region.</p> <p>One of the key strategies for the study areas is to investigate opportunities to provide linkages to and between existing or proposed biodiversity corridors.</p> <p>The impacts of natural hazards including bushfire, flooding, landslide, and steep slope are addressed through constraints mapping and through the development assessment process."</p> <p>The Scenic Rim branch of Wildlife Queensland has been surveying for wildlife and investigating where wildlife habitats would be useful to guard against inbreeding of species in remnant habitats, allowing the young to seek new</p>	<p>While the GMS does not directly deliver ecological protection, it recognises the importance of the Scenic Rim's natural environment in contributing towards and defining the unique character of the region and the need to protect these areas from inappropriate development. The GMS recommends a region-wide investigation be undertaken of important biodiversity corridors and opportunities to create linkages, for implementation through the Matters of Environmental Significance Overlay as part of a future amendment to the <i>Scenic Rim Planning Scheme 2020</i>.</p> <p>The suggestions detailed and conservation work and biodiversity protection measures identified in the submission relating to specific corridors connecting parts of the region that are outside the Study Areas of the GMS, with the more urbanised areas, may be considered through implementation of the biodiversity corridors investigation strategy and the future Planning Scheme amendment for matters of Environmental Significance. Council has a range of other existing strategies and environmental initiatives such as the One Million Trees, Habitat Protection program and the Scenic Rim Rivers Improvement Trust work, which would also address and complement some of the matters and on-ground work raised in this submission.</p>	No change.

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	<p>territories as they mature, allow all to move between habitats in lean seasons and during disasters such as severe wildfire, and allow a route for re-colonisation if animals (or plants) become locally extinct in some remnants. The need appears greater in the valleys, as the Scenic Rim is relatively well-endowed with Protected Areas in the more mountainous areas. We have looked carefully at satellite images, regional ecosystems and the needs of different groups of wildlife, from koalas and squirrel gliders to butterflies and native bees. We have selected trees, shrubs and other plants that are locally native, useful for various native fauna species, and where possible relatively fire-retardant. With funds raised by WPSQ and from two federal grants plus help from landowners and volunteers we've been progressively establishing areas providing partial or full corridors in strategic areas.</p> <p>https://scenicrim.wildlife.org.au/projects/wildlife-corridors-for-the-scenic-rim/</p> <p>Where it pertains to the Beaudesert region, we are again pleased with the statement "Within the existing and future areas of Beaudesert 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."</p> <p>We are primarily concerned with the route we would like to see established as a corridor between the forested areas of Kooralbyn and Round Mountain via Bromelton with those of Birnam Range. There are existing wildlife corridors such as along Birnam Range Road and Waters Creek, and we have been planting on properties on Round Mountain Road and Pacer Avenue.</p> <p>An area that we would especially like to see protected in the plan is the riparian and other vegetation areas along Pacer Avenue, at the southern edge of Gleneagle. This is an essential part of the link from Bromelton to Birnam. It would be a shame to see all those acreages subdivided for high-residential. At present it does not appear to be earmarked for this (and in view of recent flood events it would seem unwise), but we would very much like to see some protection for it to be preserved in a reasonably natural condition and enhanced with further planting. It would also be an attractive open space for residents for walking birdwatching, photography or riding bicycles or horses. The attractiveness of cities such as Paris and Berlin is partly due to their parklands (I have taken long walks through both as well as reading various critical assessments), and Beaudesert has potential to be beautified (obviously on a smaller scale) in this way. It would also entail ensuring that wildlife could cross Mt Lindsay Highway along Waters Creek. We have been advised by the environment officer and TMR in Nerang that possum bridges could be erected there. Animals can also pass under the bridge when water level is low, and there may be ways of enhancing such passage, especially if the Highway is to be widened sometime in the future."</p>		
11817343/50	<p>"While it is acknowledged that the Beaudesert Study Area, including parts of Gleneagle, is likely to provide over 60% of the share of the dwelling growth to 2041, it is critical that the balance of housing types and appropriate densities are located in areas that are supported by infrastructure that provides ease of road access and pedestrian linkages to the town centre.</p> <p>As identified, the two main areas for significant future residential development are the Sullivan Road area to the south of Beaudesert and the Gould Hill Road area to the north. Both these areas are identified as Future Low-Medium Density Residential, however these areas vary significantly in distance from the town centre.</p> <p>Using Beaudesert's main intersection (Brisbane, William & Telemon Streets) as the common reference point, the distances vary greatly both in direct line and via road corridors between these two future residential areas.</p> <p>For reference, I have used Google Earth to measure the distances from the main intersection to location points in both areas. (Images available to demonstrate if required, as these were unable to be uploaded).</p> <p>Sullivan Road Precinct - direct line east of Spring Creek - 1.2 km Sullivan Road Precinct - direct line west of Spring Creek - 2.0 km Sullivan Road Precinct - road corridor via Cryna Road - 3.0 km Sullivan Road Precinct - road corridor via Kerry Road - 1.7 km</p> <p>Due to the close proximity of the Sullivan Road Precinct to the town centre, and the relatively level topography, having the Future Low-Medium Density designation allows appropriate density to enable connectivity to the town centre, and is supported.</p> <p>However, the distances from the proposed Gould Hill Road Precinct to the town centre are significantly greater.</p> <p>Gould Hill Road Precinct - direct line intersection of Wesley Way - 3.5 km Gould Hill Road Precinct - direct line intersection of Fields Road - 4.0 km Gould Hill Road Precinct - road corridor via Gould Hill Road - 4.5 km</p> <p>Due to the greater distance of the Gould Hill Road Precinct from the town centre, and a lack of ease of pedestrian access to the town centre, Future Low-Medium Density designation for this area is questionable and not supported.</p> <p>Given the surrounding adjoining areas to the east and north are rural, and the established residential development of Tullamore Downs / Country Club Estate to the north-west are predominately larger residential lots (Indigo Place, Parkhurst Place and Carrigan Way are a minimum 1,500m2 up to 2,000m2), consideration should be given to allowing reduced density for the Gould Hill Road Precinct to have similar lot sizes as the adjoining stage of the Tullamore Downs / Country Club Estate.</p> <p>In addition to these concerns, there are a number of recently established lots (4) near the north-west corner of the proposed Gould Hill Road Precinct that are around 4,000 m2. These lots have been designed around the complex</p>	<p>The GMS proposes growth within the Urban Footprint and Rural Living Areas of the region, instead of within the Regional Landscape and Rural Production Area (as designated within <i>ShapingSEQ</i>), which is generally limited in terms of further residential growth. This is so that growth does not sprawl into areas that are difficult and costly to service or that are constrained by environmental, hazardous or productive land impediments to residential development.</p> <p>The subject areas referred to have been determined as potentially suitable for future residential development due to their location in the Urban Footprint, their ability to be serviced and their relative proximity to the Beaudesert CBD in terms of access to essential services and facilities. A Planning Scheme amendment would still be required to facilitate any proposed rezoning. The land currently designated as Future Urban Investigation post 2041 north of Gould Hill Road and adjacent to Fields Road, is not considered as being needed to provide additional capacity in the life of this GMS.</p> <p>The GMS does not propose altering the minimum lot size or minimum average lot size for subdivision in the Low-Medium Density Residential and Low Density Residential zones. These are to remain as currently adopted in the <i>Scenic Rim Planning Scheme 2020</i>. It is noted that the Planning Scheme has a much higher minimum lot size and minimum average lot size in both the Low Density and Low Medium Density residential zones than many other councils in South East Queensland. This was adopted by Council in recognition of the lifestyle factors that attract residents to the region (i.e. larger suburban lots) and which help to define the region's unique identity.</p> <p>The future Salisbury to Beaudesert passenger rail will also deliver rail connection to Brisbane in the future and it is important that planning for future growth along this corridor is supported by a residential catchment comprising a suitable density and opportunities for active travel are provided.</p> <p>A key strategy to support growth in Beaudesert involves a review of the Local Government Infrastructure Plan to ensure that growth is supported by suitable planned trunk infrastructure, which includes footpaths and community facilities.</p>	No change.

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	<p>topography avoiding the natural water courses associated with this land, noting that these lots are not serviced with Water & Sewerage. The balance of these properties in this proposed Gould Hill Road Precinct would be better suited to larger lots (potentially serviced with water & sewerage) rather than the proposed Low-Medium Density.</p> <p>Should there be concerns regarding the ability to provide for the total additional dwellings required, the area north of Gould Hill Road adjacent to Fields Road, currently designated as Future Urban Investigation post 2041, could be considered to provide additional capacity in this Growth Management Strategy.</p> <p>During and following the COVID restrictions the high demand for regional town living was clearly demonstrated. We have witnessed unprecedented desire to 'move to the country', enjoy true regional living and the ability to successfully work from home.</p> <p>Greater value has been placed on the family home to provide a more varied and flexible lifestyle. As a regional Council, Scenic Rim has an amazing opportunity to provide a real 'point of difference' in SEQ living by offering a unique regional lifestyle with lots large enough to provide a decent size backyard, or a swimming pool or a shed.</p> <p>Opportunities for these options will be considered unaffordable luxuries in the neighbouring city councils. By comparison, Scenic Rim has ample developable land that will allow for a diverse range of housing types while still providing great value housing affordability and the liveability of a regional area."</p>		
116630604	<p>"I am opposed to high density development in and around Beaudesert. It is not conducive to the health and wellbeing of the people who have chosen the area for a healthier lifestyle than that which is offered by highly populated cities. The continued destruction of native flora is destroying the habitat of our wildlife and in so doing, it is also destroying our wildlife. Some species have been all but wiped out. Fragmentation of ecosystems will eventually see the extinction of many of our native animals. When will Governing bodies learn by the mistakes of the past? Those Members elected to public office were put into power to look after the communities and the areas they represent, but the current members of the Scenic Rim council appear to have forgotten this.</p> <p>This Management strategy is for 2041. How many members of the Council will be around to see the error of their ways? How many Councillors care about the lack of fore thought that has gone into destroying the land for the sake of the almighty dollar? Fix the present before delving into the future. The communities care about the lack of fore thought that has gone into destroying the land all in the name of development. When the Council members were elected there was no mention of all this development - all the sub-divisions of land to handkerchief sized plots.</p> <p>There was no mention of the destruction of habitats. There was no mention of trying to change Beaudesert and surrounds into a thriving metropolis. Slow down and take stock of what you are doing. You cannot build a name for yourself by destroying small communities. Communities are important to the mental and physical health of the members. Destroy the way of living within these communities and you will destroy the people who put you into power. Leave something for our children to enjoy. You have called this strategic planning. Where does the environment fit in your plans? Where is there mention of habitat destruction as a result of habitat fragmentation? Where is there mention of species extinction? This is not a strategic plan if there is no plan for the environment or for our native flora and fauna. Spin doctors have obviously been paid to sprout verbal diarrhoea in this "call for consultation" with the community. How much money has been wasted on this and many of the other decisions made by the Mayor of this Council? Why is he so intent on destroying our community? A concerned citizen and a rate payer."</p>	<p>The submitter's concerns are noted. Planning for the growth of the Scenic Rim requires the balancing of a number of interests, including community preferences, environmental constraints, economic growth and development and the cost-effective delivery of infrastructure and services. The legislated planning framework in Queensland also requires Council to plan for the projected population growth and meet the outcomes of the <i>ShapingSEQ</i> and <i>State Planning Policy</i>. The GMS provides an evidence-based approach to delivering this growth in an efficient and holistic manner, while balancing opportunities, impacts and competing priorities.</p>	No change.
11639849	<p>"Reference the potential for Low Medium Density Residential zoning. In my opinion I do not subscribe to the concept of multiple dwellings and detached housing on smaller lots as this will mean crowding and houses that are too close together. The areas that are proposed for this sort of development are more of the acreage style and lend themselves much more to semi-rural and rural living this type of development obviously means more people who will be looking for employment, service and things to do on weekends.</p> <p>Employment opportunities are very limited in the region so people will be looking at travelling out of region for work and basically spending money out of town. Services are pretty good but with an influx of people would definitely need to be increased. The things to do on weekends centre everywhere out of region, i.e. People travelling do dams for weekends and people will then also look to going out of region for leisure.</p> <p>Beaudesert is a drive through type of town. Limited once school and sports activities are completed. Transport is also an issue and it just means more and more people driving on the roads. Problems will always exist with pressure to build issues like settling, movement and actual choice of where these buildings will be located. I do not believe that this sort of zoning is advantageous for existing residents of the town and existing surrounding areas that are already developing."</p>	<p>The GMS proposes growth within the Urban Footprint within the Low-medium Density Residential Zone so that growth does not sprawl into areas that are difficult and costly to service or that are constrained by environmental, hazardous or productive land impediments to residential development.</p> <p>The growth of Beaudesert will also generate more opportunities for local business to establish and upgrades to infrastructure and services to meet the needs of residents. The Employment Land Supply Analysis undertaken to inform the GMS has demonstrated that Beaudesert has sufficient land capacity to support additional jobs (and business) to meet the needs of the growing population. This in turn will support the vibrancy of the town and choice of things to do locally, rather than the need to travel elsewhere.</p>	No change.
11664376	<p>Lot 1 to Lot 3 on RP198728, situated off Kerry Road, Beaudesert (adjacent to the Priority Infrastructure Area) is included in the Low-medium Density Residential Zone and is ready for immediate development. The submission requests that the sequencing order in the GMS for the Beaudesert Study Area be amended to prioritise development on this land.</p>	<p>The indicative sequencing plan for Beaudesert shown in the Growth Management Strategy is intended to encourage development which aligns with infrastructure delivery based on the current Local Government Infrastructure Plan. Properties which are indicated in Phases 2 and 3 may lodge a development application regardless of the phasing plan, however if approved, would likely require the applicant/developer to fund the adequate infrastructure that needs to be provided to service the proposed development.</p> <p>A key strategy of the GMS for Beaudesert identifies the need to review the Local Government Infrastructure Plan to identify additional land for inclusion in the Priority Infrastructure Area to encourage growth in coordination with planned infrastructure.</p>	No change.

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11664394	Council should review the sequencing plan for Beaudesert in the GMS for Lot 22 on SP301784, situated off Kerry Road, around Spring Creek. The land should be included in Phase 1 or phase 2 of the planned sequencing of development.	<p>The indicative sequencing plan for Beaudesert shown in the Growth Management Strategy is intended to encourage development which aligns with infrastructure delivery based on the current Local Government Infrastructure Plan. Properties which are indicated in Phases 2 and 3 may lodge a development application regardless of the phasing plan, however if approved, would likely require the applicant/developer to fund the adequate infrastructure that needs to be provided to service the proposed development.</p> <p>A key strategy of the GMS for Beaudesert identifies the need to review the Local Government Infrastructure Plan to identify additional land for inclusion in the Priority Infrastructure Area to encourage growth in coordination with planned infrastructure.</p>	No change.
11664835	<ol style="list-style-type: none"> The submission raises concern that areas in Beaudesert identified for future development are flood prone and recent research shows that more intense and frequent weather events will occur in the future and that local government planners can help reduce the impact by considering where they approve the zoning for new homes and businesses. Reference is made to the land to the south of Beaudesert around Spring Creek and this area is known to flood. It is therefore not suitable to provide for an additional 1168 homes and development would worsen the impact of flood. It is totally inappropriate to be undertaking any change to the rezoning along the southern area of Beaudesert until either extensive infrastructure is implemented in drainage, roads and flood mitigation. The submission notes that traffic increases from development to the south of Beaudesert would feed onto Kerry Road, which is currently deteriorated, and the draft GMS has all the transport routes focussed on the centre of town. The proposed ring road does not provide for the desired travel requirements of residents and out of region travellers and needs to be very carefully re-evaluated on its intent and purpose. "My further concern is that SRRC signed onto the ICLEI Action 21 Strategy without further reference or consultation with residents or ratepayers of the region. We need a masterplan based around the Beaudesert town and the needs of the residents. Not the whim of a town planner sitting in Brisbane drawing circles on a map with no real understanding of the topography and the values of the community. This type of town planning has caused some of the current flood devastation or as professor Paul Burton stated the "horse has bolted". 	<ol style="list-style-type: none"> The impacts of flooding have been considered in the GMS and the flood hazard mapping currently adopted in the <i>Scenic Rim Planning Scheme 2020</i> is based on the 1% Annual Exceedance Probability includes a climate change consideration (to address the predicted increase in rainfall and intensity over time). This aligns with the requirement of the Queensland Government's State Planning Policy for planning for natural hazards and flood resilience. It is further noted, that in accordance with the Planning Scheme, new development must not worsen the impacts of flooding on other properties. Not all of the land around Spring Creek is developable and in addition to the known flood constraints shown in the map below (Flood Hazard Overlay in the Planning Scheme), there are also buffers to the creek that need to be considered for protection. A key strategy for Beaudesert involves the identification of biodiversity corridors and linkages to support and enhance biodiversity and existing Matters of Environmental Significance. Spring Creek is identified as one of the potential corridors for investigation, which may result in further amendments to the Planning Scheme that further protect waterway buffers and improve biodiversity linkages.  <ol style="list-style-type: none"> Kerry Road is identified for upgrading to a trunk collector standard in Council's program of works to ensure that the road is suitable to cater for increased traffic demands resulting from additional development. The Beaudesert Eastern Ring Road is intended to function as a road that bypasses the town centre from major state-controlled routes and therefore improve the amenity of the town centre. Noted. The GMS is a town planning strategy developed by Council's Strategic Planning Team that provides an evidence-based approach to delivering growth in an efficient and holistic manner, while balancing opportunities, impacts and competing priorities. 	No change.

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11663875	<p>The submission commends Council on the preparation of the draft GMS, however it considers that the draft GMS has not properly considered the following factors that will influence growth in the region:</p> <ul style="list-style-type: none"> • The limited supply of affordable land in the neighbouring Gold Coast LGA and elsewhere in South East Queensland; • The relative affordability and desirability of property in the region; • The effects of the pandemic on attitudes towards work, home life and non-essential movements/travel. <p>The submission also specifically refers to land in Gleneagle described as:</p> <ul style="list-style-type: none"> • 6794 Mount Lindesay Highway, Beaudesert and Gleneagle (Lot 7 on SP293992); • Lot 3 on SP224393; • Lot 6 on RP904224; • 23 Petersen Street, Beaudesert (Lot 2 on RP904224); • 21 Petersen Street, Beaudesert (Lot 1 on RP111344); • 24 Drumley Street, Beaudesert (Lot 3 on RP111345); • 22 Drumley Street, Beaudesert (Lot 2 on RP111344); • 10-12 Drumley Street, Beaudesert (Lot 24 on RP7538); and • Lots 5 and 6 on RP7501.  <p>According to the submission, the land holding is 157.19 hectares in combined area and:</p> <ul style="list-style-type: none"> • has approximately four kilometres of frontage to the Logan River; • has frontages to: – Allan Creek Road (Lot 7); – Mount Lindesay Highway (Lot 3); and – Helen, Petersen, Drumley and Beetham streets; • borders the proposed Salisbury to Beaudesert railway corridor; • is very sparsely vegetated, for the most part; • is gently sloping, for the most part; and • has very few built improvements. <p>The submission notes that although the draft GMS prioritises growth in Beaudesert and includes strategies that support the activation of the Bromelton SDA, the following three points that require further consideration:</p> <ol style="list-style-type: none"> 1. The assumed population growth in the region to 2041 is too low, based on pandemic-induced regional migration trends, recent new land sales data, and employment projections that exceed the employment planning baseline for the Scenic Rim, set out in the ShapingSEQ. It is noted that the submitter will also raise this matter directly with the Queensland Government; 2. Proper planning for transit-oriented development/growth along the future Salisbury-Beaudesert passenger railway corridor (which the subject land borders); and 3. Maximising the opportunity to plan for housing and urban conveniences for a future employment force, on the doorstep of the Bromelton SDA. <p>To address the above matters, the submission recommends the following changes to the GMS:</p>	<p>The GMS has determined that the current Urban Footprint in Beaudesert has sufficient capacity to accommodate the dwelling supply benchmarks to 2041. It will be reviewed periodically, to ensure that the growth policies developed remain relevant and appropriate to respond to community needs. The GMS also notes that population, employment, demand for housing and travel behaviour have all been significantly affected by the Covid-19 pandemic and it will take time to understand the longer term implications of the Covid-19 pandemic alongside existing trends. Over a twenty-year projection period, it is expected that there will be periods of higher demand versus periods of slower growth and this has been evident from the first five years since the 2016 base year as reported in the GMS. Should the next version of the Queensland Government Statistician's Office population projections and dwelling supply benchmarks (expected 2023) change significantly, the land supply strategies of the GMS will require review.</p> <p>Study area boundaries for the GMS generally align with the Urban Footprint and Rural Living Areas. Since the GMS has determined that there is sufficient capacity for growth in the current urban footprint, an extension to study areas to accommodate additional growth through expansion is not warranted.</p> <p>The Salisbury-Beaudesert passenger rail is identified in the GMS as key region-shaping infrastructure that will support growth in Beaudesert. Land use planning around potential future railway stations is also essential to ensure optimum access and use of this infrastructure and residential density and centre development opportunities should be maximised. Notwithstanding, the planning horizon for the Salisbury-Beaudesert passenger rail is still uncertain and beyond 2041. The land subject of the submission is already protected for any future potential to support growth beyond 2041 by being zoned Rural and should the timeframes of the future passenger rail be brought forward, there is an opportunity to consider the potential of the land to support this infrastructure at that time.</p> <p>Regarding employment land supply, the Employment Land Analysis underpinning the GMS has determined that the region has more than sufficient available land to support projected employment growth, even if the projected uptake of employment zoned land is not realised.</p>	No change.

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	<ol style="list-style-type: none"> 1. Re-assess the dwelling supply benchmark in the context of regional migration trends, recent sales data and disparity between employment projections. 2. Give greater contemplation to the optimal urban settlement pattern in the area, to safe-guard against uncertainties relating to growth in the Region and the impact likely future land resumptions for a rail corridor would have on the study area to accommodate growth 3. Include the subject land in the Beaudesert and Gleneagle Study Area to safeguard against uncertainties relating to growth in the Region and the impact likely future land resumptions for rail corridor widening would have on the capacity of the Study Area to accommodate growth. 		
11665964	<p>"My experience has being made aware of the GMS too late. If it wasn't for a member sharing a Councillor's Facebook post I may not have been aware at all. SRC need to be more proactive in pursuing public comment I am very concerned about the drive for High Density Estates and the problems they bring. We all want to retain our rural lifestyle and not end up with noise and traffic congestion.</p> <p>My dismay in current Rural Residential A regulations that allow a transport depot full of trucks to operate out of a 5 acre block in what was once our quiet street."</p>	<p>The public consultation on the draft GMS was comprehensive and fit-for-purpose and the consultation methods and activities are outlined in this report.</p> <p>It is noted that the Planning Scheme has a much higher minimum lot size and minimum average lot size in both the Low Density and Low Medium Density residential zones than many other Local Government Areas in South East Queensland. This was adopted by Council in recognition of the lifestyle factors that attract residents to the region (i.e. larger suburban lots) and which help to define the region's unique identity.</p> <p>The concern about transport depots in rural residential areas is not in scope of the GMS, however, the issue is noted for review as part of a future amendment to the Planning Scheme.</p>	No change.
11664547	<p>The submission references the proposed growth strategy for Beaudesert, which seeks to ensure 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.</p> <p>The submission requests that Council consider the following options to encourage further development of the existing Wongaburra Aged Care Centre:</p> <ol style="list-style-type: none"> 1. Removing the commercial industrial precinct classification from 210-218 Brisbane Rd, Beaudesert (lot 170 RP888308) to reflect the historic and ongoing use of the land for aged care. 2. Amending the table of assessment for the Mixed-use zone to lower the level of assessment for Residential care facilities with 10 or more bedrooms, which can allow for increased density on site. 	<p>It is noted that the current zoning of the existing Wongaburra Aged Care Facility in Beaudesert is not consistent with the need for Residential Care Facilities identified in the GMS and the zone and does not support the expansion of the existing use in the current location.</p> <p>The current zoning responds to the constraints of the land in that it is in close proximity to industrial land, however, in recognition of the limited opportunities to support development of Residential Care Facilities, the issue is noted for review as part of a future amendment to the Planning Scheme. Any expansion of the facility would need to address the impacts associated with the interface with adjoining industrial land.</p>	<ol style="list-style-type: none"> 1. Amend Beaudesert Study Area growth strategies to support the expansion of the existing Residential Care Facility (Wongaburra) in Beaudesert. 2. A review of the current zoning of Lot 170 on RP888308 to be considered as part of a future amendment to the Planning Scheme.
11649002	Consider including Lot 1 SP224392 (western side of the Mount Lindesay Highway, Gleneagle, adjacent to The Outlook estate) in a residential zone in the future planning scheme amendment. The land is currently in a Rural Zone inside the urban footprint.	The subject lot is heavily constrained and may not be conducive to residential development over its entirety. Any consideration of zone changes for specific Rural zoned lots within the Urban Footprint would need to be considered as part of a future Planning Scheme amendment process and would require consideration of a range of factors, including the extent of constraints over the land and the potential developability of the unconstrained portion. The GMS identifies those areas where zoning changes may be warranted to accommodate additional dwelling growth and which identify few constraints on the land. It is therefore not identified in the GMS as land that can support future dwellings growth. Notwithstanding, the current rural zoning of the land may be incompatible with surrounding urban land in the future and a review of the zoning as part of a future amendment to the Planning Scheme has been noted.	No change.
11664836	<p>The following matters are raised in the submission:</p> <ol style="list-style-type: none"> 1. There is a lack of infrastructure planning especially in the Beaudesert area in terms of district/regional recreation and district/regional sporting facilities (open space infrastructures). Any proposed use of the Lupton Rd site for future District/Regional sporting or recreation activities is far inferior than the Spring Creek area. 2. Objection to the removal of the broader Spring Creek Open Space corridor as identified in the previous BGMS and to the inclusion of the proposed 1158 dwellings adjacent to Spring Creek. 3. GMS does not align at a strategy level with DSDILGP's Walkable Neighbourhoods Planning Framework. 4. Development of active transport networks in the Scenic Rim LGA- particularly in the Beaudesert area have not been comprehensively addressed. 5. Is the council able to verify what additional infrastructure planning and sequencing is required as identified in the recently announced City Deal? 6. The inclusion of the Old Saleyards Site (council land) as possible medium lots or medium density residential is a lost opportunity for council. Council should look to provide alternative capacity in lands close to the Beaudesert CBD. 7. Fig 6 (pg. 33) does not appear to correlate to Table 10 (pgs. 31-32) regarding additional job numbers to 2041. 	<ol style="list-style-type: none"> 1. The Growth Management Strategy is not an instrument to deliver additional community, sporting or recreation facilities, but does support opportunities for the protection and/or provision of local conservation corridors and community facilities. Council is currently drafting a strategic review of community and sporting facilities, which will provide further direction for the provision of these facilities. 2. It is acknowledged that Spring Creek is within an area highlighted for potential residential growth south of Beaudesert. The watercourse is also highlighted as an opportunity for a local conservation corridor, which could provide opportunities for passive recreation. If the parcels referred to were to be developed, the applicant would be required to comply with requirements of any applicable overlay maps in the Scenic Rim Planning Scheme 2020, including demonstrating that such development would not have a detrimental impact on any values of environmental significance. 3. Council is seeking to provide for larger lot sizes to create a point of difference from other new subdivisions in SEQ in recognition of the lifestyle factors that attract residents to the region. It is recognised that this does not result in a compact urban form that supports walkable neighbourhoods (services and facilities in walking distance) in all instances. Notwithstanding, new development will be required to apply the regulatory provisions that give effect to the Walkable Neighbourhood Framework and master planning provisions in the Planning Scheme also seek to address this outcome. 4. One of the proposed outcomes of the Growth Management Strategy is implementing a new 	<ol style="list-style-type: none"> 1. Relocate Figure 6 to the end of Section 5.5 (and change the title to reflect capacity for jobs 2016-2041); and add Table 7.7 from the Bull and Bear Employment Lands Analysis Report (p.61) under Section 5.5 of the GMS. 2. Update the GMS to reflect the recent SEQ City Deal in which a business case will be developed to determine the infrastructure planning, sequencing, prioritisation and capital

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	<p>8. In the housing tables for each town/village, column 4 appears misleading and should perhaps only reference columns 2 and 3 for additional growth in each area.</p>	<p>Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation and delivery of transport infrastructure improvements throughout the region. This proposed Strategy would allow Council to conduct in-depth analysis of active transport networks, including in Beaudesert, that would be required to support the proposed population and employment growth in the region.</p> <p>5. The SEQ City Deal is a significant advancement in the further enhancement of infrastructure planning to activate the Bromelton SDA. Council continues to work with the Office of the Co-ordinator General and State Development to identify infrastructure planning and sequencing.</p> <p>6. Noted. Lot 100 on RP910561 at Kingsley Drive, Beaudesert, is considered suitable to provide for the identified need for more compact, medium density development due to its close proximity to a local centre and community infrastructure and access to the Beaudesert town centre. The constrained portion of the land fronting Beaudesert-Nerang Road presents an opportunity for passive recreation/urban greening.</p> <p>7. The feedback provided regarding Figure 6, Table 10 is correct in that the employment figures provided in Figure 6 do not correlate to the total additional jobs between 2016-2041 for the corresponding employment catchment areas as outlined in Table 10. Figure 6 does however align with the total capacity for jobs on employment zoned land as outlined in section 5.5 of the GMS, however amendments should be made to provide further clarity in the GMS.</p> <p>8. The feedback regarding the representation of additional dwellings in the housing tables being potentially misleading/confusing has merit and these tables have been revised in the final GMS to reflect updated Census data and more clearly explain growth figures.</p>	<p>investment is required to activate the SDA.</p> <p>3. Amend the housing land supply tables in study area chapters to include 2021 Census data and reference dwelling growth in terms of additional lot supply.</p>
11664841	<p>The submission raises the following matters:</p> <ol style="list-style-type: none"> The identified development areas surrounding Beaudesert contain significant lot yields which have not been acted upon. The proposed 1158 additional dwellings adjacent to Spring Creek may add additional stormwater discharge impacting downstream areas including the Beaudesert CBD. There is no mapping presented for the Beaudesert Study Area to validate the impacts and proposed number of dwellings. I do (not) support the development of Spring Creek flats. Spring Creek Area does provide an environmental linkage to those areas identified as constraints on the Beaudesert Study Area Map. The extension of Jubilee Park does not seem sufficient public land and open space for the projected population. Council should consider Spring Creek, as it has a lot of potential for future development and an opportunity for Council to manage climate risk into the future. 	<ol style="list-style-type: none"> The Beaudesert/Gleneagle Study Area is identified within the GMS as the Principal Rural Activity Centre for the region and the primary focus for accommodating residential and employment growth to 2041. Section 9.4.2 of the GMS acknowledges that Beaudesert has experienced modest population growth in recent years. 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). Uptake of dual occupancies has also been slow. Within the Beaudesert/Gleneagle study area, alternative sites need to be established to accommodate projected growth. The GMS has been supported through the preparation of both a Housing Needs Assessment and Employment Lands Analysis, which provides the evidence base for the planned growth. Constraints were also considered in determining an indicative dwelling number for areas of growth. The proposed additional dwellings south of Beaudesert would be required to comply with Council's standards regarding stormwater management. Any future residential development in Beaudesert will be subject to the requirements of the Scenic Rim Planning Scheme 2020 including triggers for assessment against overlay mapping and environmental constraints, where relevant. Refer to response for comment no. 1 above. An additional explanation will be included in the final GMS in Section 8 - Environment, linking the biodiversity corridors and the MES planning scheme amendment as follows: <i>The biodiversity corridor strategy will be implemented through policy investigation that contributes to a planning scheme amendment on Matters of Environmental Significance (MES). The corridors investigation and the MES planning scheme amendment will inform where residential growth can be appropriately accommodated and where it should be avoided. It will also assist with Council's focus on other environmental initiatives such as the One Million Trees, Habitat Protection program and the Scenic Rim Rivers Improvement Trust work.</i> The sequence of policy strategies will be re-ordered in the relevant Growth Management Directions Study Area tables (Tables 16, 21, 24 and 25) to acknowledge the need to establish the important biodiversity corridors prior to rezoning land. The Growth Management Strategy is not an instrument to deliver additional community, sporting or recreation uses, but does highlight opportunities for local biodiversity conservation corridors and linkages and the provision of sufficient community facilities. Council is currently conducting a strategic review of sporting and community facilities, which will provide further direction on the provision of any new facilities required to meet projected population growth. 	<ol style="list-style-type: none"> Include additional explanation in Chapter 8 (Chapter 4 in the updated GMS) – about investigating the local conservation corridors, as a component of a Planning Scheme Amendment for Matters of Environmental Significance (MES). Chapter 9 - Growth Management Directions - rearrange strategy priorities so that the <i>Important biodiversity corridor</i> strategy investigation sits above the planning scheme amendment that will consider rezoning for residential purposes strategy.
11664852	<p>The following matters are raised in the submission:</p> <ul style="list-style-type: none"> Planning needs to incorporate expert advice on the new climate reality to 2041- to adequately manage and minimise the social and economic impact of future extreme climate events on the Scenic Rim. (refer to principle 16). In principle 18, Transport Networks needs to be treated separately, as should Open Space, Recreation and Community facilities. Is the hub (Brisbane CBD) and spoke (suburban lines) rail layout still relevant in the post Covid work from home era? What about a loop from the Gold Coast line at Bethania, on the old Beaudesert line corridor to 	<p>The GMS seeks to provide additional housing and employment capacity on suitable lands which are not subject to flooding, bushfire hazards, and other such constraints. The GMS is a holistic planning strategy, however, it is ultimately responding to the goals of <i>ShapingSEQ</i>, which includes guidance on sustainable development applicable to the GMS, rather than providing specific references to United Nations or Australian Academy of Science publications.</p> <p>The GMS will be updated at Principle No.16 to not only address the effects of climate change such as droughts and flooding, but also provide a more positive approach to climate change, introducing the term 'resilience' which can be linked to the mechanisms (e.g., increased water tank capacity requirements)</p>	<p>Update Principle No. 16 to include the term climate change 'resilience'.</p>

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
	<p>Logan Village/Yarrabilba, and Jimboomba, then via Greenbank to Springfield Central. Or standard gauge commuter trains on the Sydney line while we're waiting for 2041?</p> <ul style="list-style-type: none"> Renewable energy was hardly mentioned in the Bromelton State Development Area. No mention of the United Nations 17 Sustainable Development Goals or the 2030 Agenda for Sustainable Development. No mention of the work by the Australian Academy of Science on Sustainable Australian Cities and Communities. 	<p>proposed in the Growth Management Directions</p> <p>Detailed planning for transportation, open space and recreation and community facilities are outside the scope of the GMS, however the GMS recommends the development of a new Transport Strategy for the Scenic Rim which would provide further direction on planning, prioritisation and delivery of transport infrastructure improvements throughout the region. The Queensland Department of Transport and Main Roads is responsible for the planning of the Beaudesert-Salisbury rail project and it is considered that this will provide significant benefits to the Beaudesert community when delivered.</p> <p>Council is also drafting a new Community Facilities Strategy, a Camping Facilities Strategy and a Sports Facilities Strategy which will examine the supply and provision of such facilities throughout the Scenic Rim.</p>	
11664857	<p>The following matters are raised in the submission:</p> <ul style="list-style-type: none"> Objection to the proposal to rezone the rural land area outside of the current PIA near Gould Hill Rd/Pacer Avenue Beaudesert (1223 dwellings) and on the land on Kerry Road near Sullivan Road Beaudesert (1158 dwellings) to low to medium density zoning. Both areas are important ecological areas; koala and other native animal habitat borders on land proposed for rezoning; animals will not return after development disturbance. Community is in favour of minimum lot size >1000m2, opposed to 500m2/small lots; no allowance for rural residential zoning in Beaudesert/Gleneagle. Should rezone from rural to rural residential to transition into town, preserve amenity, less impact. Smaller lots attract renters who exhibit anti-social behaviours, rural residential lots attract young families who run trade businesses from home. Areas proposed for rezoning are subject to flooding and increasing hard surfaces will impact downstream. Requesting masterplan based on Beaudesert and needs of residents. Council has not communicated the plan or consulted the community adequately. 	<p>It is acknowledged that there is a watercourse within an area highlighted both for potential residential growth and as an opportunity for a local conservation corridor. If the parcels referred to were to be developed, the application would be required to comply with any applicable overlay maps in the Scenic Rim Planning Scheme 2020. Council's existing Biodiversity Strategy also addresses a range of matters relevant to this submission, with the Planning Scheme also containing current provisions and overlays that seek to identify and protect areas of importance in terms of environmental significance and natural hazards such as, bushfire. The GMS acknowledges the important contribution that the environmentally significant areas of the Scenic Rim make to defining the unique identity of the region and the importance of ensuring these areas are protected from inappropriate development. The GMS recommends a region-wide investigation be undertaken of important biodiversity corridors, to identify and protect biodiversity corridors for implementation through the Environmental Significance Overlay as part of a future amendment to the Scenic Rim Planning Scheme 2020.</p> <p>The GMS does not propose altering the minimum lot size for subdivision in the Low-Medium Density Residential and Low Density Residential zones. These are to remain as currently adopted in the Scenic Rim Planning Scheme 2020.</p> <p>Consultation for the draft Growth Management Strategy has been comprehensive. Early stakeholder and community consultation was undertaken during the first preparation phase in March to April 2021 including the GMS online survey. Targeted stakeholder and community engagement then took place between 2 February to 27 March (more than 7 weeks) to gather feedback on the draft GMS. The public consultation activities included a Let's Talk project page on Council's website that provided the opportunity to download facts sheets, relevant documents, direct response feedback forms as well as other opportunities to provide feedback such as by email, post, through the customer service centres of Council where the documents could also be viewed and provided, and by meeting with the Strategic Planning staff.</p> <p>Council advertisements were also placed in all the Scenic Rim newspapers, and information was provided through Media releases, the January 2022 Rates brochure, Facebook, LinkedIn, as well as letters to stakeholders. The variety of consultation activities both prior to and throughout the community engagement consultation period, aimed to ensure as many residents of the Scenic Rim were reached and were given the opportunity to engage in the GMS preparation.</p>	No change.
11603887	<p>The Beaudesert study area map does not show the future transport corridor constraint for Lot 241 on SP278108, that is being zoned as Rural land. Are there opportunities to add Low-Medium Density Residential Zoning on either side of the proposed future road transport corridor (it looks different on the map).</p>	<p>Constraints included in GMS maps reflect the Scenic Rim Planning Scheme 2020 Overlays, including Overlay 9B - Regional Infrastructure. The subject parcel is only partially within the study area for the GMS because a portion is located in the 'Regional Landscape and Rural Production Area' and is therefore not suitable for further subdivision or residential zoning under <i>ShapingSEQ</i>. Land outside the study area will retain any existing zoning and constraints designated by the Scenic Rim Planning Scheme 2020.</p>	No change.
11621083	<p>The following concerns are raised in the submission:</p> <ul style="list-style-type: none"> People of the Beaudesert and Gleneagle region should receive the full picture in the current GMS 2041, to see completely what is being projected in the future planning in the area. Lack of public consultation tools used to reach out to the members of the public- especially to the elder population who don't use the computers. As feedback from the public are mainly via the 'Let's Talk' portal on the SRRC website. There should be mailbox drops to households, poster's in cafe's, advertising in newspapers etc. SRRC's proposed Beaudesert Eastern Road Corridor currently listed in the Scenic Rim Planning Scheme LGIP as a future schedule of works, should be illustrated on the GMS Beaudesert Map for the public to see. 	<p>Consultation for the draft Growth Management Strategy has been comprehensive. Early stakeholder and community consultation was undertaken during the first preparation phase in March to April 2021 including the GMS online survey. Targeted stakeholder and community engagement then took place between 2 February to 27 March (more than 7 weeks) to gather feedback on the draft GMS. The public consultation activities included a Let's Talk project page on Council's website that provided the opportunity to download facts sheets, relevant documents, direct response feedback forms as well as other opportunities to provide feedback such as by email, post, through the customer service centres of Council where the documents could also be viewed, provided and responded to, and by meeting with the Strategic Planning staff.</p> <p>Council advertisements were also placed in all the Scenic Rim newspapers, and information was provided through Media releases, the January 2022 Rates brochure, Facebook, LinkedIn, as well as letters to stakeholders. This variety of consultation activities was used prior to and throughout the community engagement consultation period to ensure as many residents of the Scenic Rim were reached and given the opportunity to engage in the GMS preparation.</p> <p>While the Beaudesert Eastern Ring Road Project has been discussed in the Growth Management Strategy for</p>	No change.

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11622334	<p>The submission objects to the growth strategy for Beaudesert that involves residential development in Cryna: "The GMS will only cause gentrification to Scenic Rim, reducing supply of affordable housing and displacing existing residents. What provisions does the Scenic Rim Council have in place to stop the abortion of the Scenic Rim rural character? The blueprint for 1158 additional dwellings alongside Kerry Road, is being proposed in the middle of a creek which floods in most rainfalls. What would happen to the diversion of this creek and the wildlife that live off this creek?"</p>	<p>The Growth Management Strategy is not proposing rezoning in Cryna, to the south of Sullivan Road instead it identifies that beyond the current planning horizon, the rural zone may be considered for 'Future urban investigation post 2041'. North of Sullivan Road identified for 'Future Low Medium Density Residential. The watercourse has been identified as an opportunity for a local conservation corridor and its protection and management will be investigated within a future planning scheme amendment that will address Matters of Environmental Significance and consequential overlay mapping. If the subject parcels were to be developed, the applicant would be required to comply with requirements of any applicable overlay maps in the Scenic Rim Planning Scheme 2020. This includes the Flood Hazard Overlay, which is based on the 1% Annual Exceedance Probability includes a climate change consideration (to address the predicted increase in rainfall and intensity over time).</p> <p>An additional explanation will be included in the final GMS in Section 8 - Environment, linking the biodiversity corridors and the MES planning scheme amendment. The sequence of policy strategies will also be re-ordered to acknowledge the need to establish the important biodiversity corridors prior to rezoning land.</p> <p>Where residential zoning is already in place, the Growth Management Strategy is not proposing changes to the minimum lot sizes already adopted in the Scenic Rim Planning Scheme 2020 for the Low-Medium Density Residential or Low Density Residential Zone to ensure the character of the region is not adversely impacted by new development. There are two Medium Density Residential precincts proposed which will allow typologies such as townhouses, terraces and low-rise apartments, which will provide more options for smaller households. The limited extent of the Medium Density Residential zones (anticipated to allow 191 dwellings in Beaudesert) is not anticipated to impact on the existing character of the Scenic Rim.</p>	<p>1. Include additional explanation in Chapter 8 (Chapter 4 in the updated GMS) – about investigating the local conservation corridors, as a component of a Planning Scheme Amendment for Matters of Environmental Significance (MES).</p> <p>2. Chapter 9 - Growth Management Directions - rearrange strategy priorities so that the <i>Important biodiversity corridor</i> strategy investigation sits above the planning scheme amendment that will consider rezoning for residential purposes strategy.</p>
11705337	<p>The following matters are raised in the submission:</p> <ul style="list-style-type: none"> • Council should support including 6604 Mt Lindesay Highway, Gleneagle in the Urban Footprint as part of the next South East Queensland Regional Plan review. • Undertake future rezoning of 6604 Mt Lindesay Highway, Gleneagle to facilitate urban development. • Rezone 'Eucalee' land fronting Mt Lindesay Highway to enable development of convenience retail on Eucalee frontage. • External to the GMS, Council should focus the use of park trunk provisions to Council's newly acquired recreation/sports land parcel and the remove the NS4 and NR8 trunk park requirements over the Eucalee site as part of a future LGIP review, unlocking the site's development potential. 	<p>Detailed planning for open space and recreation and community facilities are outside the scope of the GMS, however Council is currently undertaking a strategic review of sporting and community facilities which will examine the supply and provision of such facilities throughout the Scenic Rim. The provision of trunk park facilities at the Eucalee property would be better considered in the upcoming review of the LGIP, which will provide opportunities to revise the delivery of additional parks for the region, in alignment with Council's parks and recreation planning program. Council is not proposing the alter the zoning to support commercial uses on the Mount Lindesay frontage of the Eucalee site via the GMS, which would need to be considered as part of any future Planning Scheme amendment, including a full assessment to determine whether the land is appropriate for rezoning to facilitate future urban development.</p> <p>As acknowledged in the submission, 6604 Mount Lindesay Highway, Gleneagle is in the 'Regional Landscape and Rural Production Area' and therefore not included in the study area. The Growth Management Strategy horizon year is consistent with the ShapingSEQ horizon year (2041), and the growth envisioned by ShapingSEQ is achievable in the Scenic Rim without expanding the 'Urban Footprint' and 'Rural Living Area' to accommodate additional properties at this time.</p>	No change.

Table 3: Boonah Study Area

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11817343/12	"I have read the Growth Management Strategy section for Boonah. I will start with the good connectivity to employment centres that was mentioned. Yes, it only takes around 30 to 40 minutes to travel to Ipswich or Beaudesert for work, and finally the roads are getting fixed, but it would be more ideal if Boonah had more employment opportunities. One of the reasons why the Boonah industrial estate may not be growing is the very high rates that businesses have to pay, maybe reducing the rates for businesses may incentivise them to come to Boonah. Lowering house rates would help also. Landscaping the area is a good idea but can we please not have any more pine trees (Pine trees are a highly flammable species of tree when dry). Why is the 2016 census used when there has been another census in 2021?"	The growth strategy related to the activation of the Boonah industrial area focuses on increasing business activity and employment in Boonah and has an implementation measure of reducing infrastructure contributions to incentivise new industrial development on vacant and underutilised land. It is not the role of the GMS to undertake a rates assessment or to determine rate reductions for businesses. It is outside the scope of the GMS to specify tree species used for landscaping; however, this could potentially be investigated as part of a future Planning Scheme amendment. An updated Housing Needs Assessment (HNA) based on the 2021 Census has informed the final version of the GMS. The 2021 Census data was not available at the time the draft GMS was prepared.	No change.
11817343/47	The submitter is heartened by the amount of open space planned through the township and would ask that roadside plantings as well as plantings in public parks and gardens be considered using trees and shrubs that are locally native and providing food or habitat to a variety of birds and other wildlife. The Brigalow Belt has been extensively cleared, and it would be especially good for biodiversity as well as historical interest to re-establish some small pockets of brigalow in appropriate paces. A nursery owner in Boonah is mentioned as a person who could provide advice.	The GMS includes a strategy to ensure important biodiversity corridors in Boonah are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors, to identify and protect biodiversity corridors and linkages in Boonah for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020. It is not the role of the GMS to identify specific species to be used in plantings of roadsides or public parks and gardens, however this could potentially be investigated as part of a future Planning Scheme amendment.	No change.
11817343/51	"There seems to be a conflict between maintaining Boonah's country look and unique rural vibe (I note rural industries are to be maintained) with the new housing developments. The new housing estates are incredibly ugly and tarnish the countryside. As well as diminish the country feel of the area. The houses are all standard structures that one would find in new housing estates anywhere and the houses all look the same. I think housing development actually needs to be decreased in Boonah. It is just more cars, more people. While I understand the council wishes to increase dwellings for projected population growth, this approach is just wrong for Boonah, and population growth should be discouraged not encouraged. It will no longer be a country town but a satellite of Ipswich".	Specific growth strategies have been outlined for Boonah within the GMS which seek to balance reasonable and appropriate growth, while maintaining the town's existing character. Growth is to be prioritised on existing land which is well located and zoned for residential purposes and supported by suitable planned trunk infrastructure networks.	No change.
11635203 11637560 11637990	The submissions request that the GMS consider the opportunity to subdivide Lots 83, 84 & 85 on SP100264 at Hoya Road, Boonah and requests support for the extension of the northern boundary of the Urban Footprint at Boonah to include the land. An extension to the Priority Infrastructure Area is also requested to apply to this land.	The subject land is included in the Regional Landscape and Rural Production Area under the Queensland Government's Shaping SEQ South East Queensland Regional Plan 2017 (ShapingSEQ). Council's Planning Scheme is required to reflect the policy of the ShapingSEQ, which seeks to prevent the further fragmentation of land and urban and rural residential development in this regional land use category. In general, the regulatory provisions in the Planning Regulation 2017 that support this policy seek to prohibit the creation of lots under 100ha. Council's Planning Scheme therefore has a minimum lot size of 100ha for land in the Rural Zone. While the Rural Zone provides for a range of non-rural activities, there is no identified need to plan for further rural residential living opportunities around Boonah within the GMS, as it has been demonstrated that there is more than sufficient land available in the Urban Footprint area of Boonah to accommodate the projected residential growth beyond 2041.	No change.
11664678	The submitter makes the following suggestions for the Boonah Study Area section in the GMS: 1. Boonah Table 17 Row 3: Suggest street tree planting rather than entry statement because improved, shady streets would be a better investment than an entry statement. 2. Suggest an additional local linkage from the constraints on hospital hill, heading towards the west into the proposed extended Priority Investigation Area, such as linking to a waterway, any native vegetation or so on, and connecting to the Teviot Brook connection through town. 3. Additional park areas are not included. Advise when or how additional park needs would be met. Suggest including additional or new park linkages or park streets linking to town from new housing areas to allow for walking and riding accessibility and therefore improved quality of life. 4. The interface of industry and residential can be problematic. Suggest including landscape buffers or new parks are included between the two industrial areas and the adjacent residential uses; to reduce impacts on residents from industrial uses, including excessive night-time lighting, after hours vehicle movement and so on. 5. In regard to industrial areas: a. Suggest that the Mt French Road industrial area should not be expanded given the adjacent expansion of residential on the south side of Mt French Road, and instead should be located at the industrial area around the Boonah airport. b. This industrial area (Boonah airport) could be appropriate for attracting renewable, regenerative, creative/artistic or food-based industries to enhance employment opportunities and the social fabric of the Scenic Rim.	1. This strategy is specifically related to the Boonah industrial estate. Streetscaping and landscaping are mentioned in the strategy to support additional vegetation, however larger street trees may not be appropriate in localities such as these. An entry statement may be a valuable wayfinding tool as well as a place-making opportunity to better brand this industrial estate. 2. While the GMS does not directly deliver ecological protection, it recognises the importance of the Scenic Rim's natural environment in contributing towards and defining the unique character of the region and the need to protect these areas from inappropriate development. The GMS recommends a region-wide investigation be undertaken of important biodiversity corridors, to identify and protect biodiversity corridors for implementation through the Environmental Significance Overlay as part of a future amendment to the Scenic Rim Planning Scheme 2020. The region-wide investigation would be better placed to advise on additional local linkage opportunities based on ecological value. 3. The GMS is not the appropriate document for delivering additional facilities of this nature, however Council is conducting a strategic review of Community and Sporting facilities, which will examine the supply and provision of such facilities throughout the Scenic Rim. 4. Landscape buffers are more appropriately delivered through the more detailed and site specific development application process. 5. Noted. The industrial land zoning shown in the GMS near Mount French Road and near Boonah Airport reflects the zoning in the Scenic Rim Planning Scheme (2020).	No change.
11608561	The following concerns about Boonah are raised: • Access to Boonah is in desperate need of upgrade;	While outside the scope of the GMS, it is acknowledged that improvements to the region's transportation infrastructure will be required to support the proposed growth. One of the proposed outcomes of the Growth	No change.

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
	<ul style="list-style-type: none"> No passing lanes on the major roads at Boonah; and There needs to be more decent footpaths, roads, transport for not only to Beaudesert but to all the other areas. 	<p>Management Strategy is implementing a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation and delivery of transport infrastructure improvements throughout the region, noting that some roads may be the jurisdiction of State government.</p>	
11608562	<p>There is a lack of facilities in the area, i.e. footpaths that circumvents the town, no dog park and lack of activities for teenagers.</p>	<p>The Growth Management Strategy is not an instrument which can deliver additional facilities of this nature, but does highlight opportunities for the provision of appropriate community facilities. Council is currently undertaking a strategic review of community and sporting facilities, which will provide further direction on the provision for these types of facilities. Further, one of the proposed outcomes of the Growth Management Strategy is implementing a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation and delivery of transport infrastructure improvements throughout the region, including active transport improvements.</p>	No change.

Table 4: Bromelton Study Area

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11817343/25	<p>"If you actually improved the roads and other transportation, then the Bromelton Industrial area would be okay but once again no infrastructure or planning. You only think about how much money you can make instead of doing it properly before expanding. The roads to and from the Bromelton Industrial area need to be fixed first and done properly from scratch before this can even be an option".</p>	<p>While outside the scope of the GMS, it is acknowledged that improvements to the region's transportation infrastructure will be required to support the proposed growth. One of the proposed outcomes of the GMS is implementing a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation, and delivery of transport infrastructure improvements throughout the region, noting that some roads may be the jurisdiction of State government.</p> <p>The recent SEQ City Deal involves the development of a business case to determine the infrastructure planning, sequencing, prioritisation and capital investment is required to activate the SDA.</p>	No change.
11663867	<p>The following queries are raised in the submission:</p> <ol style="list-style-type: none"> 1. Has there been consideration to the large number of jobs that the Inland Rail project is anticipating to be able to accommodate? 2. Are there considerations as to whether the Inland Rail proceeds or not? If the timeframes have changed for the project, would Council's projections factor this in? 3. Would the remaining jobs in the region meet the requirements under the Regional Plan? 4. The Office of the Coordinator-General considers the lack of infrastructure within the SDA a barrier for some developments. This could be reflected further in the document under section 9.6. developers / land owners to front the cost of any infrastructure requirements. 5. Please replace "Coordinator General" and "Co-ordinator-General" with "Coordinator-General" throughout the document. 	<ol style="list-style-type: none"> 1. Section 5.2 of the GMS acknowledges that 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, with the SDA having the potential to be a major employment generator for the Scenic Rim which will provide jobs over and above the employment planning baselines established by the <i>ShapingSEQ</i>. 2. Council acknowledges that delivery of the Inland Rail project may be subject to delays and challenges, and has calculated the target employment growth excluding Inland Rail and Bromelton SDA to ensure that if Inland Rail is not delivered or is delayed, that the Scenic Rim can still meet the employment planning baselines set by <i>ShapingSEQ</i>. 3. Section 9.6.2 of the GMS states that 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. 4. A meeting between Council and the Office of the Coordinator-General regarding infrastructure delivery in the SDA would be welcome and there is already an established economic working group. 5. Amendments to the GMS to refer to Coordinator-General throughout can be made. 	<p>Replace "Coordinator General" and "Co-ordinator-General" with "Coordinator-General" throughout the GMS and supporting documents.</p>

Table 5: Canungra Study Area

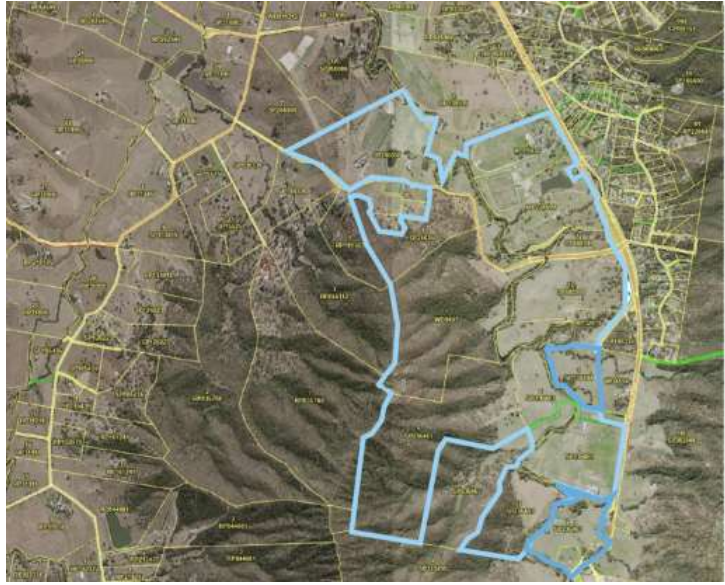
SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11817343/21	<p>The submission raises the following concerns:</p> <ol style="list-style-type: none"> 1. It is recognised that a bypass at Canungra is needed, but objection to the corridor through the Canungra Rise Estate (Finch Road to Benobble) without any prior consultation. Many residents in Canungra Rise do not know about this plan and this was not disclosed to new residents. 2. Concern that development of the township will not protect the historic village atmosphere because development will be at a higher intensity (and building height) and cause further traffic issues. 3. Council is not considering the topography of the land in the assessment of new development. 4. The growth in population will need to be supported by more commercial and light industrial development and more explanation is needed in the Canungra study area about the comments relating to underutilised commercial space. 5. Concern that increase in growth will result in social issues due to the lack of public transport. 6. Council makes it difficult to develop commercial buildings on existing land, but approves development that destroys the natural landscape, creates flooding across the main road, increases the bat population and impacts on aboriginal cultural heritage. A better understanding of the impacts of development is needed. 7. The strategy for Canungra is conflicting because it is not possible to have a village atmosphere for the town centre with the level of growth planned and adequate commercial space and transport services must be provided. 	<ol style="list-style-type: none"> 1. The indicative alignment of a bypass for Canungra has been identified in the planning scheme and Council and State planning strategies for a number of years and it is not a new initiative of the GMS. While the Canungra Bypass project has been mentioned in the GMS, it falls in the jurisdiction of the Department of Transport and Main Roads to undertake detailed planning and deliver. Council's role in the project is to advocate for its construction, but as mentioned in the GMS, the project is not currently committed to. A Transport Strategy as recommended by the GMS could provide additional support for the project. 2. Specific growth strategies have been outlined for Canungra within the GMS which seek to balance reasonable and appropriate growth, while maintaining the township's existing character. The GMS proposes consideration of additional mechanisms for inclusion in the Planning Scheme, such as character precincts or heritage streetscape guidelines to ensure that new development promotes the traditional main street character of Christie Street and the existing heritage streetscape qualities in buildings are protected through new development. Further, it recognises that new development protects and enhances the historic main street character and contributes to a strong sense of place. 3. The GMS also recognises that 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 <i>ShapingSEQ</i> provides an unrealistic impression about the extent of future growth potential of the local area. One of the strategies proposed by the GMS is to reduce the 'Urban Footprint' area around Canungra to limit development to more appropriate sites. 4. There is currently an undersupply of retirement and aged care facilities which provide the opportunity for ageing residents to live in a more supportive environment if they desire, and the GMS seeks to facilitate these kinds of development to give residents more options. The GMS also seeks to ensure adequate opportunities for commercial growth are available in appropriate locations at the appropriate scale to support the residential growth proposed while meeting the targets of <i>ShapingSEQ</i>. 5. Public transport is provided by TransLink and is outside the scope of the GMS. Canungra's population will likely remain too low to provide a viable public transport option. 6. The planning scheme currently supports a range of commercial uses in the local centre of Canungra. It is noted that there is limited vacant land available to support additional uses and the GMS recommends investigating options to support further development to support growth. 7. The GMS proposes that the planning scheme be amended to include additional mechanisms such as character precincts or heritage streetscape guidelines to ensure that new development promotes the traditional main street character and the existing heritage streetscape qualities in buildings are protected through development. 	<p>Amend the GMS to clarify that an investigation to identify further opportunities for land for businesses and employment is needed to implement the strategy for this local issue.</p>
11817343/22	<p>The submission raises the following concerns:</p> <ol style="list-style-type: none"> 1. I am yet to be convinced of the overall benefit of a Canungra bypass. It would alleviate the congestion on Christie Street, without question, and make local parking, shopping and school drop-off/pick-up much easier. However I have seldom seen the bypassing of a small town have long-term financial benefits to that town or boost the local businesses over time. I do not believe this should be a priority. The additional measures of increased off street parking and pedestrian access should be promoted. 2. I fully agree that character precincts or heritage streetscape guidelines should be implemented along Christie St. and other close streets associated with tourism and commerce. 3. The development of new housing in the Canungra township should only be approved in accordance with the addition of new facilities and services to cater for the new residences. 4. I am opposed to the approval of further unit developments and high-density/smaller-lot developments in the township area. I do not support the idea of detached housing on lots less than 700sq.m in area. I do not support the proposal of any caravan park or relocatable home development in the Canungra Township. 5. Any further development in Canungra must come with a guarantee of a permanent SEQwater supply, and not from the existing water supply. 	<ol style="list-style-type: none"> 1. While the Canungra Bypass project has been mentioned in the GMS for context, it falls in the jurisdiction of the Department of Transport and Main Roads. Council's role in the project is to advocate for its construction, but as mentioned in the GMS, the project is not currently identified to progress by TMR. A Transport Strategy as recommended by the GMS could provide additional support for the project. 2. Specific growth strategies have been outlined for Canungra within the GMS which seeks to balance reasonable and appropriate growth, while maintaining the township's existing character. The GMS proposes consideration of additional mechanisms for inclusion in the Planning Scheme, such as character precincts or heritage streetscape guidelines to ensure that new development promotes the traditional main street character of Christie Street and the existing heritage streetscape qualities in buildings are protected through new development. Further, it recognises that new development protects and enhances the historic main street character and contributes to a strong sense of place. 3. Provision of open space and facilities in association with new development is implemented through Scenic Rim Planning Scheme 2020 via the development assessment process. The GMS is not the appropriate document for delivering additional facilities of this nature, however Council is currently undertaking a strategic review of community and sporting facilities, which will examine the supply and provision of such facilities throughout the Scenic Rim. 4. The GMS does not propose altering the minimum lot size or minimum average lot size for subdivision in the Low-Medium Density Residential and Low Density Residential zones. These are to remain as currently adopted in the Scenic Rim Planning Scheme 2020. The GMS does not change the current policy for caravan parks or relocatable home development in the Canungra Township (they are Impact Assessable). The recently approved retirement facility in Finch Road was consistent with the Planning Scheme and provided for the need for this type of development in Canungra. 	<p>No change.</p>

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
		<p>5. Canungra's water supply is addressed in the GMS in detail in Section 9.7.5 of the GMS. As stated, Seqwater is currently reviewing its long-term water security assessment for Canungra and have confirmed they can service the planned growth up to 2041 and beyond. Further, a specific growth strategy is that new development in Canungra provides sufficient capacity for onsite water supply in order to reduce increased demand on the urban water supply network during times of drought.</p>	
11817343/24	<p>The submission raises the following concerns:</p> <ol style="list-style-type: none"> 1. Housing affordability is of a concern as prices for houses has gone up by \$200.00 and rentals are non-existent (Reference to Section 9.7.2). 2. A by-pass is essential, however the original route has been built on, but this was the best as no bridges were required. It is suggested that Coburg Rd be considered with a new bridge near the showground as an alternative route. 3. As the town is built in a valley and the mountains are steep and subject to landslides, development should be excluded from these areas. The habitat is being destroyed and so many old trees have been lost, we have noticed some birds have moved on as they have nowhere to go. These matters need to be identified in Table 19 - Implementation. 	<ol style="list-style-type: none"> 1. The GMS cannot directly influence housing prices, which are subject to a range of market factors beyond its control, however it does encourage housing affordability through providing for range of housing options and choices to the meet the lifestyle needs of its residents. 2. While the Canungra Bypass project has been mentioned in the GMS for context, it falls in the jurisdiction of the Department of Transport and Main Roads. Council's role in the project is to advocate for its construction, but as mentioned in the GMS, the project is not currently funded. A Transport Strategy as recommended by the GMS could provide additional support for the project. 3. The GMS recognises that 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 <i>ShapingSEQ</i> provides an unrealistic impression about the extent of future growth potential of the local area. One of the strategies proposed by the GMS is to reduce the 'Urban Footprint' area around Canungra to limit development to more appropriate sites. The GMS also includes a strategy to ensure important biodiversity corridors are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors, identify, and protect biodiversity corridors and linkages in Canungra for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020. 	No change.
11817343/25	<p>The following points are raised in the submission:</p> <ol style="list-style-type: none"> 1. There is NOT a thing about water? This is a major concern also the last head count was 2016, you better count again properly due to the already approved estates, 2. What about a bypass that was supposed to have been done already? 	<ol style="list-style-type: none"> 1. Canungra's water supply is addressed in the GMS in detail in Section 9.7.5 of the GMS. As stated, Seqwater is currently reviewing its long-term water security assessment for Canungra and have confirmed they can service the planned growth up to 2041 and beyond. Further, a specific growth strategy is that new development in Canungra provides sufficient capacity for onsite water supply in order to reduce increased demand on the urban water supply network during times of drought. The GMS has been updated to reflect 2021 Census data that is available. 2016 Census data was used for the draft GMS because the 2021 Census data was not available until June 2022. 2. While the Canungra Bypass Project has been mentioned in the GMS for context, it falls in the jurisdiction of the Department of Transport and Main Roads. Council's role in the project is to advocate for its construction, but as mentioned in the GMS, the project is not currently funded. A Transport Strategy as recommended by the GMS could provide additional support for the project. 	No change.
11817343/27	<p>The following points are raised in the submission:</p> <ol style="list-style-type: none"> 1. It is very difficult to see the difference between some of the colours on the plan. 2. Canungra will lose the beautiful village character if more townhouses and unit buildings are built and more medium building blocks are released. 3. We need more facilities for the aging population of Canungra. 4. Water supply has always been a problem in Canungra. 5. The road through Canungra is already congested with all the new developments over the last year. Where the bypass was supposed to go there are now housing estates. 6. We also need to protect our wildlife. 7. Part of 7-39 Finch Road where the retirement homes have been approved, is supposed to be conserved as a koala habitat, on the plan it shows as "emerging community" or "industrial" (can't see the difference between the purple colours)? The land above that area has been sold under the impression that another housing estate will be approved. Wouldn't that be also koala habitat? Also it is very steep. The whole area is a fire hazard. 8. I understand that the town will grow, but the water problem, the road congestion, parking, wildlife conservation, etc should be addressed now, before more development is approved. If Canungra loses its beautiful country town character, it will lose its appeal to tourists and locals 	<ol style="list-style-type: none"> 1. In response to this issue, the constraints layer on the GMS study area maps has been updated to be more transparent so that the zoning colours are visible underneath. 2. Specific growth strategies have been outlined for Canungra within the GMS which seeks to balance reasonable and appropriate growth, while maintaining the township's existing character. The GMS proposes consideration of additional mechanisms for inclusion in the Planning Scheme, such as character precincts or heritage streetscape guidelines to ensure that new development promotes the traditional main street character of Christie Street and the existing heritage streetscape qualities in buildings are protected through new development. Further, it recognises that new development protects and enhances the historic main street character and contributes to a strong sense of place. 3. There is currently an undersupply of retirement and aged care facilities which provide the opportunity for ageing residents to live in a more supportive environment if they desire, and the GMS seeks to facilitate these kinds of development to give residents more options. 4. Canungra's water supply is addressed in the GMS in detail in Section 9.7.5 of the GMS. As stated, Seqwater is currently reviewing its long-term water security assessment for Canungra and have confirmed they can service the planned growth up to 2041 and beyond. Further, a specific growth strategy is that new development in Canungra provides sufficient capacity for onsite water supply in order to reduce increased demand on the urban water supply network during times of drought. 5. While the Canungra Bypass Project has been mentioned in the GMS for context, it falls in the jurisdiction of the Department of Transport and Main Roads. Council's role in the project is to advocate for its construction, but as mentioned in the GMS, the project is not currently funded. A Transport Strategy as recommended by the GMS could provide additional support for the project. 6. The GMS recommends a region-wide investigation be undertaken of important biodiversity corridors, to identify and protect biodiversity corridors for implementation through the Environmental Significance Overlay as part of a future amendment to the Scenic Rim Planning Scheme 2020. 7. The land at Finch Road that recently received approval for a retirement facility is included in the Low- 	Update the constraints layer in the GMS study area maps to make the underlying zone colours visible.

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		<p>medium Density Residential Zone.</p> <p>8. The GMS also recognises that 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 <i>ShapingSEQ</i> provides an unrealistic impression about the extent of future growth potential of the local area. One of the strategies proposed by the GMS is to reduce the 'Urban Footprint' area around Canungra to limit development to more appropriate sites.</p>	
11817343/28	<ol style="list-style-type: none"> Why have a survey with population data from 2016!! We have had enough development already with no thought of impact to locals or infrastructure, nor to the animals. Regal Court development has seen poor animals inundating surrounding households, with nowhere to go. You say buy locally...I have not been able to park in the main street for over 2 years, let alone access the shops, so we shop elsewhere. Development is not helping it is hindering small business. You can have all the new shops you want, but absolutely no good if you can't park to access them! Trucking water in is not an answer you should have agreed with either when considering these developments, it is a band-aid. New developments should be on tank water, like we have for 30 years, not town water. Our once lovely town that had charm is now a bloody nightmare where locals don't even go, we go out of town for shops, jobs, dining. You cannot keep stuffing people into a limited space and expect it to stay rural, especially when absolutely no infrastructure is put in place to accommodate it. Even the state of the roads is horrendous and dangerous. We are supposed to be the green behind the gold, the green is rapidly disappearing thanks to new developments, which are eyesores coming into town. High density housing should not even be considered or allowed for Canungra, we don't want to become another suburb. We have lived here for the lifestyle and rural setting which the council seems to be determined to wreck! 	<ol style="list-style-type: none"> The 2016 Census data was used to inform the draft GMS because 2021 Census information was not available at the time. Further, the scope of the GMS is to identify how dwelling and employment land supply benchmarks will be achieved between 2016 and 2041. This is why 2016 dwelling supply numbers are still included in the GMS as this represents the base year. 2021 Census data that was available has been reflected in the GMS and the updated dwelling (household) numbers in study areas. The GMS includes a strategy to ensure important biodiversity corridors are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors, identify, and protect biodiversity corridors and linkages in Canungra for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020. The GMS includes a strategy that involves investigating interim measures to improve streetscape, parking and pedestrian access issues and the need to ensure there is appropriate land supply to support local business and employment has also been identified. Canungra's water supply is addressed in the GMS in detail in Section 9.7.5 of the GMS. As stated, Seqwater is currently reviewing its long-term water security assessment for Canungra and have confirmed they can service the planned growth up to 2041 and beyond. Further, a specific growth strategy is that new development in Canungra provides sufficient capacity for onsite water supply in order to reduce increased demand on the urban water supply network during times of drought. Specific growth strategies have been outlined for Canungra within the GMS which seeks to balance reasonable and appropriate growth, while maintaining the township's existing character. The GMS proposes consideration of additional mechanisms for inclusion in the Planning Scheme, such as character precincts or heritage streetscape guidelines to ensure that new development promotes the traditional main street character of Christie Street and the existing heritage streetscape qualities in buildings are protected through new development. Further, it recognises that new development protects and enhances the historic main street character and contributes to a strong sense of place. 	No change.
11817343/44	<p>The Council website clearly states that Canungra is a unique village with a country atmosphere. It also states that it has a semi-rural style through a range of low density residential and acreage living opportunities and has traditional building forms. Water is critical to accommodate planned growth. The website states that Canungra is an important entry point to the Scenic Rim Region.</p> <p>Scenic Rim Council and the elected councillor for Canungra has a responsibility to protect the "unique and country atmosphere" of this town and surrounding area. If the Council or the elected councillor for the area does not have the desire or courage to fight for the rights of rate payers or for the protection of our town and surrounding area from developers who have one agenda (to make money at every opportunity) then they are not worthy of representing anyone or anything, full stop.</p> <p>How can a high density over fifties lifestyle community of the magnitude proposed, be accepted by Council as keeping a unique village atmosphere? This is clearly in contravention to Council's planning by laws.</p> <p>How can a major development directly behind existing buildings in the main street be in keeping with a unique village atmosphere?</p> <p>How can a number of developments for small semi-rural blocks surrounding the town maintain or improve the country and unique atmosphere?</p> <p>How can developers ensure traditional building forms within the town urban footprint? This has not been the case in a number of new residential dwellings.</p> <p>How can a critical water supply be guaranteed to the township? In the previous twenty (20) years the township has had insufficient water supply on a number of occasions. These events will increase due to the fact that more dwelling houses and an increase in population can only result in greater water consumption. The Council's and State Government's solution is to simply "truck it in". How pathetic is that. Greater costs to the rate payers, increased heavy vehicle traffic which will cause increased damage to roads. What will happen if a prolonged drought occurs in the entire southeast region? How far will the water have to be carted?</p> <p>How can Canungra be an important entry point to the natural beauties of the of the scenic rim region when the current and proposed developments for the town and surrounding area will change the unique village atmosphere into one of a Gold Coast suburban atmosphere? At present tourist and day trippers visit this town and surrounds</p>	<p>There is currently an undersupply of retirement and aged care facilities which provide the opportunity for ageing residents to live in a more supportive environment if they desire, and the GMS seeks to facilitate these kinds of development to give residents more options.</p> <p>The historic village feel and main street character will be supported while allowing additional development to take place. Specific growth strategies have been outlined for Canungra within the GMS which seeks to balance reasonable and appropriate growth, while maintaining the township's existing character.</p> <p>The GMS proposes consideration of additional mechanisms for inclusion in the Planning Scheme, such as character precincts or heritage streetscape guidelines to ensure that new development promotes the traditional main street character of Christie Street and the existing heritage streetscape qualities in buildings are protected through new development. Further, it recognises that new development protects and enhances the historic main street character and contributes to a strong sense of place.</p> <p>The GMS also recognises that 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 <i>ShapingSEQ</i> provides an unrealistic impression about the extent of future growth potential of the local area. One of the strategies proposed by the GMS is to reduce the 'Urban Footprint' area around Canungra to limit development to more appropriate sites.</p> <p>Canungra's water supply is addressed in the GMS in detail in Section 9.7.5 of the GMS. As stated, Seqwater is currently reviewing its long-term water security assessment for Canungra and have confirmed they can service the planned growth up to 2041 and beyond. Further, a specific growth strategy is that new development in Canungra provides sufficient capacity for onsite water supply in order to reduce increased demand on the urban water supply network during times of drought.</p>	No change.

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	because it has a unique village and country atmosphere. That is the way they escape their city atmosphere. Will they continue to make Canungra a destination when we lose our current atmosphere?		
11817343/46	<ol style="list-style-type: none"> 1. Firstly, there should be no more development until the town water supply is connected to the SEQ water grid. The current situation is at best third world standard. We are having the wettest summer in a decade and yet we are being warned of water restrictions during winter and told we are consuming too many litres of water daily. 2. Secondly Christie Street is at maximum as far as trucks, caravans and cars go. The Bypass that has been spoken about for decades is urgently required. However, in looking at the future planning map for Canungra it would appear that the land gazetted goes right through the Canungra Rise Estate. If this is true, then this supposedly gazetted land has not shown up on land searches prior to the development of the Canungra Rise Estate. Secondly if this bypass goes in it would be right up against peoples back fences and in some cases would be right in front of some residences. 3. Thirdly, at the moment due to the traffic volume in Christie Street, a Zebra Crossing is urgently needed outside the park where the school busses drop off the children at 4pm each afternoon. It will not be long before a child or a mum pushing a pram is killed in this area. 	<ol style="list-style-type: none"> 1. Canungra's water supply is addressed in the GMS in detail in Section 9.7.5 of the GMS. As stated, Seqwater is currently reviewing its long-term water security assessment for Canungra and have confirmed they can service the planned growth up to 2041 and beyond. Further, a specific growth strategy is that new development in Canungra provides sufficient capacity for onsite water supply in order to reduce increased demand on the urban water supply network during times of drought. 2. While the Canungra Bypass project has been mentioned in the GMS for context, it falls in the jurisdiction of the Department of Transport and Main Roads. Council's role in the project is to advocate for its construction, but as mentioned in the GMS, the project is not currently funded. A Transport Strategy as recommended by the GMS could provide additional support for the project. 3. The delivery of specific safety improvements is outside the scope of the GMS and Christie Street is a state-controlled road, however, the GMS proposes for Council to investigate a possible Council-led/State partnership which would look to improve the streetscape, parking, and pedestrian environment. 	No change.
11638624	My property backs on to the corridor marked as a proposed site for the Canungra Town bypass. I wish to express my concern and emphatic objection to a potential main road way directly behind my property. Given the new developments of the Canungra Rise Estate any further use of this corridor as a road is not suitable as a roadway and will have on going negative effects to many residents and wildlife.	The indicative alignment of a bypass for Canungra has been identified in the planning scheme and Council and State planning strategies for a number of years and it is not a new initiative of the GMS. While the Canungra Bypass project has been mentioned in the GMS, it falls in the jurisdiction of the Department of Transport and Main Roads. Council's role in the project is to advocate for its construction, but as mentioned in the GMS, the project is not currently committed to.	No change.
11664400	<ol style="list-style-type: none"> 1. Major developments need to stop. Canungra is a beautiful town that should have been heritage listed and left untouched. 2. There simply is not enough town water. The Council needs to mandate 10,000 litre water tanks for all residents. When it's dry, its dry. Water needs to be saved for the Fire Department. We need our Rates spend with a council Full of Locals. Not a council full of outsiders who do not care about our towns. 3. The rush from Council on tourism at Canungra needs to stop! The town is not build for this influx of people. We can't even go into town on the weekend as you cannot get a park. Cabins have already been approved in Illinbah/ Flying Fox. These places have poor access and with these last events of rain and fires etc will be putting more risk on peoples live. 	<ol style="list-style-type: none"> 1. The historic village feel and main street character will be supported while allowing additional development to take place. Specific growth strategies have been outlined for Canungra within the GMS which seeks to balance reasonable and appropriate growth, while maintaining the township's existing character. 2. Canungra's water supply is addressed in the GMS in detail in Section 9.7.5 of the GMS. As stated, Seqwater is currently reviewing its long-term water security assessment for Canungra and have confirmed they can service the planned growth up to 2041 and beyond. Further, a specific growth strategy is that new development in Canungra provides sufficient capacity for onsite water supply in order to reduce increased demand on the urban water supply network during times of drought. 3. Addressing risk associated with tourism developments is not in the scope of the GMS. The tourism and recreation sector is a significant employer in the region and its sustainable growth is supported under the current <i>Scenic Rim Planning Scheme 2020</i>. The issue of ensuring vulnerable uses such as tourist accommodation address natural hazard risk is currently under review. 	No change.
11664670	<p>I disagree with the following statements:</p> <p>9.7.2 - <i>There do not appear to be any immediate implications for housing in Canungra, with housing affordability not being a major concern</i></p> <p>9.7.5 - <i>Seqwater have confirmed that the planned growth in Canungra up to 2041 and beyond can be serviced by the existing reticulated supply</i></p> <p>I believe both of these statements to be incorrect.</p> <ol style="list-style-type: none"> 1. Seqwater's plan to supply water via trucks is not a solution. 2. There is no affordable housing in Canungra. New land that is available is being overly priced by developers forcing prices up on existing residences. Children from local families will not be able to afford to buy in the area and will have to move away. Any new land that is available is being swept up by people that have moved from interstate. Canungra's potential to accommodate growth in the region is limited and should remain so. 3. Residents wish to protect biodiversity and existing lifestyles and therefore do not want any further high density housing or tourist developments. 4. Council must push for the bypass and improve already congested and dangerous traffic situations in and around Canungra. 5. The motel has closed but cabins continue to be approved in unsuitable areas. I object to cabins being code assessable developments and find it ridiculous that only a 20 metre setback is required while screening is supposed to protect existing residences privacy. The increased number of tourist & camping facilities in the area is only positive for operators and impacts residences negatively. Setbacks need to be increased to a minimum of 200 meters and no cabins or campgrounds should be approved in high slope on unsealed roads where access is via low lying causeways. People are taking unnecessary risks during disaster situations. Residents choose to live in Canungra for its natural beauty and privacy this is all being eroded due to over development. Long standing residents are now moving away. 	<ol style="list-style-type: none"> 1. Canungra's water supply is addressed in the GMS in detail in Section 9.7.5 of the GMS. As stated, Seqwater is currently reviewing its long-term water security assessment for Canungra and have confirmed they can service the planned growth up to 2041 and beyond. Further, a specific growth strategy is that new development in Canungra provides sufficient capacity for onsite water supply in order to reduce increased demand on the urban water supply network during times of drought. 2. The GMS identifies land that can support additional housing in Canungra (as per the current Planning Scheme). Ensuring an appropriate level of land is available for new dwellings and smaller households, will, in part, assist in providing more opportunities for relatively affordable housing. 3. The GMS includes a strategy to ensure important biodiversity corridors are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors, identify, and protect biodiversity corridors and linkages in Canungra for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020. 4. A key strategy in the GMS for Canungra is for Council to continue advocating for a town centre bypass. 5. Specific outcomes relating to the design and location of tourism development is out of scope for the GMS. 	No change.
11664936	As a young resident of rural Canungra I strongly believe that the town planning of the Scenic Rim needs to have an	Noted. Specific growth strategies have been outlined for Canungra within the GMS which seeks to balance	No change.

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	<p>immediate change. The growth is affecting our roads, landscapes, wildlife and community. There is simply just too much growth in this town. There are too many houses so the creeks dry up, too many cars on the road causing congestion and making roads dangerous and potholes. By building more homes causes wildlife habitat to be destroyed by all of the happening it become too much for locals who have lived here for years forcing them to be frustrated and leave. I believe there is a better solution than this. To limit and reduce housing and growth and to build a bypass which we all agreed to receive but never did. To support small businesses that need help. There needs to be better wildlife management and preservation of rural lands. We need better roads and water infrastructure. We do not need more tourism and residential development.</p>	<p>reasonable and appropriate growth, while maintaining the township's existing character, support biodiversity and continue to advocate for a bypass that is funded and constructed by the Queensland Government. The tourism and recreation sector is a significant employer in the region and its sustainable growth is supported under the current <i>Scenic Rim Planning Scheme 2020</i> where it is consistent with community values and aspirations, protects natural areas and productive agricultural land, and contributes to community development and wellbeing.</p>	
11664937	<p>Council needs to stop its present push for tourism and high density development in Canungra. Natural disasters are becoming more frequent and severe and people need to be limited to these areas. Council has already approved cabins in Illinbah and flying Fox that are on gravel roads with poor access. Recent weather events have left tourists stranded in Flying fox while campers at Sarabah have had to receive food drops by the Westpac helicopter in December 2020. Is unnecessarily places people at risk and I have witnessed the utter stupidity of people during bushfires and flooding events. There is little to no regulation of these activities and it is ruining the area and lifestyle for existing residents. For up to six cabins to be considered code accessible developments with only 20 metre setbacks where only screening provides protection is ridiculous - setbacks should be a minimum of 200 metres. Residents choose to live in the Scenic Rim for its natural beauty and privacy. Council through its decision making and planning process is destroying the lifestyles of existing and long standing residents. Many people are now choosing to move away for these reasons. Tourist facilities are only positive for tourist operators and businesses. To residents cabins impose noise pollution visual impacts and place pressure on already stretched road infrastructure. Infrastructure charges are also not proportional for the pressure placed on our road networks. Council needs to push for a bypass and there should be no further high density development or tourist facilities in Canungra.</p>	<p>Specific outcomes relating to the design and location of tourism development is out of scope for the GMS. The tourism and recreation sector is a significant employer in the region and its sustainable growth is supported under the current <i>Scenic Rim Planning Scheme 2020</i> where it is consistent with community values and aspirations, protects natural areas and productive agricultural land, and contributes to community development and wellbeing. The issue of ensuring vulnerable uses such as tourist accommodation address natural hazard risk is currently under review.</p>	No change.
11664938	<p>As a sixth generation young adult of Canungra I am devastated at the development and tourist activities happening. It breaks my heart to see mountains cut into to cater for new houses. I feel that Canungra is changed forever. I have lived through bushfires and droughts and feel that bringing more people to the area only creates more problems. Different levels of government cannot plan and cater for the existing residents already living here so why bring in more. It is stupid. We need to preserve the lifestyle that we have not bring in more people and destroy more wildlife habitats and trees. I do not want campgrounds or cabins beside me. I do not want more housing in Canungra. Council needs to take steps to preserve what we have.</p>	<p>Noted. Specific growth strategies have been outlined for Canungra within the GMS which seeks to balance reasonable and appropriate growth, while maintaining the township's existing character, support biodiversity and opportunities for economic growth and sustainability.</p>	No change.
11664939	<p>At Have Your Say meetings in 2012 all of the locals agreed to keep Canungra the same as it was a small village that tourists and locals would appreciate it for just that. The locals didn't want any more development in the area but what they did want was a bypass. Council has allowed the opposite to happen by terminating the bypass and passing more high density developments which area bloody eyesore. One would make a good quarry. The town cannot handle any more traffic especially on the weekends, most locals do not go there of a weekend and there is no parking. But Council still keeps approving developments even knowing that water cannot be supplied. The area also does not need any more cabins or campgrounds in the area. As they will become a bushfire and flood liability with more people being stranded and they will have to be looked after by the locals who are prepared for such disasters. Also why should tax payers money be spent on supporting rich families tourist ventures when this money could be better spend on local roads, week spraying and putting in fire breaks. The introduced weeds along the road and paddocks coming into our town from the western side is a disgrace. The money Council wasted in their little get together at Binna Burra. I think was around \$80,000 could have been spent putting in permanent water tanks at various locations in the area. Instead of making it mandatory for home owners to supply a 10,000 Hr tank of water for the fire service. Locals would like to know how we can pay a CEO the money he is on for doing squat. The Council was formed to work with ratepayers and employed local workers at different levels within. They also had a connection with this shire. By employing outsiders they have no Connection to the area and do not care about decisions made.</p>	<p>Noted. The consultation of the draft Canungra Local Planning Study in 2012 informed the current Planning Scheme and proposed a preferred pattern of growth within the existing Urban Footprint. Council is required to ensure the Planning Scheme provides for the projected population growth by 2041 and this growth must occur in a way that results in an efficient, orderly and integrated settlement pattern. Specific growth strategies have been outlined for Canungra within the GMS which seek to balance reasonable and appropriate growth, while maintaining the township's existing character, support biodiversity and opportunities for economic growth and sustainability.</p>	No change.
11668735	<p>"The town is already overpopulated and over crowded with traffic. Our Council can't maintain our roads as it is and a bypass for Canungra needs to be put in as it was put to council over 50 years ago and never happened".</p>	<p>Noted. A key strategy in the GMS for Canungra is for Council to continue advocating for a town centre bypass.</p>	No change.
11728457	<p>My feedback is about the future development of Retail/Tourism/Cafe/Restaurants in Canungra's main trading hub, namely Christie Street. I firstly want to identify four properties/services that should be considered to be relocated. As it is not imperative these services command a prime street front location,</p> <ol style="list-style-type: none"> 1. The vacated SRC depo site opposite The School of Arts Hall 2. The Rural Fire Brigade, on the adjoining parcel of land. 3. The Ambulance station 4. The Bowling Club <p>My proposal is for an Emergency Services Hub be established on current vacant land on the North side of Canungra along the Beaudesert Nerang Road. Near the current 60 kilometre zone. The site to include Police, Fire, SES, and Ambulance. The current Police site could also be included in the pool for future development. *This Hub would provide all future needs to the growth of the area. It must be questioned as to why all the emergency services are dotted across the township. The current Ambulance additions are clearly squeezed onto such a limited site. The</p>	<p>Noted. It is out of scope of the GMS to consider the relocation of the businesses listed, however it is recognised in the growth strategies that streetscape improvements and land for additional employment an business opportunities are needed to support the growth of Canungra to 2041.</p>	No change.

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	Bowling Club - I propose this be relocated to Moriarty Park and or to vacant land, perhaps the site by an early property developer in Finch's Rd. The towns future needs these above parcels of prime land redeveloped to provide must needed parking and tourism growth.		
11663759	<p>"Although we are relative newcomers to Canungra we understand the problems associated with congestion from increasing traffic in the town. The bypass in its proposed location does not seem the answer. The idea of basically putting a major highway through a quiet neighbourhood and to allow heavy vehicles and a continuous line of traffic is ridiculous and dangerous. It may well have been the solution if the council had not approved the Estate. It was very short sighted of the Council not to foresee this problem. The council cannot have their cake and eat it too! The plan does not show where it will exit onto Beaudesert Road. But it will have to negotiate through future stages of the Estate. Good Luck to developers trying to sell that! The salesman was short on information when we purchased our land. Residents in town in favour of the bypass would have a different opinion if it was going down their street. We realise that cost is a major factor and councils are going to choose the cheapest option but why could this not go up the mountain at the top of the Estate. And truly bypass the town altogether. As a temporary measure could we have signage diverting heavy traffic and any through traffic into Kidston Street and Coburg Road and back onto Beaudesert Road, only allowing vehicles stopping at businesses to proceed into Christie Street. In closing we would like to mention a couple of Growth Management Strategy Planning Principles from you website (5 & 7) which seems to us a complete contradiction with the bypass proposal. It seems like the new residents are the only ones effected by this proposal and will certainly not deliver the lifestyle that drew us to the small town of Canungra".</p>	<p>The indicative alignment of a bypass for Canungra has been identified in the planning scheme and Council and State planning strategies for a number of years and it is not a new initiative of the GMS. While the Canungra Bypass project has been mentioned in the GMS, it falls in the jurisdiction of the Department of Transport and Main Roads. Council's role in the project is to advocate for its construction and key parts of the indicative alignment of the corridor are protected from development as they are currently in Council ownership, but as mentioned in the GMS, the project is not currently committed to.</p>	
11664823	<p>The submission requests Council consider including Aquis-owned land and neighbouring land in the Canungra study area. Aquis Farm is an equine business on the edge of Canungra township. The Aquis land is approximately 618 hectares in area, comprising the following 12 lots:</p> <p>Lot 2 on RP79936; Lot 6 on SP246350; Lot 2 on RP228599; Lot 37 on RP31895; Lot 12 on CP880399; Lot 1 on SP246350; Lot 1 on WD5407; Lot 1 on RP32076; and Lots 1, 3, 5 & 6 on SP236463.</p> <p>The submission is also made on behalf of neighbouring landholdings, comprising:</p> <p>52 Franklin Lane, Benobble (Lot 1 on SP138284); 2567 Beaudesert-Nerang Road, Benobble (Lot 2 on SP236463); 2501 Beaudesert-Nerang Road, Benobble (Lot 12 on SP110296); and 2733 Beaudesert-Nerang Road, Benobble (Lot 2 on RP166481).</p>  <p>Figure 1: Aquis (and neighbours') landholdings subject of this submission.</p> <p>The submission contends that the land presents unique opportunities for growth in the locality of Canungra and</p>	<p>The land subject of this submission is not included in the Canungra Study Area because it is outside the Urban Footprint and the GMS has determined that sufficient land exists to accommodate growth in the region's Urban Footprint and Rural Living Areas, without the need to expand further into land in the Regional Landscape and Rural Production Area. Consideration of this land is therefore out of scope and beyond the planning horizon of the GMS.</p> <p>In response to the four points raised in the submission for further consideration:</p> <ol style="list-style-type: none"> 1. The GMS is based on the Queensland Government Statisticians Office (medium series) population projections, in alignment with the <i>ShapingSEQ</i>. A Housing Needs Assessment based on 2021 Census data has provided data on the latest inward migration trends and updated sales data. The Brisbane 2032 Summer Olympics & Paralympics are recognised as a key driver of change within the GMS that will influence how growth occurs in the region. The GMS also acknowledges that strategies will require review over time to respond to changing trends and influences, but ultimately, Council is planning for the achievement of the current dwelling supply benchmarks of the <i>ShapingSEQ</i>. The data underpinning the GMS is based on best practice for determining land supply and has been appropriately applied to the development of the growth strategies. It is recognised that over time, as new information becomes available, some strategies may need to be reviewed in order to ensure that planning policies will meet the needs of the changing population. 2. Canungra's 6% share of growth in additional lots across study areas in the GMS is based on the analysis of land supply - refer to Chapter 5 in the GMS. Canungra is recognised as a place that is constrained in terms of infrastructure to support additional growth (beyond that already planned for under the Planning Scheme) and there are also significant development constraints including steep slopes, flood hazard, bushfire risk, biodiversity (including koala habitat) that do not make it suitable to provide for significant further growth. There is also a strong community desire to maintain a village atmosphere and protect the natural and agricultural landscape values surrounding the township. The 6% share still represents approximately 964 additional dwellings, which is more than double the existing number of dwellings in the study area and considered a significant contribution to the achievement of the dwelling supply benchmark. 3. The GMS recognises that much of the remaining land in Canungra's Urban Footprint is constrained and future water supply is also a major impediment to further growth. The inclusion of constrained land in the Urban Footprint currently gives an unrealistic impression of the capacity of the land to provide for additional growth. The Housing Land Supply and Constraints methodology report that supports the GMS provides details about the constraints that were considered in calculating land supply. There is no evidence that there is additional Urban Footprint required to offset this land that is undevelopable to support growth in Canungra or the region. 4. Council continues to advocate for the delivery of a Canungra bypass to alleviate existing traffic issues in the town centre, resulting in poor amenity and safety. A bypass may also assist in reducing travel times to other areas in the region, however, the need for its construction relates primarily to the existing traffic and amenity concerns that are likely to be impacted further by existing planned growth within the study area. 	No change.

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
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surrounds for the following reasons:

- Unfragmented nature means the land can make a significant contribution to the achievement of dwelling supply targets within the twenty year time horizon;
- A reasonable development of the Aquis land would have benefits for large-scale infrastructure provisioning in the local area, which would largely be developer-funded;
- Development of this land would benefit the Canungra community as a whole as development of this scale would require a large-scale solution to the water supply issues, which is a major concern for locals;
- Aquis' vast land holding could be suitable (in part) for a secondary school in Canungra, where currently none exists. Currently, local children have to travel outside the locality to attend a secondary school, which entrenches motor-vehicle dependency in the Region and causes some valuable retail transactions that often run in parallel with school drop-off and pick-up movements to occur outside of Canungra.

The submission also contends that the following four issues in the draft GMS require further consideration:

1. The assumed population growth to 2041 is too low and does not take into account pandemic-induced regional migration trends or recent new land sales data. The employment projections in the Draft GMS that exceed the 'Employment planning baseline' for Scenic Rim, set out in ShapingSEQ; and 1.4. the potential for the Brisbane 2032 Summer Olympics & Paralympics to attract inward migration to South-East Queensland (including in the Scenic Rim Region);
2. The Canungra study area being planned to accommodate just 6% of the total growth in the Region to 2041;
3. The relevance of ShapingSEQ's urban footprint in the Canungra study area, currently; and
4. The likely impact of a Canungra town centre bypass on preferable settlement patterns in the Canungra study area.

On the above bases, the submission suggests that Council consider amending the Draft GMS as it applies to the Canungra study area by:

- including the Aquis land and Neighbours' Land in the study area;
- including a growth scenario for the Canungra study area based on an assumption that the Canungra town centre bypass will materialise; and
- including greater detail on what land currently in the urban footprint is not realistically developable owing to constraints, including:
 - a) a greater assessment of the implications of that on the capacity of the Canungra study area to accommodate growth; and
 - b) identification of the Aquis land and Neighbours' Land as logical substitutes for accommodating growth in the study area, in lieu of that undevelopable land currently within the urban footprint.

Table 6: Harrisville Study Area

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11817343/13	<p>"After reading the growth management strategy for Harrisville it states there are 168 dwellings as at 2016, with an expected growth of 0.8% by 2041. Already in 2022 Harrisville has an additional 127 residential blocks approved by SRRRC with more than 44 already being developed and built on. Also, with the aged care/palliative care centre being approved for North St, this shows that there will be we'll over 100% growth.</p> <p>With this in mind, community infrastructure needs to be upgraded in Harrisville, including the footpath on Queen Street starting at Muller Court to the town centre needs to be redone. The reason for this is it is extremely unlevel and access points onto road are not user friendly. Honestly this is an accident waiting to happen, which council would be held liable for. This request has been put in by community members previously.</p> <p>The implementation of more sporting facilities for example community fitness equipment in parks etc to ensure community socialisation and active lifestyles. Also, the allotment of more business infrastructure including a fuel station for the increased vehicle flow in Harrisville.</p> <p>I hope these concerns will be looked into as these have been brought up many times at the local Harrisville community watch meeting and Lions meetings".</p>	<p>The planned dwelling supply for Harrisville takes into account existing development approvals (including approved Reconfiguring a Lot development and the Residential Care Facility at North Street). It is recognised that the population growth in Harrisville will be significant if the development potential is realised and the GMS proposes a number of strategies to support this growth.</p> <p>The GMS contains a strategy for streetscape improvements in Harrisville 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.</p> <p>The GMS is not the appropriate document for delivering additional public facilities, however Council is currently undertaking a strategic review of community and sporting facilities, which will examine the supply and provision of such facilities throughout the Scenic Rim.</p>	No change.

Table 7: Kalbar Study Area

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11648205	<p>The submission raises the following matters for Council's consideration:</p> <ul style="list-style-type: none"> • The Council Depot (George Street public park- lot 78 and 80) should be relocated and the space re-invigorated as an attractive park and recreation area with improved visibility and access from George St. • Consider the development of a new parkland on the southern side of the bridge in Edward Street. • George Street bridge needs to be repaired, with incorporating an active transport link from Edward Street on green space behind the Spar supermarket and Royal Hotel. • A conservation corridor should be established that also acts as an active transport link from Edward Street to George Street, passing behind the hotel and linking with the showgrounds. • Incorporate new streetscaping in Kalbar adding to the town's amenity and liveability and most suitable in George and Edward Streets and/or adjacent to William and Anne Streets. • A request for the final draft of the GMS to include images that are indicative of the town and its unique character. 	<p>The scope of the Growth Management Strategy does not include specific projects such as those listed, however as mentioned in the Strategy, Council's upcoming review of the Local Government Infrastructure Plan (required by June 2025), will provide opportunities to investigate future opportunities to deliver additional parks for the region, in alignment with Council's parks and recreation planning program. Council is also undertaking a strategic review of community and sporting facilities, which may address these topics in greater depth.</p> <p>With respect to the need for additional active transport opportunities in Kalbar, a key strategy of the GMS to support population and economic growth is to continue advocating for critical infrastructure led and funded by other levels of government and agencies, as well as continue conducting localised infrastructure investigations that will support a review of the Local Government Infrastructure Plan.</p> <p>Delivery of specific streetscape projects is outside the scope of the GMS but may be considered as part of the Vibrant and Active Towns and Villages initiative.</p> <p>In response to the matters raised, the GMS will be amended to:</p> <ul style="list-style-type: none"> • reflect the need to investigate ongoing streetscape improvements for Kalbar, where aligned with the priorities of Council's Vibrant and Active Towns and Villages initiative. • Identify potential opportunities for additional recreation areas needed to support the projected growth of Kalbar. • Include a recommendation to consider planning mechanisms to further protect and enhance the built form character, which involves a review of the Local Heritage Register and development of character guidelines for new buildings. Character guidelines will most likely include images that are indicative of the desired future character of the town. 	<p>Recommend replacing Edward Street photo with a George Street photo if available.</p> <p>Recommend amending the GMS strategies for the Kalbar Study Area to specifically reference the need to investigate streetscape improvements and other place making initiatives as an ongoing action and in alignment with the priorities of Council's Vibrant and Active Towns and Villages Program.</p>


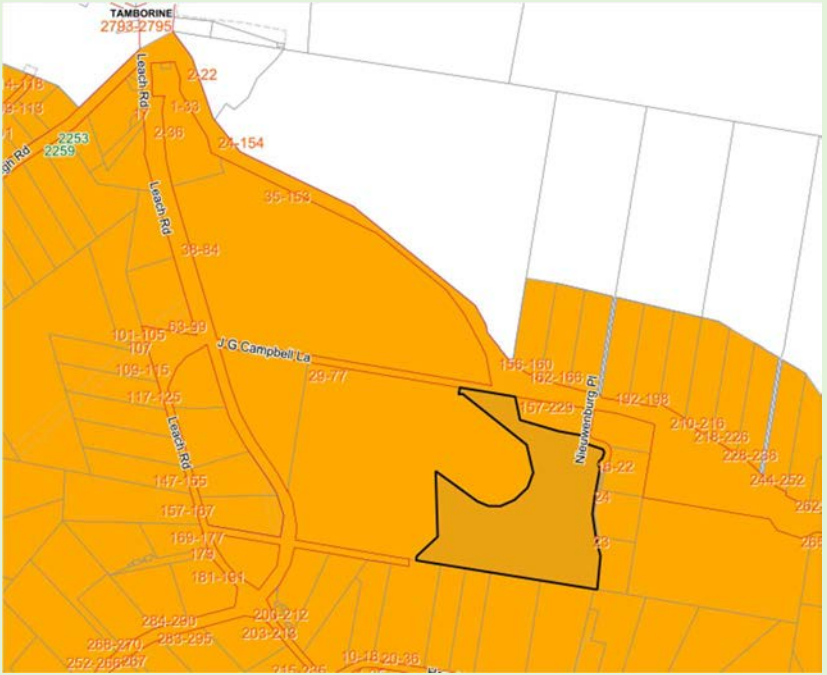
Table 8: Kooralbyn Study Area

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11817343/5	<p>Land is becoming scarce in Kooralbyn and future expansion of the urban footprint is required. Some adjustments to the Growth Management Strategy for Kooralbyn will be essential when the latest Census data is released. Additionally, adjustments may be required as the planning for the Olympic Games evolves.</p> <p>Interestingly it is noted that Kooralbyn is situated in the heart of the Scenic Rim with spectacular scenic backdrop. Kooralbyn is located in the centre of the Scenic Rim however it is only accessible by one route. Kooralbyn is zoned Major Tourism and also a Local Centre. It is now time to recognise the importance of the location of Kooralbyn and ensure that Kooralbyn is accessible by the Scenic Rim population to the west by linking Kooralbyn and Boonah by road.</p>	<p>Further growth in Kooralbyn is limited by the natural constraints of the land, including steep slopes, vegetation and flood hazard. Some of this constrained 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.</p> <p>It is acknowledged that there is evidence of high demand for dwellings in Kooralbyn and strong growth in the study area has been recorded over the last decade, however, the constraints of the land result in very little opportunity for further development. There are over 150 vacant lots currently zoned for residential development in Kooralbyn and the Planning Scheme currently facilitates the creation of additional lots for acreage and low density residential development at an estimated yield of 182 lots.</p> <p>The GMS acknowledges that the resort also presents a major opportunity for further investment to contribute to the reinvigoration of Kooralbyn. The resort's role as a possible Olympic accommodation venue for the 2032 Brisbane Olympic and Paralympic Games also presents a major opportunity to revitalise the resort. Further planning for the delivery of the Olympic accommodation venue in Kooralbyn will need to occur in time.</p> <p>One of the proposed outcomes of the GMS is the development of a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation and delivery of infrastructure improvements throughout the region. This proposed Strategy would allow Council to conduct in-depth analysis of the road and active transport network and identify opportunities for improvements.</p>	No change.
11817343/7	<p>Any future growth in Kooralbyn needs to be mindful that we are in a wildlife corridor. I am a wildlife carer and would love several eucalypt plantations added to the vacant land. Koalas have now been added to the endangered list so this could be a great advertising for Kooralbyn. We have several koala populations already, but to give them a wider safe environment would be welcomed for their population into the future.</p>	<p>The GMS includes a strategy to ensure important biodiversity corridors in Kooralbyn are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors, to identify and protect biodiversity corridors and linkages in Kooralbyn for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020.</p>	No change.
11817343/9	<p>In regards to the Kooralbyn resort and it being upgraded due to the Olympic games, it is very apparent that the resort is very rundown and the owner does not put any money into its current upkeep. I think local and or state government would need to heavily invest in this Resort for it to have any chance of being at all suitable as it already needs a major overhaul and renovation.</p> <p>In regard to any rezoning, local council has to seriously look at even the local facilities, there is one public toilets in all of Kooralbyn which are in a terrible state and even when the local roads are mowed the grass clippings go over the road. What business or enterprise would want to invest in Kooralbyn when we have such poor council maintenance? The local scenic lookout does not even have one public rubbish bin, what if someone wanted to have a picnic up there? A tourist perhaps.</p> <p>There is very little opportunity or incentive for people to gain meaningful employment in Kooralbyn, The resort has poor management and unsafe work practices and highly favours workers whom get government funding, this is also not a great enticement for business men to invest in the area, The whole of Kooralbyn at local and state and federal level needs to be looked at, It is seriously overlooked, take Boonah for example, their landscaping and streets look maintained and tidy for one.</p> <p>This growth management strategy is very basic and a lot more needs to be done to ensure the viability and future success of Kooralbyn.</p>	<p>The GMS acknowledges that the resort presents a major opportunity for further investment to contribute to the reinvigoration of Kooralbyn. The resort's role as an Olympic accommodation venue for the 2032 Brisbane Olympic and Paralympic Games also presents a major opportunity for the revitalisation of the resort. Further planning for the delivery of the potential Olympic accommodation venue in Kooralbyn will need to occur in time. Inclusion of Kooralbyn in Council's Vibrant and Active Towns and Villages program and other economic initiatives may help stimulate commercial growth in the area.</p> <p>The GMS is not the appropriate document for delivering additional public facilities, however Council currently undertaking a strategic review of community and sporting facilities, which will examine the supply and provision of such facilities throughout the Scenic Rim.</p> <p>With respect to encouraging further employment, a current growth strategy for Kooralbyn is that development on 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. The associated planning principle is that 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 and a number of implementation measures are proposed to help facilitate this.</p>	No change.
11817343/19	<p>"Proper drainage; More tidying and checking of drainage in all streets replacing street name signs; Putting in safe footpaths so that residents don't have to walk on the road or in mud."</p>	<p>Drainage improvements are outside of the scope of the GMS, however, may be investigated for delivery via the upcoming update to LGIP. Individual developments will be required to comply with the Scenic Rim Planning Scheme 2020 codes relating to stormwater management and ensuring that sufficient drainage solutions are provided to service proposed developments.</p> <p>The GMS contains a strategy for streetscape improvements in Kooralbyn to enhance pedestrian amenity and create an activated village centre to support the Kooralbyn Resort as an Olympic and Paralympic Games accommodation venue.</p> <p>One of the proposed outcomes of the GMS is the development of a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation and delivery of transport infrastructure improvements throughout the region. This proposed Strategy would allow Council to conduct in-depth analysis of the active transport network including footpaths and shared use paths and identify opportunities for improvements.</p>	No change.
11817343/30	<p>As a resident I would like to see more footpaths/walkways especially on flatter land e.g., alongside the airstrip. As there is very limited flat walking areas in Kooralbyn. I am disabled and unable to walk on uneven surfaces and the 1 footpath area opposite the flats is not sufficient for the residents of this wonderful valley.</p>	<p>The GMS contains a strategy for streetscape improvements in Kooralbyn to enhance pedestrian amenity and create an activated village centre to support the Kooralbyn Resort as an Olympic and Paralympic Games accommodation venue.</p> <p>One of the proposed outcomes of the GMS is the development of a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation and delivery of transport infrastructure improvements throughout the region. This proposed Strategy would allow Council to conduct in-depth analysis of the active transport network including footpaths and shared use paths and identify opportunities for improvements.</p>	No change.
11817343/47	<p>There is a surprising amount of forested area remaining around Kooralbyn, and we would hope none of this is</p>	<p>Further growth in Kooralbyn is limited by the natural constraints of the land, including steep slopes, vegetation</p>	No change.

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
	<p>cleared for future housing, when so much land within the valley is already cleared. We are encouraged by the words: "Important biodiversity corridors in Kooralbyn are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region.</p> <p>Development provides for the protection, maintenance and/or enhancement of environmental values and features, including unique World Heritage areas, contributing to a local and regional network of linkages, corridors and other environmentally significant areas. Through a region-wide investigation of important biodiversity corridors, identify and protect biodiversity corridors and linkages in Kooralbyn for implementation through the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020. Commence investigations to inform policy options in 2022 - third quarter."</p> <p>Kooralbyn is an important hub for wildlife of the drier, open forests of the valleys, such as squirrel gliders and grey-crowned babbler, which although not designated as endangered have been decreasing in numbers throughout their ranges.</p> <p>Much of our focus when planning the corridors has concerned linking the forests of Kooralbyn with those of Mount Alford to the west, Mt Maroon to the south and Birnam to the northeast. As pointed out by former environment officer for SRRC, it is essential while planning corridors to also ensure that Kooralbyn itself can maintain its populations of wildlife.</p> <p>Kooralbyn has great potential for nature-based tourism in addition to its other activities, and this was the reason Wildlife Tourism Australia chose to use the Resort as a venue for its workshop on the potential of the Scenic Rim as an international-famous wildlife destination. It is hoped this is borne in mind - with aesthetic and accessibility in mind as well as biodiversity conservation when approving various developments.</p>	<p>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. Some of the implementation strategies within the GMS are:</p> <ul style="list-style-type: none"> • 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 impression of land available for urban growth. • As part of a future Scenic Rim Planning Scheme 2020 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. <p>While the GMS does not directly deliver ecological protection, it recognises the importance of the Scenic Rim's natural environment in contributing towards and defining the unique character of the region and the need to protect these areas from inappropriate development.</p> <p>The GMS includes a strategy to ensure important biodiversity corridors in Kooralbyn are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. It recommends a region-wide investigation be undertaken of important biodiversity corridors, to identify and protect biodiversity corridors for implementation through the Environmental Significance Overlay as part of a future amendment to the Scenic Rim Planning Scheme 2020. Such an investigation would be much better placed to advise on additional linkage opportunities for Kooralbyn based on ecological value.</p>	
11654449	<p>Would prefer to have population growth spread proportionally across all towns/villages;</p> <p>Beaudesert hub for services;</p> <p>More space - Preferred housing typologies over 700m2, duplexes; Dislike smaller lots and multi-unit typologies;</p> <p>Would prefer to have employment growth spread proportionally across all towns/villages - less travel to/from work allows more time with family;</p> <p>Council should keep up with road/pedestrian infrastructure to match growth.</p>	<p>It is noted that this feedback was provided based on the survey conducted during Phase 1 of the GMS development in March 2021. This feedback has been used to inform the growth strategies for the study areas in the GMS - refer to Phase 1 & Phase 2 Stakeholder Consultation Report (January 2022).</p>	No change
11657971	<p>Development of multiple small residential blocks will destroy the biodiversity of the area - Kooralbyn is not suitable for new residential developments.</p>	<p>Residential growth within Kooralbyn is prioritised on existing land which is already zoned for residential purposes. The GMS also suggests potential changes to residential zoning in Kooralbyn to reflect land that is highly constrained and may not be suitable for residential development. A further GMS strategy seeks to protect areas of important biodiversity and corridor linkages both within Kooralbyn and at a region-wide scale.</p>	No change
11667422	<p>Local police require involvement/consultation on:</p> <ul style="list-style-type: none"> • Council contribution to security design for Olympic Village; • Any change to security design for centre of Kooralbyn; • Approvals for logistics/transport; • Designs for open space areas. 	<p>The GMS is not the appropriate document for delivering additional security, logistics and open space design for Kooralbyn and does therefore not warrant any changes being made to the GMS.</p> <p>Council will however work with Queensland Police regarding future arrangements and planning for the Olympic Village at Kooralbyn. This could include ensuring appropriate Counter Terrorism monitoring takes place; open space and recreational areas including appropriate CPTED (natural surveillance, access control, territorial reinforcement and space management) features; and any changes to security in the vicinity of the Olympic Village/Kooralbyn.</p>	No change

Table 9: Tamborine Study Area

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11817343/26	"No thought process, incorrect head count, over population, no water."	<p>The draft GMS applied the most up to date Census data that was available at the time. Census data is the appropriate source of information to use when measuring household numbers to inform land use policy.</p> <p>The GMS proposes limited further subdivision in the Tamborine Rural Living Area, with a minimum lot size of 1ha, which could result in the creation of 258 lots over the next 20 years. This is recommended to protect the existing character of Tamborine and respond to environmental and infrastructure constraints.</p> <p>The GMS also contains a strategy recognising that 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.</p>	No change.
11817343/29	The draft GMS does not mention changes to the Beenleigh-Beaudesert Rd to cater for higher traffic volumes and the difficulties on the Leach Rd intersection.	While outside the scope of the GMS, it is acknowledged that improvements to the region's transportation infrastructure will be required to support the proposed growth. One of the proposed outcomes of the GMS is implementing a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation and delivery of transport infrastructure improvements throughout the region, noting that some roads (including Beaudesert-Beenleigh Rd) are the jurisdiction of State government. Improving pedestrian access to Leach Road from the Riemore Estate has been noted in the growth strategies for Tamborine.	No change.
11817343/32	<p>"I do not believe that Tamborine is suited for smaller blocks and/or an increase of them. Tamborine residents live here for the rural acreage lifestyle that keeps us separated from the small block estates, and offers a unique and sought-after suburb, driving up house prices and appealing to the family-based household. If you want a smaller block with utilities, which we don't have, then you can go up 10kkm towards Yarrabilba or to Beaudesert. The area you are proposing is in no way capable of handling the centre-based township upgrade that you are referring to either.</p> <p>The Leach Rd upgrade, other than surrounding my property, has no proper road access to enter from either the Beenleigh/Beaudesert Rd, or Leach Rd. Trucks fly through there morning and afternoon, at exactly the same time that you would expect locals to be pulled up waiting to turn left or right, to access whatever facilities you deem needed. Beenleigh-Beaudesert Rd floods at that exact area, and Leach Rd has existing businesses, school bus stops and trucks that use that Rd and cannot safely accommodate the increased traffic conditions. They can barely handle it now.</p> <p>I live at Leach Rd, and can attest to not wanting my privacy and children subjected to carparks, 24hr lighting, 24hr refrigeration and delivery trucks and the public eye looking into our yard at our 3 children, but can also verify that in the 4 years that we have been here, our yard has flooded every year, due to the run off from the block next door (uphill), which then runs into the dam at the base of the area you are proposing to develop. We spent a lot of money fixing up the draining in a property that is not ours, to direct the natural runoff that goes behind our property, into the Leach Rd proposal area and then floods over the bb rd. And this all comes from the culvert that the SRRC has put in to drain the area opposite the bearded dragon hotel, that you want to use for a nature area, into the property next to mine, over mine and into the area you want to commercially develop. There are no gutters, no underground storm water, and it all flows over the land to pool into the Leach Rd proposed development area.</p> <p>Leach Rd is also a wildlife corridor, and the amount of wildlife that we all enjoy here that makes our area beautiful, peaceful but also the Australian experience will be destroyed. I have personally seen magpies, cockatoos, corellas, lorikeets, kookaburra, honey eaters, wagtails and crows that use the trees to breed and find shelter in the property you want to develop, as well as a family of ducks, kangaroos, hares, pigeons, and plovers that all use the property next to me (uphill) and downhill where they enjoy the peace and knowledge that they have food and water to survive.</p> <p>We do not need a supermarket and or other facilities in our small town. We have perfectly adequate small businesses that we support for essentials and Yarrabilba is only 10km up the road which is developing at a massive rate, and will be on our doorstep before we know it. That land will have all the development and facilities that we need, so we can therefore retain our small village identity that we all moved here for".</p>	<p>The GMS proposes limited further subdivision in the Tamborine Rural Living Area, with a minimum lot size of 1ha, which could result in the creation of 258 lots over the next 20 years. This is recommended to protect the existing character of Tamborine and respond to environmental and infrastructure constraints.</p> <p>It is acknowledged in the GMS that access to Leach Road is currently not ideal. The improvements proposed in the GMS include Council-led initiatives such as tying in with the Vibrant and Active Towns and Villages Program, and streetscape improvements that would improve safety for pedestrians and motorists. Any additional businesses are envisioned to be targeted towards local residents for convenience purposes, not to compete with larger centres or draw shoppers from the wider region, similar to the existing businesses on Leach Road.</p> <p>While outside the scope of the GMS, it is acknowledged that improvements to the region's transportation infrastructure will be required to support the proposed growth. One of the proposed outcomes of the GMS is implementing a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation and delivery of transport infrastructure improvements throughout the region, noting that some roads are the jurisdiction of State government.</p> <p>Drainage improvements are also outside of the scope of the GMS, however, may be investigated for delivery via the upcoming update to LGIP. Individual developments will be required to comply with the Scenic Rim Planning Scheme 2020 codes relating to stormwater management and ensuring that sufficient drainage solutions are provided to service proposed developments.</p> <p>The GMS includes a strategy to ensure important biodiversity corridors in Tamborine are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors, to identify and protect biodiversity corridors and linkages in Tamborine for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020.</p>	No change.
11817343/35	<p>A Pedestrian pathway from Old Coach Road to the Leach Road Shopping Village wide enough for mobility scooters would be of great value to the Riemore community, providing a means of exercising for residents and safe travel for the elderly to the local medical centre and other businesses.</p> <p>Upgrading of the Leach Rd intersection would enhance safety for all residents who frequently travel these businesses. Suggested further subdivision along Leach Rd in keeping with developing a town centre to include cafes and a local store, central park, like that provided in the Canungra town centre would enhance the area once roads and street scaping have been improved.</p> <p>I support future subdivision of lots being small acreage sizes, which are in keeping with the local area, and oppose high density living at all levels to maintain the environment, natural wildlife habitats and current acreage living lifestyle the way it is currently.</p>	<p>The GMS includes a strategy to supports a compact, pedestrian-based main street environment in Tamborine Village centre along with on street parking and reduced road reserve width to strengthen existing and proposed retail activities. This would be implemented through Council-led streetscape improvements to Leach Road which would promote an active, safe and attractive village centre for Tamborine.</p> <p>It is acknowledged in the GMS that access to Leach Road from the other side of Beenleigh-Beaudesert Road is currently not ideal. The improvements proposed in the GMS include Council-led initiatives such as tying in with the Vibrant and Active Towns and Villages Program, and streetscape improvements that would improve safety for pedestrians and motorists. One of the proposed outcomes of the GMS is implementing a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation and delivery of transport infrastructure improvements throughout the region, noting that some roads are the jurisdiction of State government.</p>	Include the identification of options to support connectivity between the Riemore Estate and village centre at Leach Road in the growth strategies for Tamborine.

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
		The GMS proposes limited further subdivision in the Tamborine Rural Living Area, with a minimum lot size of 1ha, which could result in the creation of approximately 258 lots over the next 20 years and beyond. This is recommended to protect the existing character of Tamborine and respond to environmental and infrastructure constraints.	
11817343/40	I think that allowing some under-utilised land to be broken down will allow residents to better utilise their assets. I know given the opportunity I would build another house on my block to support my children who I doubt will ever be able to afford their own home. Keeping the blocks at that 1ha will allow us to preserve the community feel, I think it's a positive outcome.	The GMS proposes limited further subdivision in the Tamborine Rural Living Area, with a minimum lot size of 1ha, which could result in the creation of 258 lots over the next 20 years. This is recommended to protect the existing character of Tamborine and respond to environmental and infrastructure constraints.	No change.
11659865	<p>The submission requests Council consider Lot 9-21 Nieuwenburg Place, Tamborine for additional subdivision as it is considered suitable to accommodate a number of lots on the western side of Nieuwenburg Place.</p>  <p>Figure 5: Lot 9-21 Nieuwenburg Place currently in the Rural Zone, but within the Rural Living Area.</p>  <p>Figure 6: Lot 9-21 Nieuwenburg Place currently in the Rural Zone, but within the Rural Living Area.</p>	Although the land subject of this submission is within the Rural Living area designation of the ShapingSEQ, the GMS does not propose further expansion into rural zoned land at Tamborine. The GMS has not identified a need to provide additional rural residential expansion beyond the limited infill locations proposed for Tamborine and Tamborine Mountain. The proposed infill strategy for Tamborine aims to consolidate the existing rural residential development pattern and potentially help facilitate a population base that will support a thriving village centre at Leach Road. Additional land through expansion into rural zoned land is not required and this has the potential to visibly change the existing character of the locality due to the visually prominent nature of this land.	No change.
11667439	If 108 Palomino Road, Tamborine can be subdivided into 4 blocks - what constraints would apply to the subdivision once approved?	The Overlay maps within the Scenic Rim Planning scheme including environmental constraints, can be currently viewed as they apply to the property. A planning scheme amendment must occur before any subdivision can take place and this will require statutory public consultation, a State interest review and approval from the Minister. The GMS proposes directions for future growth, which are intended to be implemented through a range of actions, including a planning scheme amendment. Any future subdivision will	No change.

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11867176	The submission queries the lot frontage requirements proposed for 1ha lots in Tamborine: "Proposed subdivision seem to be unfair for current lots, if there is a 5 acre lot with 60m of street frontage they would be able to reconfigure the lot to have 2 lots with one being a rear block with 10m access way. Note this is in regard to subdivision vs dual occupancy."	The submission makes reference to a scenario where a lot which meets the minimum lot size requirement but does not meet the minimum frontage requirement to subdivide could not accommodate an additional dwelling. An application could still be made to subdivide land if the original parcel were 2ha or greater and the minimum frontage could not be achieved, but would require the applicant to demonstrate how the proposal achieves the planning objectives intended for further subdivision, including proposed lot sizes, frontages, addressing any relevant constraints etc. A specific minimum frontage requirement for cul-de-sac lots may also be considered in the preparation of the amendment to the planning scheme for 1ha lots.	No change.

11660362 It is requested that the GMS give consideration to land outside the Rural Living Area under the SEQ Regional Plan 2017- specifically to land at 2158 Beadesert-Beenleigh Road, Tamborine, described as Lot 12 on SP223752, Lot 21 on RP902997 and Lot 30 on SP223752. It is considered that this land offers many advantages, as it is closer to the existing main road intersection, comprises a large flatter area, under one ownership with less constraints.



Figure 7: 2158 Beadesert-Beenleigh Road in relation to the Tamborine Rural Living Area.

The subject properties are located in the 'Regional Landscape and Rural Production Area' and are therefore not included in the Tamborine Study Area. The Growth Management Strategy horizon year is consistent with the ShapingSEQ horizon year (2041), and the growth envisioned by ShapingSEQ is achievable in the Scenic Rim without expanding the 'Urban Footprint' and 'Rural Living Area' to accommodate growth on additional properties. The growth strategies for Tamborine aim to provide additional growth through an infill strategy involving 1ha lots. Leach Road is also identified as the 'village centre' for Tamborine and there are strategies that support an active, safe and attractive centre. The Employment Land Analysis that supports the GMS does not identify the need for additional land for employment or business to support growth in Tamborine. Overall, this strategy seeks to retain the existing character of Tamborine, without expansion into rural zoned land, which has the potential to visibly change the rural residential character of the locality.

No change.

- The large area each side of the Waterford-Tamborine Road is owned by long-term local residents that wish to provide a compatible and complementary extension to the Tamborine Village footprint to provide additional jobs with areas for light industry and service trades uses and also residential housing to support a workforce close by.
- There is also the opportunity for a retail supermarket in the location as well as a child care centre, subject to further needs analysis investigation.
- A bus link through Lot 1 on RP883236 from the Riemore at Tamborine Acreage Estate to Waterford-Tamborine Road is needed for the local school children.
- Lot 1 on RP883236 (also described as 2679-2763 Waterford Tamborine Road, Tamborine Qld 4270) is located adjacent to a developed Rural Residential Estate (the Riemore Estate), The existing Tamborine Village Township and has good frontage on 2 boundaries to state-controlled roads.
- The Riemore Estate is serviced by with potable water capable of being expanded to cater for future development and also has the capacity to allow for sewerage to service the future development with effluent disposal to land areas.
- Under the ShapingSEQ- the South East Queensland Regional Plan 2017, the land is adjacent to a Rural Living Area. The land on the northern side of Waterford -Tamborine Road is open farmland under one ownership and offers future opportunity for development.
- The distance between Yarrabilba to the north of Tamborine and the Rural Village Area to the south of Tamborine ranges from 2.4km to just over 5km. The previous proposal submitted during the previous 2017 regional plan public consultation, sought to build on existing village elements and consolidate a village style development, distinct from large scale urban development to the north in Logan City.
- The current landowners of 2679 - 2763 Waterford Tamborine Road , Tamborine have advised that previous discussions with a former Council Director of Regional Services and a former Manager Planning, was for any concept Subdivision design that new Lots would need to be greater than 800m2 in area. The landowners have also advised they have undertaken preliminary investigation into location for a suitable effluent system.

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
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- It is suggested that the Investigation Area also consider all the area around the existing Tamborine Village, which is in the Regional Landscape and Rural Production area and has frontage to state- controlled roads. A radius of 2.5km from the current intersection of Beaudesert-Beenleigh Road, Waterford-Tamborine Road and Tamborine Mountain Road is one option.

11661336

It is submitted that the GMS should give consideration to land outside the Rural Living Area under the SEQ Regional Plan 2017. Specifically to land at 2679-2763 Waterford Tamborine Road, Tamborine QLD 4270 (Lot 1 on RP883236).

There is the opportunity for a retail supermarket in the location as well as a child care centre. There is also a need for a bus link through that lot from Riemore at Tamborine Acreage Estate to Waterford-Tamborine Road.

The Investigation Area should also consider all the area around the existing Tamborine Village, which is in the Regional Landscape and Rural Production area and has frontage to state-controlled roads. A radius of 2.5km from the current intersection of Beaudesert-Beenleigh Road, Waterford-Tamborine Road and Tamborine Mountain Road is one option.

Figure 8: 2679-2763 Waterford Tamborine Road in relation to the Tamborine Rural Living Area.

Refer to response for submission ID 11660362, above.

No change.

11767220

The submission seeks in-principle support for the strategically located land at 2728-2758 Waterford Tamborine Road, Tamborine (Lot 21 RP902997). The land is a 18.74 hectare Rural zoned lot, relatively unconstrained by natural hazards which is currently within the Regional Landscape and Rural Production Area (RLRPA), to be included within the Rural Living Area of the ShapingSEQ Regional Plan land use category.

Refer to response for submission ID 11660362, above.

Housing diversity and dwelling supply recommendations are proposed within the draft GMS including limited additional growth in Tamborine that aligns with ShapingSEQ and its intent for growth to occur within the Rural Living Area and Urban Footprint area, where appropriate. The Growth Management Strategy proposes suitable additional lots to be developed which are similar in size to other residential lots in the Rural residential zones of Tamborine and which are appropriately created within the existing rural residential landscape, rather than proposing new rural residential growth in rural or un-serviced land.

The GMS draft Principles identify the necessary supply of appropriately zoned, planned and serviced land to be sequenced and logical in terms of zoning and infrastructure provision, as well as being complementary to existing population areas and located within urban areas which can provide for diverse, high quality housing. The submission's proposal does not align with the Principles of the draft GMS, particularly in relation to those included under the headings of Settlement pattern, Sequencing or Planning Framework.

No change.

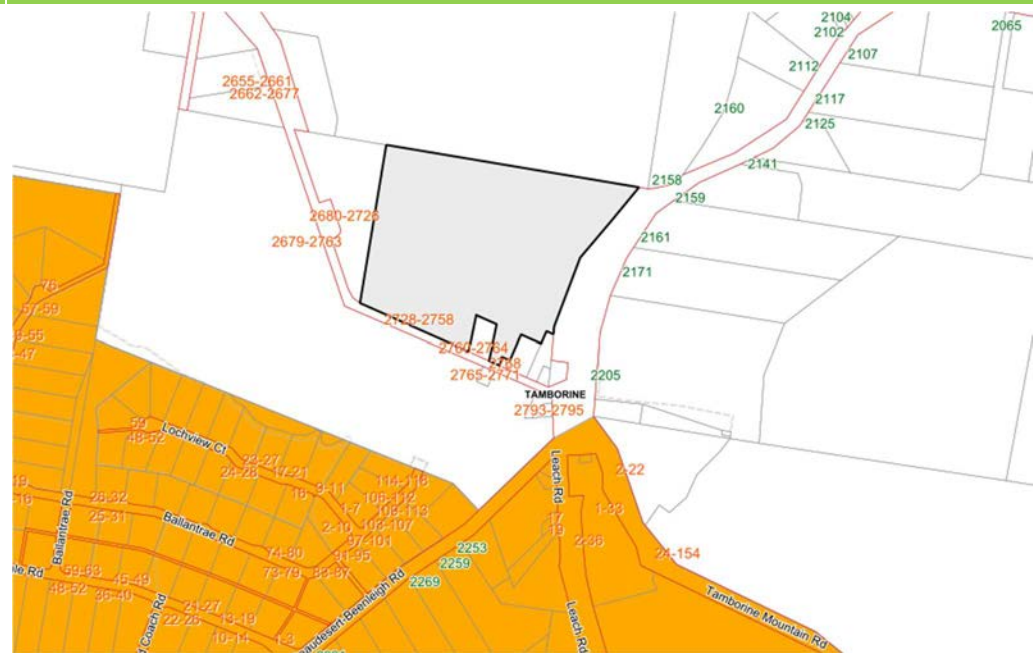


Figure 9: 2728-2758 Waterford Tamboresine Road in relation to the Tamboresine Rural Living Area.

The planning grounds for the inclusion of the subject site within the Rural Living Area provided in the submission are summarised below:

- The site has a strong nexus with the adjacent Tamboresine Village and existing Rural Residential Zoned land;
- The site provides a significant opportunity to help address the identified need for small dwellings in Tamboresine;
- Critically, the site is closer to existing community and transport infrastructure than areas currently identified in the Rural Living Area and Rural Residential Zone;
- The site supports the sustainability of Tamboresine by providing sufficient land and infrastructure to accommodate population growth while avoiding the fragmentation of productive rural land;
- The site enables well-designed growth that integrates sensitively with existing local character while encouraging the viability of the rural residential economy;
- The site is predominately clear of state and local government constraints, unlike other Tamboresine land;
- The adjoining land parcels to the north and west are heavily constrained with Endangered Regional Ecosystems. The northern boundary of the subject site is therefore, considered to be more appropriate to act as the boundary for the Rural Living Area designation;
- The site is not viable for agricultural purposes;
- The site has high amenity and excellent access to community and transport infrastructure; and
- The land is under single ownership and therefore is more easily developed than fragmented land areas.

A submission as part of the ShapingSEQ review will also seek to include the site in the Rural Living Area (RLA), increasing the current RLA boundary of Tamboresine, through representations to the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) and proactively advocate for the Rural Living Area category in the review of ShapingSEQ. The inclusion of the land in the GMS study area for Tamboresine would recognise the potential of the site to provide additional rural living housing stock and small dwellings for Tamboresine over the medium term.

It is considered the proposal aligns with the Draft GMS Planning Principles and makes an important contribution to the overall rural dwelling supply for the Scenic Rim and dwelling supply mix within Tamboresine, enabling housing diversity and allowing local residents the opportunity to 'age in place'.

The submission further notes that the site is closer to community and transport infrastructure than other parts of Tamboresine the are included in the RLA and Rural Residential Zone. It is also a large relatively unconstrained site under single ownership that avoids the fragmentation of productive rural land and could easily enable development.

11664553	<p>The submission contends that there should be no more subdivisions at Tamboresine for the following reasons:</p> <ul style="list-style-type: none"> • It is contrary to the existing Planning Scheme and no further growth is required. • Tamboresine has limited infrastructure networks (Storm water, water supply, waste water, sewer, electricity, 	<p>The GMS proposes additional growth in the Tamboresine Study Area through infill subdivision that aims to retain the existing rural residential character. It is a policy that recognises there are very limited opportunities for new rural residential development in the region for which there is a very high demand. The growth is not significant</p>	No change.
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SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
	<p>telecom, NBN and feral animals).</p> <ul style="list-style-type: none"> Population growth is already available through occupation of vacant land, dual occupancy and secondary dwellings and the draft GMS has not considered this. The current plan sets as a minimum not maximum the number of additional residents and thereby deceives the current residents that what is planned is a capped or marginal growth. The Scenic Rim Regional Council does not need Tamborine to take up the so-called "required growth". There is more than enough vacant land within the Scenic Rim, excluding Tamborine and Mt Tamborine, for extra growth. However no infrastructure (Storm water, water supply, waste water, sewer, electricity, telecom, NBN) has been implemented to match this suggested growth. Beaudesert and Boonah have the requisite amenity for residents to match the so-called required growth and therefore have expansion capability whereas Tamborine does not. Especially when co-locating with businesses. Tamborine is less than one percent of the total footprint of the total area of the Scenic Rim. Developmentally there are many opportunities elsewhere. The Scenic Rim does not require Tamborine population growth in order that the Scenic Rim growth is sustainable. This fundamentally is in contrary to "sustainable growth principles. Tamborine is a premium location within the Scenic Rim. The Strategic Plan, in fact and in evidence, adds no value with no infrastructure management and implementation plan for Tamborine. Ample opportunities exist elsewhere in the shire without further damaging and impugning the integrity of the lifestyle without further damaging the unique character of Tamborine. With reference to the overall Draft Scenic Rim Growth Management Strategy 2041 – there is a need for better business cases to be advanced for the high density regions within the Scenic Rim thus advancing the desired lifestyle characteristics. All quotations derived from draft Scenic Rim Growth Management Strategy 2041("Strategic Plan") "The Council through the draft Growth Management Strategy ("Strategic Plan") has determined that the current Scenic Rim Planning Scheme 2020 has adequate zoned land (My emphasis) to meet the dwelling supply benchmarks and employment planning baselines identified within Shaping SEQ". Then the rest of your Strategic Plan is a non-sequita. The proposed approach seeks to increase the planned dwelling supply to approximately 15,000 dwellings when in fact the State government has stated 11,000. This is a socio political slight of hand. No clarity surrounds the ambiguous statement in the plan: "the uptake of more diverse development opportunities for housing in a range of locations and to provide market flexibility" ("Strategic Plan"). What is envisaged is not made explicit for Tamborine. Tamborine already has development opportunities and market flexibility and the lifestyle choices for the Tamborine are already agreed upon. (See your own Council Public Consultation Review). "The unique and diverse growth issues for key localities within the region have also been considered and the draft Growth Management Strategy also 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." (My emphasis) ("Strategic Plan"). This is deceptively loquacious when the opposite was the case in the Review process. No mention is made of what is the surfeit level of such growth issues. This convoluted plan does not address the "jobs required in the Scenic Rim" ("Strategic Plan"). What jobs are being constantly referred to? The constant repetitive referral to Bromelton is now over-used. The job numbers in the plan are development numbers, not sustainable employment numbers in the Scenic Rim. Transparently, the historical "development" statistics indicate that the contractors, sub-contractors, employees travel in from outside of the Scenic Rim. This aspirational thought does not translate into an implementable tactical plan. A business growth plan. "As a formal adopted policy position of Council, the Growth Management Strategy will also provide policy direction to progress implementation actions and identify areas for future review" ("Strategic Plan"). A formal strategic plan is not and never a policy statement. This does not meet the benchmark standard of planning. The statement "... 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." ("Strategic Plan") is vacuous with no reference points. This does not meet nor impact Tamborine. Consequently, Tamborine should be off the Council's target list and more attention to areas where it is required. "Development is prioritised in locations which have direct access to and/or will directly benefit from the provision of infrastructure (including planned infrastructure) through appropriate land use initiatives." ("Strategic Plan"). These were previously determined within Tamborine area. This provides no basis for the new Strategic intent when the original and competent Plan was not met. Land use has already been determined in the documents from 2016-2020. "Growth Management Strategy is supported and facilitated through the subsequent development assessment processes and future Scenic Rim Planning Scheme 2020 amendments including a review of the Local Government Infrastructure Plan". ("Strategic Plan"). This is a declaration of retrospective 	<p>in terms of its contribution to the 11,000 dwellings that Council is required to plan for under the ShapingSEQ, but it will support the consolidation of the existing Rural Living Area and make use of existing infrastructure, rather than expanding further into rural land. The growth is not 'required' to occur in any particular place in the Scenic Rim region , however, Council is taking a responsible approach to planning for the projected population growth that takes into account the statutory framework (ShapingSEQ), constraints and housing needs. The GMS provides for growth to occur region-wide in areas that are well-serviced and complements planning and development outcomes in existing development areas.</p> <p>The GMS is based on the premise that in order to achieve the dwelling and employment benchmarks of the ShapingSEQ, the Planning Scheme should provide zoned land to accommodate approximately 15,000 dwellings. This will support the uptake of more diverse development opportunities for housing in a range of locations and provide market flexibility.</p> <p>A comprehensive analysis of land supply to support employment in the Scenic Rim was undertaken to inform the GMS and determined that there is currently sufficient land available to support employment projections. Th GMS notes that Council will continue to pursue a rand of alternative non-planning strategies to encourage additional employment within the region so that fewer residents need to travel outside of the region for work.</p> <p>Planning schemes are intended to be living policy documents that are updated to respond to changing needs, constraints and opportunities. Planning scheme changes are required to be based on evidence and are subject to public consultation. The GMS has determined that Tamborine is a suitable location to support infill rural residential development that will align with the existing strategic vision outlined for the place in the current Planning Scheme.</p>	

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
	<p>planning. Nothing has been done regarding employment benchmark of new jobs between 2016 and 2020 – no “pegs” and no “holes” to pit them in.</p>		

Table 10: Tamborine Mountain Study Area

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11817343/3	"Why do Council want to turn Tamborine Mountain into a retirement haven? The last three house sales near me on the south end have been made by affluent middle-class families with young children. A retired population appears to result in little more than endless complaints about progress, no public transport, and how wrong Council is. Working people are busy contributing tax, to schools, kids sport, and eating out".	There is currently an undersupply of retirement and aged care facilities which provide the opportunity for ageing residents to live in a more supportive environment if they desire, and the GMS seeks to facilitate these kinds of development to give residents more options. Tamborine Mountain in particular, is projected to have an increased proportion of older persons and smaller households by 2041. This means that there is a need to provide for a range of housing on Tamborine Mountain that can cater for the variety of household types, including for a projected undersupply of retirement living housing options. A GMS strategy identifies specific parcels of land that may be appropriate for development of these types of facilities on Tamborine Mountain.	No change.
11817343/4	"More town house and strata title properties to cater for increasing population".	The work undertaken as part of the GMS has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in very limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. It is acknowledged that some residential lots are highly constrained, which is why only a limited number of lots have been identified as being suitable for further subdivision. No town house development is proposed, however strata title options may be available for some sites through the Dual Occupancy provisions, subject to meeting the relevant Planning Scheme provisions related to minimum lot size.	No change.
11817343/6	"The mountain if it is to retain its beauty/flora and fauna is not suitable for further development and even now despite its population lacks appropriate services i.e., swimming pool (current one sadly small and outdated)".	<p>The work undertaken as part of the GMS has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in very limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. It is acknowledged that some existing residential lots are highly constrained, which is why only a limited number of lots have been identified as being suitable for further subdivision.</p> <p>The GMS includes a strategy to ensure important biodiversity corridors on Tamborine Mountain are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors that will identify, and protect biodiversity corridors and linkages on Tamborine Mountain for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020.</p> <p>The GMS is not the appropriate document for delivering facilities upgrades, however Council is currently undertaking a strategic review of community and sporting facilities, which will examine the supply and provision of such facilities throughout the Scenic Rim.</p>	No change.
11817343/17	<p>"I'm concerned expansion of Tamborine Mountain is being planned.</p> <p>The amount of new lots (132) may be small in the whole Scenic Rim plan, it's small enough to distribute this number over other areas of the Scenic Rim that have proper services, but large enough to have an irreversible negative impact on our ground water/bore water quality and quantity.</p> <p>I can see not having reticulated sewerage and water services combined with a lack of understanding of our geohydrology to be an unacceptable risk to our ground water. Any further development that increases pressure on our groundwater should be halted until further detailed study can show there's no risk to our groundwater. Or alternatively development can occur if and when reticulated sewerage and water supply is installed".</p>	<p>The work undertaken as part of the GMS has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in very limited growth over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. It is acknowledged that some existing residential lots are highly constrained, which is why only a limited number of lots have been identified as being suitable for further subdivision.</p> <p>The total number of additional dwellings as provided for by the GMS over 20 years equates to less than 7 new dwellings per year and whilst only contributing a small amount of additional dwellings for the region, the contribution is nevertheless still important and appropriate for a study area that contains existing Urban Footprint and Rural Living Areas.</p> <p>Any development applications for further subdivision will be required to demonstrate that they can be appropriately serviced.</p>	No change.
11817343/26	<ul style="list-style-type: none"> "There is NOT a thing about water? This is a major concern. The last head count was 2016, you better count again properly due to the already approved estates, what about a bypass that was supposed to have been done already. No thought process, incorrect head count, over population, no water". 	<p>Tamborine Mountain's water supply is addressed in the GMS in Section 9.13. A specific growth strategy is that new development on Tamborine Mountain provides sufficient capacity for on-site water supply in order to reduce increased demand on the urban water supply network during times of drought.</p> <p>The 2016 Census data was used to inform the draft GMS because 2021 Census information was not available at the time. Further, the scope of the GMS is to identify how dwelling and employment land supply benchmarks will be achieved between 2016 and 2041. This is why 2016 dwelling supply numbers are still included in the GMS as this represents the base year. 2021 Census data that was available has been reflected in the GMS and the updated dwelling (household) numbers in study areas.</p> <p>The Cook Road (Tamborine Mountain) bypass project has been mentioned in section 6.2.2 of the GMS for context, however it is not currently funded by the State government. The realisation of this project and others would help unlock prosperity and growth within the Scenic Rim. One of the proposed outcomes of the GMS is</p>	No change.

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
		implementing a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation, and delivery of transport infrastructure improvements throughout the region, noting that some roads may be the jurisdiction of State government.	
11817343/31	I think there should be a children's park in the Eagle Heights area - (between Gallery Walk and White Rock area and down Magnetic) as there is nothing for the kids to do there and no footpaths or bike paths for them to get to anywhere. This area has a large population of rate payers as most are just house blocks yet areas like Mount Tamborine have more paths and less population as there are more acreages there.	The GMS is not the appropriate document for delivering additional facilities of this nature, however Council is currently undertaking a strategic review of community and sporting facilities, which will examine the supply and provision of such facilities throughout the Scenic Rim.	No change.
11817343/33	We shouldn't be increasing the population on Tamborine Mountain with such poor facilities and roads. Let's start to improve these things before we even consider increasing the population.	<p>The work undertaken as part of the GMS has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in very limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. It is acknowledged that some existing residential lots are highly constrained, which is why only a limited number of lots have been identified as being suitable for further subdivision.</p> <p>The total number of additional dwellings as provided for by the GMS over 20 years equates to less than 7 new dwellings per year and whilst only contributing a small amount of additional dwellings for the region, the contribution is nevertheless still important and appropriate for a study area that contains existing Urban Footprint and Rural Living Areas.</p> <p>While outside the scope of the GMS, it is acknowledged that improvements to the region's infrastructure will be required to support the proposed growth. One of the proposed outcomes of the GMS is implementing a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation, and delivery of transport infrastructure improvements throughout the region, noting that some roads may be the jurisdiction of State government. Council is currently undertaking a strategic review of community and sporting facilities, which will examine the supply and provision of such facilities throughout the Scenic Rim.</p>	No change.
11817343/36	<p>Tamborine Mountain has already reached its predicted growth on current figures. There should be no more subdivision on Tamborine Mountain. It already has insufficiently green space for the size of the population: 8,344.</p> <p>There should be a building covenant placed over Main Street to restrict buildings to a façade of the 1920s era, in keeping with the olde world charm of the village that is so appealing to tourists. The unique character of the Mountain should be preserved as a tourist destination and housing development sited elsewhere.</p>	<p>The GMS has been updated to provide further clarity about the numbers used to explain planned growth and the dwelling supply numbers and using 2021 Census data that is available.</p> <p>The work undertaken as part of the GMS has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in very limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. It is acknowledged that that some existing residential lots are highly constrained, which is why only a limited number of lots have been identified as being suitable for further subdivision.</p>	No change.
11817343/41	<p>It sickens me to read the manipulated 'gumph' included in that report.</p> <p>The report identifies and highlights significant and important requirements for the future of Tamborine Mountain BUT then completely destroys its integrity by twisting everything to favour the current Councils political agenda. Anybody who knows anything about Tamborine Mountain, knows that all of the included 'Strategies' are nonsensical and unachievable... but to the uninformed (or mis-informed), seem plausible and dare I say attractive. AND THERE'S THE RUB... the Growth Management Strategy has been drawn up for an audience that Council wishes to attract to the region and not for the audience in-situ... the residents!</p> <p>The Growth Management Strategy fails in that, "It's not about us and our needs - it's all about you and your wants!"</p>	The GMS has been developed to ensure the Scenic Rim meets the dwelling and employment land supply benchmarks established in <i>ShapingSEQ</i> . Background studies including a housing needs assessment and an employment needs analysis have been conducted to make sure the proposed strategies are based on evidence and are appropriate and feasible.	No change.
11817343/42	<p>The current amenity of Tamborine Mountain (TM), a jewel of National Parks and natural beauty, is already compromised with high density rural and residential lots and increasing visitation pressures. Whilst I understand growth happens and the need to share it around, we can't destroy this jewel when there is so much land option in more rural settings. From this view point I propose:</p> <p>Any further land/subdivisions for dwelling be 2Ha minimum (105 dwellings or less!)</p> <p>I support retirement and residential care facilities.</p> <p>Maintain no reticulated water or sewage facilities, research innovative water storage options</p> <p>Enhance natural areas through careful consideration of wildlife corridors, riparian buffers and repair, public education, support of landowners and community land care groups</p> <p>Council and State Gov't to work cooperatively and harder at resolving the excess of commercial water mining on TM.</p>	<p>The work undertaken as part of the GMS, has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in very limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. It is acknowledged that existing residential lots are highly constrained, which is why only a limited number of lots have been identified as being suitable for further subdivision.</p> <p>While the GMS does not directly deliver ecological protection, it recognises the importance of the Scenic Rim's natural environment in contributing towards and defining the unique character of the region and the need to protect these areas from inappropriate development. The GMS includes a strategy to ensure important biodiversity corridors on Tamborine Mountain are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors that will identify, and protect biodiversity corridors and linkages on Tamborine Mountain for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020.</p> <p>In the final GMS the work to update Matters of Environmental Significance and the investigation of biodiversity corridors and linkages has been prioritised over any amendment involving additional use of dwellings for</p>	No change.

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		<p>housing land supply (including the proposed subdivision policy for Tamborine Mountain).</p> <p>Support for retirement and residential care facilities is noted.</p> <p>2Ha minimum for subdivision is noted.</p> <p>The Planning Scheme does not support commercial groundwater extraction.</p>	
11817343/45	<p>STOP development on Tamborine Mountain. We have no water or sewerage system. We do not want the town to look like Beaudesert, Canungra or Boonah.</p>	<p>The modest growth proposed within the GMS for Tamborine Mountain makes an important contribution to achieving the dwelling supply benchmarks for the region overall and is commensurate with the projected growth expected for the Study Area over the next 20 years. Such growth should be achievable without impacting the existing character, environment, infrastructure capacity and neighbourhood amenity of Tamborine Mountain. The total number of additional dwellings over 20 years as provided for by the GMS, equates to less than 7 new dwellings per year and whilst only contributing a small amount of additional dwellings for the region, the contribution is nevertheless still important and appropriate for a study area that contains existing Urban Footprint and Rural Living Areas.</p> <p>Under the growth strategies for Tamborine Mountain, the settlement pattern will not resemble Beaudesert, Canungra or Boonah, because the strategy involves limited infill subdivision with a minimum lot size of 1ha.</p>	No change.
11630748	<ul style="list-style-type: none"> • There should be no further subdivision being permitted on Tamborine Mountain and should be reflected in the new planning scheme. • Ecological value, landscape character, amenity, constraints, climate related risks, and lack of reticulated water and sewerage should be considered. • Road network and access roads to Tamborine Mountain should also be considered for future planning in the GMS strategy - as the local roads are becoming more congested, with one closed due to landslip and other roads vulnerable to closure during weather events and bushfires. • The statistics used to claim the potential residential growth based on the GMS strategies is being confined to the population added by 132 residential lots disregards dual occupancies, secondary dwellings, cabins and growing market for accommodation/tourism. • The residential care and retirement facilities accommodating for an ageing population of local residents ignores the commercial reality of how community facilities are not under any obligation to accommodate for local residents based on those developments being equipped for commercial businesses. • Mapped conservation corridors are theoretical and extend over private property with vegetation overlays. Would be subject to exemptions for vegetation clearing. • Other locations in Scenic Rim should accommodate the population, not Tamborine Mountain. 	<p>The work undertaken as part of the GMS has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain in the Rural Living Area and Urban Footprint. This will result in very limited growth through infill subdivision, being in the order of 132 additional lots over the next 20 years, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. It is acknowledged that some existing residential lots are highly constrained, which is why only a limited number of lots have been identified as being suitable for further subdivision.</p> <p>Throughout the GMS, Ecological value, landscape character, amenity, constraints, climate related risks, and lack of reticulated water and sewerage are considered and supported by Strategies, for example at Tamborine and Tamborine Mountain a strategy is in place to investigate policy to increase domestic water supply capacity for new dwellings that are not connected to reticulated water supply.</p> <p>In regard to road infrastructure, TMR was consulted in the development of the draft GMS, including the proposal to facilitate infill residential development on Tamborine Mountain. TMR confirmed that the additional residential development expected on Tamborine Mountain proposed by the GMS is not expected to result in capacity issues within the road network.</p> <p>Both the state government and Council continue to invest in road safety initiatives and projects to improve the safety of their networks, with several safety projects already planned by TMR for the Tamborine Mountain transport network over the coming years. To ensure the continued planning for safety for all transport modes, any future development will be required to meet the relevant transport and road planning requirements, taking into consideration management of parking infrastructure, provision of infrastructure for pedestrians and cyclists and safe road infrastructure.</p> <p>The Growth Management Strategy has accounted for the current potential to develop vacant land, Dual occupancy and Secondary dwellings on Tamborine Mountain as part of the analysis which supports the GMS, with the potential additional 132 lots representing above and beyond what the current Planning Scheme provisions potentially allow to be developed in terms of vacant lots, Dual occupancies and Secondary dwellings. In terms of development of new accommodation units, there has been a marginal increase over the past ten years. Between 2012 and 2021, 40 tourist accommodation units have been developed, averaging 4 per year. Air B&Bs and B&Bs are generally located within existing dwellings (some of which are included in the yearly average dwelling, secondary dwelling and dual occupancy growth).</p> <p>The GMS also identifies specific lots that may be suitable for the provision of additional Retirement Facilities and Residential Care Facilities at suitable locations, in recognition of the projected undersupply of this type of housing for Tamborine Mountain in the future (as outlined within the Housing Needs Assessment prepared in support of the GMS). It is understood that there are commercial factors that will influence whether retirement and aged care facilities will viably establish on Tamborine Mountain, however the GMS proposes to ensure that the Planning Policy is not an inhibitor to the development of this housing type needed to support the ageing population.</p> <p>The GMS includes a strategy to ensure important biodiversity corridors on Tamborine Mountain are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors that will identify and protect biodiversity corridors and linkages on Tamborine Mountain for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme</p>	No change.

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		<p>2020.</p> <p>In the final GMS, the work to update Matters of Environmental Significance and the investigation of biodiversity corridors and linkages has been prioritised over any amendment involving additional use of dwellings for housing land supply (including the proposed subdivision policy for Tamborine Mountain).</p> <p>The GMS proposes residential growth for other parts of the Scenic Rim Regional Council area. More substantial residential growth is proposed in Beaudesert where larger areas of unconstrained land are available. The modest growth proposed within the GMS for Tamborine Mountain makes an important contribution to achieving the dwelling supply benchmarks for the region overall and is commensurate with the projected growth expected for the Study Area over the next 20 years. Such growth should be achievable without impacting the existing character, environment, infrastructure capacity and neighbourhood amenity of Tamborine Mountain.</p>	
11664833	There should be more subdivision made available on Tamborine Mountain with considerations to having a minimal of 1 acre of land being maintained, and that safety of driveways entering main roads are considered.	<p>The Growth Management Strategy proposes growth within the Urban Footprint and Rural Living Areas of the region, instead of within the Regional Landscape and Rural Production Area (as designated within <i>ShapingSEQ</i>), which is generally limited in terms of further residential growth. This is so that growth does not sprawl into areas that are difficult and costly to service or that are constrained by environmental, hazardous or productive land impediments to residential development.</p> <p>The GMS proposal for some limited additional growth on Tamborine Mountain therefore aligns with <i>ShapingSEQ</i> and its intent for growth to occur within the Rural Living Area and Urban Footprint area, where appropriate. The Growth Management Strategy proposes suitable additional lots to be developed which are similar in size to other residential lots in the Rural residential zones of Tamborine Mountain and which are appropriately created within the existing rural residential landscape, rather than proposing new rural residential growth in either environmentally sensitive, productive agricultural, rural or un-serviced land. The provision of infrastructure on Tamborine Mountain is also limited and not conducive to large-scale subdivision.</p> <p>Care has been taken by Council not to negatively impact the amenity of Tamborine Mountain through the proposed additional lots. Any new additional residential lots are mostly expected to be located behind existing residences, with access via side boundary driveways on large lots (minimum new lot size of 1 hectare and above). Therefore, the request for more subdivision to be made available on Tamborine Mountain over and above that already identified within the GMS, is not supported or warranted.</p>	No change.
11664850	<p>The submission raises the following key points:</p> <ol style="list-style-type: none"> 1. The impacts of Covid-19 need to be addressed. 2. Further subdivision on Tamborine Mountain is not supported. 3. Tamborine Mountain has recently been subject to inappropriate development and there is no Council follow-up in regard to compliance. 4. Tamborine Mountain is greatly affected by the 'hard constraints' applied to the analysis of developable land. Why is Council proposing additional growth? Council's flood mapping needs to be updated, providing recent flood events, prior to the identification of future areas for subdivision to meet anticipated population growth across the Scenic Rim. The new declaration of Koalas being officially an endangered species should be addressed in relation to habitat destruction to make way for 'development'- as the current Mapped Core Koala Habitat does not mean anything. 5. The agricultural activities that support nature-based tourism and local food supply on the Mountain should be adequately acknowledged in the GMS and supported (but only as long as properties larger than 1ha remain). 6. Comment that the GMS is proposing growth directions contrary to community feedback and noting that the majority of respondents to the 2021 online survey were Tamborine and Tamborine Mountain residents, who indicated strong support for acreage living. 7. Comments about the need for infrastructure, such as the Cook Road bypass to improve traffic flow on Gallery Walk, but Council's advocacy for their delivery will not necessarily result in their delivery. Why is Kooralbyn the only 'major tourism area'? 8. There needs to be some points of difference (uniqueness) between Tamborine Village and Tamborine Mountain as they are combined as one 'catchment'. This does not align with the intent of GMS. 9. Concerns that development that does not necessarily meet the Retirement Facility definition, such as community-title development, will occur on Tamborine Mountain. 10. The need for additional lots to allow for further dwellings has not been established, nor has the actual current population. 11. The Housing Needs Assessment does not appear to lead to recommendations of the GMS in all cases and how will smaller dwellings be provided for in the Scenic Rim? 12. Tamborine Mountain is poorly serviced and will not be able to provide for additional employment 	<ol style="list-style-type: none"> 1. The GMS notes that population, employment, demand for housing and travel behaviour have all been significantly affected by the Covid-19 pandemic and it will take time to understand the longer term implications of the Covid-19 pandemic alongside existing trends. The GMS will need to be reviewed periodically, to ensure that the growth policies developed remain relevant and appropriate to respond to community needs. 2. Noted. The work undertaken as part of the GMS, has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. Care has been taken by Council not to negatively impact the amenity of Tamborine Mountain through the proposed additional lots. New residential growth has not been proposed on Tamborine Mountain where land is constrained from providing the appropriate infrastructure to service these new lots. 3. Noted, however this is out of the scope of the GMS. 4. Council's current flood mapping and the Queensland Government Koala conservation policies were taken into account into the consideration of constraints that determine whether land is suitable for development. The Housing Land Supply and Constraints Methodology Report supporting the GMS provides details and the combined constraints are shown on the Tamborine Mountain Study Area Map. 5. The proposed policy to enable limited infill subdivision on Tamborine Mountain does not apply to the Regional Landscape and Rural Production Area designation of the ShapingSEQ. This land is generally currently included in the Tamborine Mountain Rural Precinct of the Rural Zone and the creation of lots less than 100ha is prohibited as per the Planning Regulation 2017. Consultation with the Department of Agriculture, Forestry and Fisheries also informed the GMS growth strategies and it was considered that lots 1ha and above are sufficient to provide for agritourism opportunities. These land uses are supported in the Tamborine Mountain Rural Precinct and, where appropriate, in the Rural Residential Zone. 6. The statement in the GMS fact sheet refers to public consultation of the Planning Scheme in 2018 - not the online survey that indicated housing options and preferences in 2021. The public consultation of the draft Scenic Rim Planning Scheme in 2018 proposed rural residential subdivision on 	No change.

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	<p>opportunities, so additional dwellings should not be planned for the Mountain.</p> <p>13. Page 23 of the draft GMS refers to the 'certain circumstances on Tamborine Mountain where 1ha lots are proposed', but 'certain circumstances' are not defined.</p> <p>14. Objection to any amendment to the Scenic Rim Planning Scheme 2020 to enable further consolidation of the existing rural residential areas through subdivision at Tamborine Mountain in the rural Residential Zone (including the base zone and Rural Residential A precinct). Objection to any amendment to the Scenic Rim Planning Scheme 2020 to enable Dual Occupancies as Code Assessable development on lots greater than 2 ha to align with the proposed density for additional dwellings on Tamborine Mountain (1 dwelling per hectare).</p> <p>15. The submission also includes the matters raised in the Tamborine Mountain proforma submission.</p>	<p>Tamborine Mountain, however, Council withdrew this proposal in the final draft Planning Scheme for the Minister's approval as it was considered that the proposal that was presented for consultation required further review in order to adequately respond to community concerns. One of the Ministerial conditions of approval to adopt the Planning Scheme from the Minister was to prepare a Growth Management Strategy to determine (in part): <i>any impacts from the proposed change to limit further subdivision on Tamborine Mountain of the achievement of the dwelling supply benchmarks with the results informing a future amendment to the proposed planning scheme if required.</i> The analysis of Tamborine Mountain's capacity to contribute to the region's growth has been undertaken as part of the GMS and it has been determined that limited additional lots through infill subdivision, with a minimum area of 1ha is appropriate for Tamborine Mountain in the Rural Living and Urban Footprint Areas. There is also no identified reason to entirely preclude subdivision on Tamborine Mountain and the 1ha minimum lot size confirms the direction for a minimum lot size moving forward.</p> <p>7. State controlled roads on Tamborine Mountain are planned for and managed by the Queensland Department of Main Roads and therefore Council's advocacy road in seeking to prioritise upgrades is an appropriate strategy. The Kooralbyn Resort lands are the only Major Tourism Zoned land in the Region. Gallery Walk is in the Minor Tourism Zone, because the purpose and outcomes align more with the standard purpose for this zone provided in the Planning Regulation 2017.</p> <p>8. While it is acknowledged that Tamborine Village and Tamborine Mountain are within one statistical area (catchment) in terms of Census data for employment, Tamborine Mountain and Tamborine Village are presented as unique regions in the GMS with planning strategies recommended for the two separate areas.</p> <p>9. Referring to the concerns regarding a potential increase to multi-unit development, the investigation into changes to levels of assessment and infrastructure charge reductions which is recommended by the GMS, is intended only to facilitate development which meets the Planning Scheme definition of Retirement Facilities and Residential Care Facilities.</p> <p>10. Census data (no. of households) is the appropriate data to use when determining a baseline for growth to achieve dwelling supply targets and the same data is used for other types of policymaking. The purpose of the GMS is to determine the capacity for the region to accommodate additional growth through land supply, so Census household numbers are adequate in informing the baseline. The Growth Management Strategy has accounted for the current potential to develop vacant land, Dual occupancy and Secondary dwellings on Tamborine Mountain. Tamborine Mountain has experienced less population growth over the past 10 years than Beaudesert (in percentage terms), with these two townships being the closest in population number of all the study areas. In addition, the number of Dual Occupancy dwelling developments is larger in Beaudesert with 69 approvals, compared with Tamborine Mountain which had 27 Dual Occupancy approvals since 2016. Since the commencement of the Scenic Rim Planning Scheme in March 2020, there has been a decrease in new residential dwelling approvals on Tamborine Mountain (2018-2019 = 42; 2020-2021 = 23 new Dwellings, Secondary dwellings and Dual occupancies). This decrease may be due to the increased assessment level for Dual Occupancy approvals and the effect of limited subdivision opportunities, as well as a diminishing availability of vacant residential land or available land over 8,000m2 that would be required to support a new Dual Occupancy on Tamborine Mountain.</p> <p>If the new Dwelling, Secondary dwelling and Dual occupancy housing on Tamborine Mountain continues on the same trajectory as the past 4 years of 2018 to 2021 (averaging almost 19 additional dwellings per year), around 48 people per year, or 950 additional people could be living on Tamborine Mountain within the next 20 years. It should be noted however that other localities within the Urban Footprint and Rural Living Areas of the Scenic Rim also experience growth through dwelling and dual occupancy approvals under the existing planning framework. The Growth Management Strategy proposes further growth options to help meet the dwelling supply benchmark for the provision of regional housing needs that are appropriate to the capability and characteristics of each locality. Specifically for Tamborine Mountain, this proposed additional growth, whilst making an important contribution to meeting the ShapingSEQ dwelling supply benchmarks for the region overall, is very conservative and is not considered to have a noticeable impact on overall growth on the Mountain over the next 20 years.</p> <p>11. The projected population estimates in the Housing Needs Assessment consider the potential distribution of population across the Scenic Rim based on trends, but do not consider the capacity of existing zoned land to accommodate this growth. Hence whilst these estimates represent a potential growth outlook across the Scenic Rim, other factors such as land use policy, will influence the ultimate population distribution in 2041. The findings of the Housing Needs Assessment are one of many considerations that have informed the land use policy directions of the GMS. Regarding smaller dwellings, Secondary Dwellings and Dual Occupancy will provide an important contribution to housing smaller households and provide more affordable living options on Tamborine Mountain.</p> <p>12. There are a range of employment opportunities on Tamborine Mountain and it is also acknowledged that many residents will continue to work outside the region. The small amount of growth proposed by the GMS is not considered to have a significant impact on employment distribution, however,</p>	

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		<p>there are a number of business and employment opportunities on Tamborine Mountain and working from home is also a key post-pandemic employment trend that is will support this growth.</p> <p>13. Chapter 4 of the Draft GMS includes a section that discussed the need to plan for additional housing supply. The circumstances are outlined in the Study Area chapter for Tamborine Mountain in Chapter 9 and this was stated in the last paragraph.</p> <p>14. There are a small number of locations within Tamborine Mountain where acreage residential development of a minimum of 1 hectare is considered appropriate and which will not impede or significantly impact the available infrastructure. The anticipated dwelling type that will locate on these proposed lots are appropriate for the available infrastructure and the lifestyle choices that are common to current mountain dwellers. Any new additional residential lots are expected to be located behind existing residences, with access via side boundary driveways on large lots (minimum new lot size of 1 hectare and above). The proposal to reduce the level of assessment for Dual Occupancy to Code Assessment where on lots greater than 2ha aligns with the dwelling density of the minimum lot size.</p> <p>15. Refer to Table 11 for response to Tamborine Mountain Proforma matters raised.</p>	
11672199 11683316	<p>The following matters are raised in the submission:</p> <ul style="list-style-type: none"> • Council is disregarding community input and previous planning for Tamborine Mountain, including the community input that informed the Tamborine Mountain Development Control Plan that had effect through the historic Beaudesert Planning Scheme 1985; • The GMS has not been developed in accordance with the Planning Scheme; • Subdivision would intrude on the semi-rural core and damage the character/value/ambience of Tamborine Mountain; • Concerns stormwater management will become difficult; • Tamborine Mtn can already accommodate more population under the Planning Scheme; • Tamborine Mtn is ahead in terms of absorbing population growth of the region; • No reticulated water, sewer or storm water infrastructure. Cost to upgrade would not be worth the overall costs for such a small increase in population; • Risk of aquifer contamination due to on-site treatment on smaller blocks; • Roads are in disrepair; growth would increase demand for upgraded roads; extension required to Long Road; increased demand for footpaths, pedestrian and cycle paths; • Parking is inadequate in business villages and picnic and lookout sites; • Improve community facilities such as 24 hour emergency medical assistance, swimming pool and community centre. 	<p>Previous planning investigations and planning policy have informed the current and superseded planning schemes, however, Planning Schemes are 'living policy documents' that must be flexible and responsive to emerging planning issues and adapt to changing population needs. Statutory public consultation (at a minimum) also informs all new planning schemes or major amendments.</p> <p>Council was required to undertake an investigation into what role Tamborine Mountain plays in the growth of the region. As part of the approval to adopt the current Scenic Rim Planning Scheme in early 2020, Council was required as a condition from the Minister to prepare a Growth Management Strategy to determine (in part): <i>any impacts from the proposed change to limit further subdivision on Tamborine Mountain of the achievement of the dwelling supply benchmarks with the results informing a future amendment to the proposed planning scheme if required.</i> The analysis of Tamborine Mountain's capacity to contribute to the region's growth has been undertaken as part of the GMS and it has been determined that limited additional lots through infill subdivision, with a minimum area of 1ha is appropriate for Tamborine Mountain in the Rural Living and Urban Footprint Areas. There is also no identified need to entirely preclude subdivision on Tamborine Mountain and the 1ha minimum lot size confirms the direction and density of development moving forward.</p> <p>The work undertaken as part of the GMS, has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. It is acknowledged that some existing residential lots are highly constrained, which is why only a limited number of lots have been identified as being suitable for further subdivision. These lots are located in the existing rural residential areas of Tamborine Mountain. They are not located in the central rural area of Tamborine Mountain as this land is in the Regional Landscape and Rural Production Area of the Regional Plan (ShapingSEQ) and further subdivision is prohibited.</p> <p>The small number of additional large acreage lots would support the retention of the semi-rural ambience that is referred to in the submission.</p> <p>In regard to road infrastructure, TMR was consulted in the development of the draft GMS, including the proposal to facilitate infill residential development on Tamborine Mountain. TMR confirmed that the additional residential development expected on Tamborine Mountain proposed by the GMS is not expected to result in capacity issues within the road network.</p> <p>Both the state government and Council continue to invest in road safety initiatives and projects to improve the safety of their networks, with several safety projects already planned by TMR for the Tamborine Mountain transport network over the coming years. To ensure the continued planning for safety for all transport modes, any future development will be required to meet the relevant transport and road planning requirements, taking into consideration management of parking infrastructure, provision of infrastructure for pedestrians and cyclists and safe road infrastructure.</p> <p>The Growth Management Strategy has accounted for the current potential to develop vacant land, Dual occupancy and Secondary dwellings on Tamborine Mountain as part of the analysis which supports the GMS, with the potential additional 132 lots representing above and beyond what the current Planning Scheme provisions potentially allow to be developed in terms of vacant lots, Dual occupancies and Secondary dwellings.</p> <p>The GMS includes a strategy to ensure important biodiversity corridors on Tamborine Mountain are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors that will identify and protect biodiversity corridors and linkages on Tamborine Mountain for implementation through</p>	No change.

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		<p>a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020.</p> <p>The GMS proposes residential growth for other parts of the Scenic Rim Regional Council area. More substantial residential growth is proposed in Beaudesert where larger areas of unconstrained land are available. The modest growth proposed within the GMS for Tamborine Mountain makes an important contribution to achieving the dwelling supply benchmarks for the region overall and is commensurate with the projected growth expected for the Study Area over the next 20 years. Such growth should be achievable without impacting the existing character, environment, infrastructure capacity and neighbourhood amenity of Tamborine Mountain.</p> <p>Council is currently undertaking a strategic review of community and sporting facilities, which will examine the supply and provision of such facilities throughout the Scenic Rim. The development of a future Transport Strategy will also address the need for improved active transport facilities.</p>	
11608788	Tamborine Mountain needs to be preserved with no further development or population growth. The infrastructure alone is a problem on this plateau, as it is septic and is reliant on rain water.	There are a small number of locations within Tamborine Mountain where acreage residential development of a minimum of 1 hectare is considered appropriate and which will not impede or significantly impact the available infrastructure. This will only result in approximately 132 additional lots over a 20 year period. The anticipated dwelling type that will locate on these proposed lots are appropriate for the available infrastructure and the lifestyle choices and should not impact on the existing character and amenity of Tamborine Mountain.	No change.
11609636	Local water is heading for a crisis due to available supply relating to price and cartage. Council can perhaps address it in the GMS - in relation to the supply applications and the process.	With respect to Commercial Groundwater Extraction on Tamborine Mountain, a draft amendment to the Scenic Rim Planning Scheme 2020 sought community submissions in May and June 2022 that seeks to facilitate groundwater extraction as Code Assessable development in the Tamborine Mountain Rural Precinct where the water is used for 'Water Supply' (i.e. supplying to dwellings, shops, nurseries, etc.). The GMS currently includes a strategy that requires that new development on Tamborine Mountain provides sufficient capacity for on-site water supply to reduce increased demand on the urban water supply network during times of drought.	No change.
11612945	<p>The submission raises the following points:</p> <ul style="list-style-type: none"> • There is enough vacant land in Scenic Rim outside Tamborine Mountain to accommodate desired growth; • Tamborine Mountain does not require additional population to remain sustainable; • Population density on Tamborine Mountain is far higher than other areas in Scenic Rim; • No analysis has been conducted on what growth can take place on vacant parcels, or through dual occupancies, secondary dwellings; • Retirement facilities require consideration, but 30 Kidd St and 122 Long Road are not acceptable locations. 	<p>Planning for growth should consider a range of opportunities in a number of suitable locations, rather than excluding a particular location. The work undertaken as part of the GMS, has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. It is acknowledged that some existing residential lots are highly constrained, which is why only a limited number of lots have been identified as being suitable for further subdivision.</p> <p>The Growth Management Strategy has accounted for the current potential to develop vacant land, Dual occupancy and Secondary dwellings on Tamborine Mountain as part of the analysis which supports the GMS, with the potential additional 132 lots representing above and beyond what the current Planning Scheme provisions potentially allow to be developed in terms of vacant lots, Dual occupancies and Secondary dwellings. In terms of development of new accommodation units, there has been a marginal increase over the past ten years. Between 2012 and 2021, 40 tourist accommodation units have been developed, averaging 4 per year. Air B&Bs and B&Bs are generally located within existing dwellings (some of which are included in the yearly average dwelling, secondary dwelling and dual occupancy growth).</p> <p>The GMS identifies specific lots that may be suitable for the provision of additional Retirement Facilities and Residential Care Facilities at suitable locations, in recognition of the projected undersupply of this type of housing for Tamborine Mountain in the future (as outlined within the Housing Needs Assessment prepared in support of the GMS). Any future development at 30 Kidd Street or 122 Long Road would need to respond to the constraints of the land.</p> <p>The GMS proposes residential growth for other parts of the Scenic Rim Regional Council area. More substantial residential growth is proposed in Beaudesert where larger areas of unconstrained land are available. The modest growth proposed within the GMS for Tamborine Mountain makes an important contribution to achieving the dwelling supply benchmarks for the region overall and is commensurate with the projected growth expected for the Study Area over the next 20 years. Such growth should be achievable without impacting the existing character, environment, infrastructure capacity and neighbourhood amenity of Tamborine Mountain.</p>	No change.
11612722	<ul style="list-style-type: none"> • There should be no further subdivision on Tamborine Mountain. • The confined area of the mountain limits a suitable density. • The population of the mountain already exceeds the projected populations from the GMS. 	The work undertaken as part of the GMS, has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. It is acknowledged that some existing residential lots are highly constrained, which is why only a limited number of lots have been identified as being suitable for further subdivision. The dwelling supply information has been revised to more clearly explain that the dwelling growth refers to dwellings on additional lots.	No change.

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
		<p>The Growth Management Strategy has accounted for the current potential to develop vacant land, Dual occupancy and Secondary dwellings on Tamborine Mountain as part of the analysis which supports the GMS, with the potential additional 132 lots representing above and beyond what the current Planning Scheme provisions potentially allow to be developed in terms of vacant lots, Dual occupancies and Secondary dwellings. In terms of development of new accommodation units, there has been a marginal increase over the past ten years. Between 2012 and 2021, 40 tourist accommodation units have been developed, averaging 4 per year. Air B&Bs and B&Bs are generally located within existing dwellings (some of which are included in the yearly average dwelling, secondary dwelling and dual occupancy growth).</p>	
11616444	<ul style="list-style-type: none"> Oppose for further subdivision on Tamborine Mountain. Preservation, not development, should be the dominant narrative for Tamborine Mountain. If 'unconstrained locations' means existing vacant residential zoned blocks, then limiting those vacant residential zoned blocks will be sufficient for foreseeable dwelling needs to 2041. 	<p>There are a small number of locations within Tamborine Mountain where acreage residential development of a minimum of 1 hectare is considered appropriate and which will not impede or significantly impact the available infrastructure. The anticipated dwelling type that will locate on these proposed lots are appropriate for the available infrastructure and the lifestyle choices and should not impact on the existing character and amenity of Tamborine Mountain. Any constraints would need to be appropriately addressed as part of any future development applications brought forward.</p> <p>More substantial expansion of residential growth (i.e. generally on more typical suburban residential allotments) is primarily proposed in Beaudesert, where larger areas of unconstrained land are available that can be readily serviced with the appropriate infrastructure.</p>	No change.
11615489	<p>Used the proforma template for Tamborine Mountain with the following additional concerns:</p> <ul style="list-style-type: none"> Roads are in poor condition and dangerous at night and in wet weather. There is no bus service to Helensvale to allow seniors and children access to other areas. Use of native plants in landscaping for community facilities. Request to move pine tree opposite to RSPCA. 	<p>While outside the scope of the Growth Management Strategy, it is acknowledged that improvements to the region's transportation infrastructure will be required to support the proposed growth. One of the proposed outcomes of the Growth Management Strategy is implementing a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation and delivery of transport infrastructure improvements throughout the region, noting that some roads may be the under the jurisdiction of State government. Public transport is provided by TransLink and is outside the scope of the GMS.</p> <p>The GMS includes a strategy to ensure important biodiversity corridors on Tamborine Mountain are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors, to identify and protect biodiversity corridors and linkages on Tamborine Mountain for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020. It is not the role of the GMS to identify specific species to be used in plantings of roadsides or public parks and gardens, however this could potentially be investigated as part of a future Planning Scheme amendment.</p> <p>Refer to Table 11 for Proforma response issues.</p>	No change.
11623464	<p>The submitter is not in favour of any more subdivision on Tamborine Mountain and rejects the recommendation that allows lots of 1ha or greater in the Rural Residential Zone including the Rural Residential A Precinct.</p> <p>The reasons given are:</p> <ol style="list-style-type: none"> There has been no analysis conducted on what population growth is currently available through occupation of vacant land, cabins, dual occupancies, and secondary dwellings. Without this data, it is reckless to propose further population growth. The Scenic Rim Regional Council does have to plan for a population growth however there is enough vacant land within the Scenic Rim, excluding Tamborine Mountain, to take up the desired growth. Scenic Rim Regional Council does not need Tamborine Mountain to fulfil this population growth. Beaudesert is deemed to be the future centre and that is where the growth should be targeted. Tamborine Mountain does not require any more population growth to remain sustainable. The population density per sq km is already far higher than any other area in the Scenic Rim and does not need to increase. Our infrastructure (stormwater, water supply, sewer, electricity and telecom/NBN) is already stretched. I can see no analysis on the impact of this planned population growth on the electricity infrastructure, and our schools and therefore bus movement. 	<ol style="list-style-type: none"> The GMS has considered how vacant land, cabins and dual occupancy will contribute to growth on Tamborine Mountain. Refer to point 3 of Table 11. The GMS proposes residential growth for other parts of the Scenic Rim Regional Council area and other locations will be subject to significant change with the development of additional dwellings as the population grows. More substantial residential growth is proposed in Beaudesert where larger areas of unconstrained land are available. The modest growth proposed within the GMS for Tamborine Mountain makes an important contribution to achieving the dwelling supply benchmarks for the region overall and is commensurate with the projected growth expected for the Study Area over the next 20 years. Such growth should be achievable and will be in keeping with the existing character, environment, infrastructure capacity and neighbourhood amenity of Tamborine Mountain. This statement is not contested. Tamborine Mountain currently provides rural residential lifestyle opportunities that are highly sought after. The proposed additional growth will provide further opportunities for a limited number of rural residential lifestyle lots and will assist in achieving the dwelling supply benchmarks within the Scenic Rim region. Tamborine Mountain also sits within the 'Urban Footprint' and the 'Rural Living Area' under <i>ShapingSEQ</i>, which does not explicitly prohibit the further subdivision of land. Within these designated areas and only if appropriate, further subdivision is generally supported and often permitted. The Growth Management Strategy proposes the creation of additional lots on Tamborine Mountain which are a minimum size of 1hectare only and which are generally located within the Rural Living Area. These lots will generally only be developed where they are not constrained by environmental or infrastructure impediments and maintain the existing character, environment, infrastructure capacity and neighbourhood amenity. Refer to Point 11 of Table 11. <p>5 & 6. The modest growth proposed within the GMS for Tamborine Mountain makes an important contribution to achieving the dwelling supply benchmarks for the region overall and is commensurate with the projected growth expected for the Study Area over the next 20 years. Such growth should be achievable without impacting the existing character, environment, infrastructure capacity and</p>	No change.

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		neighbourhood amenity of Tamborine Mountain. The recommended development of a future Transport Strategy will also address the need for improved active transport facilities.	
11627871	"Thank you for placing such a high level of importance on ensuring community members have sufficient time to respond to the Customer Satisfaction Survey. Now, how about being equally as concerned re the very limited period the community has been given to make comment on the Growth Management Strategy? An issue of such potential impact and complexity across the entire Scenic Rim for decades to come is surely worthy of an extension of consultation period by at least a further month".	The consultation period for the draft GMS was extended by another three weeks, thereby allowing more than 6 weeks to provide feedback.	No change.
11630750	<p>There should be no further subdivisions permitted on Tamborine Mountain for the following reasons:</p> <ol style="list-style-type: none"> 1. The Scenic Rim Planning Scheme 2020 was developed over years, following extensive studies, research, drafts and public consultation. The overwhelming opinion expressed by Tamborine Mountain residents as part of the public engagement process was that further subdivision should not be permitted in the new planning scheme and to the credit of SRRC this view was reflected in the planning scheme. In view of the short period between the planning scheme public engagement and current growth management strategy there is no reason to suggest that circumstances or public opinion on this issue would have changed. 2. The context of Tamborine Mountain that should be considered in future planning is its ecological values, landscape character and amenity and also the constraints and risks of the plateau in terms of climate change, extreme weather events, drought, bushfire, landslip and not having reticulated water and sewerage. 3. The road network and access roads to Tamborine Mountain should also be considered – local roads are already growing more congested, currently there are 4 access roads to Tamborine Mountain one of which is closed due to landslip and the other roads can be vulnerable to closure during weather events and bushfires. 4. The statistics used to claim that potential residential growth based on GMS strategies is confined to the population added by 132 residential lots and therefore will have minimum impact is fundamentally flawed, inaccurate and omits significant factors on population impacts. Where dual occupancy and secondary dwellings are permitted the residences double, the construction of multiple cabins on a lot increases population, the growing market for Air B&B and accommodation plus the million plus tourists who visit Tamborine Mountain annually all create an impact on the environment and infrastructure and must be factored in to local growth issues instead of focusing on the simplistic number of 8,344 residents and 2955 dwellings. 5. The assumption that residential care and retirement facilities should be encouraged and incentivised to provide age in place for an aging population of local residents totally ignores commercial reality – these developments are commercial businesses, free to market to the most profitable clientele from any location in Australia or overseas, they are not community facilities under an obligation to accommodate local residents. 6. The investigation of opportunities to identify local biodiversity connectivity and future ecological corridors may have real value in other less developed areas in the region but what is proposed on Tamborine Mountain seems theoretical, shallow, tokenistic, impractical and superficial pronouncements that are unlikely to yield any significant biodiversity benefits on the ground. Most of the length of these so called "corridors", extend over individual lots of private property that do not have vegetation overlays and in any case potential exemptions would permit vegetation clearing and there is no capacity to impose any restrictions on the use of these properties that would protect conservation value. Some of the "corridors" follow along roads, cleared and mowed road reserves and most cross over busy roads. In fact anyone familiar with local biodiversity and the location of these green arrows would appreciate the weakness of these "opportunities for local conservation corridors" as a potential means of delivering any real benefits to biodiversity that would mitigate the increased environmental impact of the proposed potential growth. 7. The state imposes population growth targets upon the Council, however there are many other locations within the Scenic Rim which could accommodate extra population without the detriment that Tamborine Mountain and its residents will experience if SRRC so quickly discards its no further subdivision policy on Tamborine Mountain. 	<ol style="list-style-type: none"> 1. As part of the approval to adopt the current Scenic Rim Planning Scheme in early 2020, Council was required as a condition from the Minister to prepare a Growth Management Strategy to determine (in part): <i>any impacts from the proposed change to limit further subdivision on Tamborine Mountain of the achievement of the dwelling supply benchmarks with the results informing a future amendment to the proposed planning scheme if required.</i> The analysis of Tamborine Mountain's capacity to contribute to the region's growth has been undertaken as part of the GMS and it has been determined that limited additional lots through infill subdivision, with a minimum area of 1ha is appropriate for Tamborine Mountain in the Rural Living and Urban Footprint Areas. There is also no identified need to entirely preclude subdivision on Tamborine Mountain and the 1ha minimum lot size confirms the direction and density of development moving forward. 2. Constraints and opportunities applying to Tamborine Mountain were considered in the development of the GMS. The Housing Land Supply and Constraints Methodology Report and Tamborine Mountain Study Area chapter in the GMS provides details. 3. The modest growth proposed within the GMS for Tamborine Mountain makes an important contribution to achieving the dwelling supply benchmarks for the region overall and is commensurate with the projected growth expected for the Study Area over the next 20 years. Such growth should be achievable without impacting the existing character, environment, infrastructure capacity and neighbourhood amenity of Tamborine Mountain. The recommended development of a future Transport Strategy will also address the need for improved active transport facilities. 4. The housing land supply tables in the GMS have been revised to more clearly explain that the additional growth identified in these tables relates to additional lots. It is recognised that growth through other forms of development will also contribute to population growth and additional housing on Tamborine Mountain. 5. It is understood that there are commercial factors that will influence whether retirement and aged care facilities will viably establish on Tamborine Mountain, however the GMS proposes to ensure that the Planning Policy is not an inhibitor to the development of this housing type needed to support the ageing population. 6. The proposal to investigate opportunities to establish linkages and corridors to support biodiversity is feasible and the establishment of corridors through existing developed areas has been successfully developed for other local government planning schemes. It is proposed that this measure will be implemented through an amendment to the Planning Scheme. 7. There are many other locations in the Scenic Rim that are proposed to support growth over the next 20 years under the land use policies of the GMS and there are other communities that will also experience significant growth and change over the next two decades. The proposed strategy for Tamborine Mountain involves a very small amount of infill development that is commensurate with the constraints and infrastructure capacity of the land, while protecting the established character and amenity. 	No change.
11631225	I wish to object to the proposal in this draft to allow increased subdivision on Tamborine Mountain. The current Planning Scheme which restricts subdivision was developed with widespread community input and consideration, and reflects the limited infrastructure, limited space, and environmental fragility of Tamborine Mountain. The mountain has already experienced significant population growth over the last 20 years resulting in periodic congestion and adverse effects on amenity for both residents and visitors. Further subdivision would place unsustainable pressure on the mountain and is in contravention of SRRC's vision of maintaining Tamborine Mountain as a desirable place to live and visit. Population growth within the Scenic Rim can more easily be managed around other towns such as Beaudesert and Boonah where geographic limitations are less present.	Council is required to consider the potential for Tamborine Mountain to support growth as it is included in the Urban Footprint and Rural Living Areas of the <i>ShapingSEQ</i> . The work undertaken as part of the GMS, has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in limited growth, being in the order of 132 additional lots over the next 20 years, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. Other towns in the Scenic Rim are also planned to accommodate growth over the next two decades. As a percentage share of dwelling growth across the GMS Study Areas, a 0.9% increase is proposed for Tamborine Mountain, in comparison to a 64% share for the Beaudesert and Gleneagle Study Area and 15% share for the Boonah Study Area respectively.	No change.

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11638932	<p>The submitter contends that there should be no more subdivision on Tamborine Mountain because:</p> <ul style="list-style-type: none"> • Policies led by accommodating population growth should be replaced by policies sustaining human presence on the planet. A policy to cap the population for the entire LGA should be put in place, focusing on communities that are self-sufficient in energy supply, water supply and sewerage • When it really matters change never comes top-down but from the grass roots up. Local government should represent those grass roots and should stand firm against unsustainable policies imposed by bureaucrats and politicians higher up in the food chain. • Tamborine Mountain has limited infrastructure networks (storm water, water supply, sewer, electricity & telecom/NBN (page 45 of Draft) and it should stay that way, because only models like these will in the decades to come prove to be sustainable. Don't make wrong what is still right. • Massive population growth on Tamborine Mountain has already occurred in the past decade unmatched anywhere else in the shire. • Located on a plateau, Tamborine Mountain's population of 8344 is vastly greater than Beaudesert or Boonah, so there is no reason to expand here. • Tamborine Mountain does not require more population to remain sustainable. • Scenic Rim needs a strong identity. The economic opportunities will increase when it would position itself as a sustainable region focusing on production of food for local use, creation of local jobs to reduce commuting, establishing a solid public transport network, set population targets for the region and for each subregion. • There is no need to simply surrender to federal or state policies that will lead to an unlikeable planet. As Eisenhower said, "Neither a wise man nor a brave man lies down on the tracks of history to wait for the train of the future to run over him." 	<p>Noted. Council is required to plan for projected population growth determined by the Queensland Government Statistician's Office and the ShapingSEQ and imposing a 'population cap' is out of scope.</p> <p>The work undertaken as part of the GMS, has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain.</p>	No change.
11638951	<p>I have concerns for impacts that residential subdivision and the accompanying required infrastructure will have on the already stressed ecosystems we have on Mt Tamborine. In my time here I have seen an unprecedented amount of deforestation that is completely unregulated and at the instruction of new buyers and property developers. No regulations or checks have been put in place and once these spaces are gone, there is no getting them back. This loss far exceeds any fiscal gain and contributes to the degradation of our region. I believe it is the Council's duty to preserve our beautiful rainforests and implement preservation strategies beyond just the national parks. In a world succumbing to the ecological disaster of climate change we cannot afford to exclude the environmental impacts in our strategic planning from a council perspective.</p> <p>While I believe growth is possible, I do not believe we carry the culture, or industry to support regenerative development. Thus, if development is not managed appropriately, this growth strategy will be directly responsible for the degradation of our beloved environment on Mt Tamborine, an aspect critical to our identity, culture, tourism and day to day life. In addition to lacking the infrastructure for additional proposed growth, our mountain community has already grown significantly over the recent years without having the infrastructure to support this growth. The roads need much work, the lack of sewerage and water supply causes additional structural issues that will only worsen with more development. Sustainable growth is possible, but only through a rigorous ecological design approach. I believe this is possible through implementation of world leading ecological social designs such as: transition town movement, doughnut economy, increased social welfare from a council level and ecological function prescribed to all levels of council & Tamborine Mountain affairs. These are all innovative practices and designs that, frankly, the world MUST integrate if we are to have any hope of an equitable future for our children and their children. I would be happy to discuss further what some of these solutions might look like and to support the strategic planning of this, but I do not support growth based exclusively on economic and residential growth. It is high time we open up the vast and bountiful option of ecologically driven design. Please keep me posted on any further developments, drafts and strategic planning.</p>	<p>The GMS includes a strategy to ensure important biodiversity corridors on Tamborine Mountain are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors, to identify and protect biodiversity corridors and linkages on Tamborine Mountain for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020.</p> <p>A key change to the final GMS is that this investigation of biodiversity corridors and linkages has been prioritised over any future amendment to enable further subdivision on Tamborine Mountain.</p> <p>The work undertaken as part of the GMS, has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain.</p>	Prioritise proposed investigation of biodiversity corridors and linkages over any future amendment to enable further subdivision on Tamborine Mountain.
11663058	<p>The submission notes the following concerns:</p> <ul style="list-style-type: none"> • How will the council be able to contribute to safeguarding our natural and environmental heritage with the projected growth? Any growth management plan should focus strongly on natural and environmental protection. What is going to happen to the water quality of the Albert and Logan Rivers? • Weed infestation on Tamborine Mountain is an issue what is the plan to decrease the spread of weeds on Tamborine Mountain and adjoining areas including local government areas? • We are still battling the extraction of water from the aquifers on Tamborine Mountain, what will happen with increased residents on the mountain? • There are areas on Tamborine Mountain of geological instability, e.g. The Shelf Road. How will the risk of landslide be addressed? • Council needs to address the poor condition of roads on Tamborine Mountain. • The GMS needs to address climate change. What is council doing to protect habitat and be leaders in this important priority? Increasing the population will not help struggling fauna or flora species on Tamborine Mountain. 	<ul style="list-style-type: none"> • As per the current Planning Scheme, development must avoid constraints such as protected biodiversity and landslide hazard risk areas and the GMS involves a key strategy to ensure important biodiversity corridors on Tamborine Mountain are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors, to identify and protect biodiversity corridors and linkages on Tamborine Mountain for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020. • Weed management matters are out of scope of the GMS, however, the issue has been noted. • The work undertaken as part of the GMS, has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain. 	No change.

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
	<ul style="list-style-type: none"> The semi-rural and village atmosphere on Tamborine Mountain needs to be maintained. Tourism recovery and support for the local businesses on Tamborine Mountain needs to be addressed and Council should consider options for beautifying Gallery Walk. Air quality and noise issues will arise from further development on Tamborine Mountain. From the time the GMS growth scenario investigations for Tamborine Mountain commenced, there has been considerable change in population trends and actual growth. How has this been addressed? The first round of public consultation only attracted 348 responses, which is a small fraction of the Scenic Rim population and not representative. How has Council considered this? Community engagement needs to be more thorough and using IAP2 standards. Not in favour of population growth because the natural and environmental nature of my area will be affected. 	<ul style="list-style-type: none"> The GMS has been updated to reflect 2021 Census data that was available in June 2022. The consultation of the GMS has been fit-for-purpose applying IAP2 standards that are appropriate to the nature of the document. The overall response to the public consultation of the draft GMS was strong and consistent with similar Council-led consultation on town planning documents and the submissions received resulted in a reasonable cross-section of the Scenic Rim community being represented in the feedback. 	
11664467	<p>"I write concerning the proposed extra population growth in the Scenic Rim, and object strongly to any further development on Tamborine Mountain. The mountain is the biggest tourist drawcard in the Scenic Rim for its (mostly) unspoiled natural beauty and quiet pace of life. The population who already live there live with little infrastructure, no town water or gas, no public transport, no hospital and roads with very poor upkeep. To increase the number of dwellings on the plateau would require a vast input from Council to improve all of these services, and spoil the quiet bushland atmosphere that draws people here to visit, money which could be better spent building suburbs in our regional towns that are crying out for development, and need population growth".</p>	<p>The work undertaken as part of the GMS, has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created, which will be dispersed across Tamborine Mountain. This will result in limited growth, being in the order of 132 additional lots over the next 20 years based on the draft Growth Management Strategies, which should not impact the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain.</p>	No change.
11672232	<p>The submission raises the following concerns:</p> <ul style="list-style-type: none"> Purchasing land as an investment should not be allowed as dwellings should be purchased as a place to live, rather than for investment purposes. Any land subdivided should be heavily taxed so that development contributes to better roads and transportation. Any subdivision should be consulted with neighbouring property owners and agreement should be reached on the proposal before it is approved. Subdivision should only be allowed if this enables people with limited incomes to be able to come and live in the community. Otherwise, Tamborine Mountain will be set up only for the wealthy and those who were fortunate enough to buy or inherit land previously will be rewarded unfairly. The population growth on Tamborine Mountain can be managed through existing allowances for secondary dwellings and development on vacant land. The large number of airbnbs and cabins should be considered and their impact on population density. <p>Note - the submission also includes all same issues as the Tamborine Mountain proforma in one list at the end of the submission.</p>	<ul style="list-style-type: none"> It is not in scope of the GMS to address policy matters associated with investment/vs home owner housing purchases. Infrastructure charges are currently levied by Council when additional lots are created. The collected charges contribute to the provision of trunk infrastructure identified in the Local Government Infrastructure Plan. Impact Assessable development provides any person the ability to make a submission on proposed development to inform a decision and proposed changes to Planning Schemes are also required to undertake extensive consultation. The intent is to set the standard for a minimum lot size through an amendment to the Planning Scheme which will provide a level of certainty about Council's intent for the size and shape of new lots. An amendment to the Planning Scheme will require future public consultation. It is not reasonable to require further public consultation of matters that meet the expectations for lot size set by the Planning Scheme. It is recognised that the proposed strategy to enable the creation of lots in limited circumstances within a minimum 1ha area is unlikely to result in an affordable housing option. The Planning Scheme currently supports secondary dwellings and dual occupancies (on land that can manage treatment of wastewater effectively), which provides the opportunity for more affordable housing options on Tamborine Mountain. The Growth Management Strategy has accounted for the current potential to develop vacant land, Dual occupancy and Secondary dwellings on Tamborine Mountain as part of the analysis which supports the GMS, with the potential additional 132 lots representing above and beyond what the current Planning Scheme provisions potentially allow to be developed in terms of vacant lots, Dual occupancies and Secondary dwellings. In terms of development of new accommodation units, there has been a marginal increase over the past ten years. Between 2012 and 2021, 40 tourist accommodation units have been developed, averaging 4 per year. Air B&Bs and B&Bs are generally located within existing dwellings (some of which are included in the yearly average dwelling, secondary dwelling and dual occupancy growth). <p>Refer to Table 11 for response to Tamborine Mountain Proforma matters raised.</p>	No change.

Table 11: Tamborine Mountain Proforma

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
Refer to Table 1: Index	1. It is contrary to the existing Planning Scheme which says no more subdivision is permitted on Tamborine Mountain.	<p>The Strategic Framework in the Scenic Rim Planning Scheme 2020 currently states that further subdivision of residential or rural land on Tamborine Mountain that provides for the creation of any additional lots is not supported. It also states that for the Mountain Community, additional lots are not created in the Rural Residential Zone, Mountain Residential Precinct of the Low Density Residential zone, or Rural Escarpment Protection and Tamborine Mountain Rural Precincts of the Rural Zone.</p> <p>An impact assessable application is therefore required to subdivide land, however Tamborine Mountain is also designated as being within the 'Urban Footprint' and the 'Rural Living Area' under the South East Queensland Regional Plan 2017-2041 (<i>ShapingSEQ</i>), which does not explicitly prohibit the further subdivision of land. One of the drivers for Council to prepare a Growth Management Strategy was to address (among other things), the current policy of limiting subdivision on Tamborine Mountain and whether this policy position was still warranted.</p> <p>As part of the approval for the adoption of the Planning Scheme, the Minister for State Development, Manufacturing, Infrastructure and Planning advised that Council's undertaking of a Growth Management Strategy determine as a priority <i>any impacts from the proposed change to limit further subdivision on Tamborine Mountain of the achievement of the dwelling supply benchmarks with the results informing a future amendment to the proposed planning scheme if required.</i></p> <p>The work undertaken as part of the GMS, has determined that there is the ability for some additional appropriately located and sized residential lots to potentially be created through infill subdivision, which will be dispersed across Tamborine Mountain. This will result in very limited growth, being in the order of 132 additional lots based on the draft Growth Management Strategies, which will be in keeping with the existing character, environment, infrastructure capacity or neighbourhood amenity of Tamborine Mountain.</p> <p>There are few localities in southeast Queensland where the Rural Living Area designation exists. Tamborine and Tamborine Mountain provide rural residential lifestyle opportunities that are highly sought after and modest growth within these areas will assist in achieving the dwelling supply benchmarks for Scenic Rim as established by <i>ShapingSEQ</i>. The Growth Management Strategy proposes a minimum lot size of 1ha only, with these lots generally being located within the Rural Living Area and that are not constrained by environmental overlays or infrastructure impediments. The maximum number of new properties that could provide additional rural residential dwellings within these parameters amounts to less than 1% of the growth proposed across the entire Scenic Rim region.</p> <p>Planning Schemes are living policy documents that are amended over time to respond to emerging planning needs, constraints and statutory requirements. The proposed direction for growth on Tamborine Mountain identified in the GMS is based on an analysis of the type of growth that is suitable for the location in the context of limited land available for growth, while aiming to protect the established character that is valued by residents.</p>	No change.
	2. Tamborine Mountain has limited infrastructure networks (stormwater, water supply, sewer, electricity and telecom/NBN (page 45 of Draft).	<p>New residential growth has not been proposed on Tamborine Mountain where land is constrained from providing the appropriate infrastructure to service these new lots. There are a small number of locations within Tamborine Mountain where acreage residential development of a minimum of 1 hectare is considered appropriate and which will not impede or significantly impact the available infrastructure. The anticipated dwelling type that will locate on these proposed lots are appropriate for the available infrastructure and the lifestyle choices that are common to current mountain residents.</p> <p>The GMS includes a strategy that will require new development on Tamborine Mountain to provide sufficient capacity for on-site water supply to reduce increased demand on the urban water supply network during times of drought.</p> <p>More substantial expansion of residential growth (i.e. generally on more typical urban residential allotments) is primarily proposed in Beaudesert, where larger areas of unconstrained land are available that can be readily serviced with the appropriate infrastructure.</p>	
	3. Population growth is already available through occupation of vacant land, dual occupancy and secondary dwellings.	<p>The Growth Management Strategy has accounted for the current potential to develop vacant land, Dual occupancy and Secondary dwellings on Tamborine Mountain. Tamborine Mountain has experienced less population growth over the past 10 years than Beaudesert (in percentage terms), with these two townships being the closest in population number of all of the study areas. In addition, the number of Dual occupancy dwelling developments is larger in Beaudesert with 70 approvals, compared with Tamborine Mountain which had 32 Dual Occupancy approvals between January 2016 and 1 July 2022.</p> <p>Through the Growth Management Strategy, Council has been tasked to look at additional growth options for the region as a whole, to accommodate approximately 20,000 people in 11,000 dwellings by 2041. For this reason, all areas within the Scenic Rim that are designated as being within the Urban Footprint and Rural Living Area, have been considered as generally appropriate to accommodate a share of additional growth.</p>	

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		<p>Since the commencement of the Scenic Rim Planning Scheme in March 2020, there has been a decrease in new residential dwelling approvals on Tamborine Mountain (2018-2019 = 42; 2020-2021 = 23 new Dwellings, Secondary dwellings and Dual occupancies). This decrease may be due to the increased assessment level for Dual Occupancy approvals and the effect of limited subdivision opportunities, as well as a diminishing availability of vacant residential land or available land over 4,000m² that would be required to support a new Dual Occupancy on Tamborine Mountain. The limited additional growth potential for a further 132 lots is not considered unreasonable and will be in keeping with the existing character, environment, infrastructure capacity and neighbourhood amenity of Tamborine Mountain.</p>	
	<p>4. There has been no review to determine what population growth is currently available through these options in the Planning Scheme.</p>	<p>The Housing Needs Assessment that supports the preparation of the Growth Management Strategy identifies an average household size of 2.7 people on Tamborine Mountain in 2021, with an anticipated decreasing household size into the future, commensurate with household change throughout Queensland. Using the conservative 2.5 persons per household figure across the proposed 132 new dwellings, an additional 330 people could potentially result from the implementation of the proposed additional growth strategy for Tamborine Mountain (subject to a planning scheme amendment).</p> <p>If the new Dwelling, Secondary dwelling and Dual occupancy housing on Tamborine Mountain continues on the same trajectory as the past 4 years of 2018 to 2021 (averaging almost 19 additional dwellings per year), around 48 people per year, or 950 additional people could be living on Tamborine Mountain within the next 20 years. It should be noted however that other localities within the Urban Footprint and Rural Living Areas of the Scenic Rim also experience growth through Dwelling and Dual occupancy approvals under the existing planning framework. The Growth Management Strategy proposes further growth options to help meet the dwelling supply benchmark for the provision of regional housing needs that are appropriate to the capability and characteristics of each locality. Specifically for Tamborine Mountain, this proposed additional growth, while making an important contribution to meeting the <i>ShapingSEQ</i> dwelling supply benchmarks for the region overall, is very conservative and will have very minor impact on overall growth on the Mountain over the next 20 years.</p> <p>Based on the above, there is the estimated potential for around 9,600 people to be living on Tamborine Mountain by 2041, of which approximately 330 are as a result of the Growth Management Strategy policies.</p>	
	<p>5. No study has been done of the large numbers of cabins, B&Bs, Air B&Bs and their impact on Tamborine Mountain's current and future density.</p>	<p>The Growth Management Strategy has been prepared in response to a steady and predicted further growth of population and the need to plan for additional dwellings and jobs for the increasing population. Sectors such as the tourism, education and the retail industries are also present in the Tamborine Mountain community. While Council understands how these sectors impact and serve Tamborine Mountain, the Strategy focusses on where and how best to plan for residential growth.</p> <p>The Scenic Rim Tourism Strategy 2017-2021 identifies the economic benefits of increasing the share of agri-tourism, culinary visitor market and tourist accommodation, with the encouragement of growth in the high-end accommodation sector being one of Council's key actions within the Strategy. Nature-based tourism is also recognised as the region's greatest strength among its visitor offerings.</p> <p>Council's Prosperity Strategy identifies 'accommodation' to be one of the top three employment sectors in the Tamborine Mountain-Canungra statistical area, as recorded at the 2016 Census. The Prosperity Strategy also identifies the importance of tourism accommodation citing that additional investment in this sector will help the region to prosper and support the employment of its residents.</p> <p>There has been growth in the tourist accommodation availability on Tamborine Mountain. In terms of development of new accommodation units, there has been a marginal increase over the past ten years. Between 2012 and 2021, 40 tourist accommodation units have been developed, averaging 4 per year. Air B&Bs and B&Bs are generally located within existing dwellings (some of which would be included in the yearly average dwelling, secondary dwelling and dual occupancy growth provided in response item 3, above).</p>	
	<p>6. Scenic Rim Regional Council does not need Tamborine Mountain to take up the required growth.</p>	<p>The policy proposed in the Growth Management Strategy provides for residential living options that are appropriate to the differing needs and characteristics of the individual study areas. Beaudesert's growth pattern is proposed to be more densely settled and within expansion areas, whereas Tamborine Mountain is proposed to grow minimally, through limited large lot infill development.</p> <p>The Housing Needs Assessment identifies different types of residential needs within the region, including for rural residential living. The combination of Urban Footprint and Rural residential zoned land on Tamborine Mountain offers limited yet important options to meet some of the demand for rural residential living within the Scenic Rim Regional Council area. It is a characteristic of Tamborine Mountain that large rural residential lots are generally located close to established services and infrastructure. This opportunity is not generally available in other areas that contain dwellings on larger sites, which are more often zoned Rural and in the Regional Landscape and Rural Production Area.</p> <p>The Growth Management Strategy does not propose the same density for the Rural Residential Zone on Tamborine Mountain that applies to the rest of the Scenic Rim Regional Council area, proposing lots of a minimum size of 1ha. Furthermore, the Growth Management Strategy also does not propose any change from 'No additional lots created' in the Low-Density Residential Zone - Mountain Residential Precinct, which is a current policy contained in the existing Planning Scheme.</p>	

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7. There is enough vacant land within the Scenic Rim, excluding Tamborine Mountain, for extra growth.

There is a limited amount of vacant land that is suitable for development within the Scenic Rim. The Growth Management Strategy proposes growth within the Urban Footprint and Rural Living Areas of the region, instead of within the Regional Landscape and Rural Production Area (as designated within *ShapingSEQ*), which is generally limited in terms of further residential growth. This is so that growth does not sprawl into areas that are difficult and costly to service or that are constrained by environmental, hazardous or productive land impediments to residential development.

The GMS proposal for some additional growth on Tamborine Mountain therefore aligns with *ShapingSEQ* and its intent for growth to occur within the Rural Living Area and Urban Footprint area, where appropriate. The Growth Management Strategy proposes suitable additional lots to be developed which are similar in size to other residential lots in the Rural residential zones of Tamborine Mountain and which are appropriately created within the existing rural residential landscape, rather than proposing new rural residential growth in either environmentally sensitive, productive agricultural, rural or un-serviced land.

8. Massive population growth on Tamborine Mountain has already occurred in the past decade unmatched anywhere else in the shire.

The Housing Needs Assessment prepared to support the GMS shows that the highest demand for growth will occur over the next 20 years in Beaudesert, whereas Tamborine Mountain experienced significant population growth in the 1980's and 1990's and more recently has seen a slowing of growth. In the past decade, in terms of average annual growth, Tamborine Mountain's population has grown by 1.6%, Beaudesert and Gleneagle has grown by 2.0% and Kooralbyn has grown by 3.2%.

The findings of the Scenic Rim Housing Needs Assessment challenges the assertion that growth in Tamborine Mountain is unmatched anywhere else. The table below shows population changes in the abovementioned GMS study areas over the past decade.

Study Area	Population		Growth change
	2011	2020	
Tamborine Mountain	7254	8344	+1090 (15%)
Beaudesert and Gleneagle	7947	9482	+1535 (19%)
Kooralbyn	1406	1874	+468 (33%)

Source: *Scenic Rim Housing Needs Assessment, CDM Smith, 2021*

9. No infrastructure has been put in place to match this growth.

The potential increase beyond growth that can already occur on Tamborine Mountain envisaged by the GMS is for 132 additional lots over 20 years. The strategic planning for the provision of additional infrastructure to specifically service this growth is not warranted or practical considering the dispersal of these lots across the extent of Tamborine Mountain and the possibility that the increase will not reach this potential number.

The maintenance and continued improvement of the region's infrastructure is one of Council's core priorities and planning for infrastructure to respond to the changing needs of the population will continue.

In regard to road infrastructure, TMR was consulted in the development of the draft GMS, including the proposal to facilitate infill residential development on Tamborine Mountain. TMR confirmed that the additional residential development expected on Tamborine Mountain proposed by the GMS is not expected to result in capacity issues within the road network.

Both the state government and Council continue to invest in road safety initiatives and projects to improve the safety and efficiency of road networks, with several TMR safety projects already planned for the Tamborine Mountain transport network over the coming years. Any future development will also be required to meet the relevant transport and road planning requirements, taking into consideration management of parking infrastructure, provision of infrastructure for pedestrians and cyclists and safe road infrastructure - where reasonable for the development.

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10. Any density increase on Tamborine Mountain will lower the amenity for residents. Beaudesert and Boonah do not have this problem as they can expand.

The GMS also has a strategy that requires that new development on Tamborine Mountain provides sufficient capacity for on-site water supply to reduce increased demand on the urban water supply network during times of drought.

Care has been taken by Council not to impact the amenity of Tamborine Mountain through the proposed additional lots. Any new additional residential lots are largely expected to be located behind existing residences, with access via side boundary driveways on large lots (minimum new lot size of 1 hectare and above).



As an example of proposed land size, the 1 hectare site area is equivalent to the 2 x bowling green area (3,971m²), plus all of the land that the swimming pool sits on (6,042m²) at Beacon Road, North Tamborine, equalling 10,013m² or just over 1 hectare (refer below).

Another example is the IGA supermarket and the carpark land on Main Western Road (approximately 9,000m²), which is just under 1 hectare (refer below).



Another comparison of a 1 hectare equivalent allotment size is Griffith Street in North Tamborine, where collectively, all the Griffith Street dwellings comprise a 2 hectare area, which is the smallest area required to create lots of at least 1 ha or greater.

The size and design of the lots is proposed to provide ample land for the servicing requirements of lots not serviced by reticulated sewer or water and for the siting of a dwelling, ancillary buildings and garden landscaping.

While it is unlikely that existing residential areas in Beaudesert will experience significant infill growth due to their smaller lot size, new Master planned residential development will adjoin existing residential areas. This change will be more visible and could have more noticeable impacts on existing residents than that proposed by the larger additional lot sizes for Tamborine Mountain.

11. Located on a plateau, Tamborine Mountain's population of 8,344 is vastly greater than Beaudesert or Boonah, so there is no reason to expand here.

As of 2021, the population within the Tamborine Mountain Study area (8,466) is less than that of the Beaudesert and Gleneagle Study area (9,479) and more than the Boonah Study Area (3,735).

The proposed increase in growth of dwellings on additional lots for Tamborine Mountain as part of the Growth Management Strategy is relatively small when compared to Beaudesert/Gleneagle, because land supply to support growth is limited.

In terms of residential expansion, there has been an annual average of 19 new Dwellings, Secondary Dwellings and Dual Occupancies across a 6 year period for the Tamborine Mountain Study Area. In comparison, Beaudesert has averaged 192 new lots annually between January 2016 and June 2021 and an additional 69 Dual occupancy dwellings (or around 12 per year), providing a total of around 200 dwellings per year for the Beaudesert & Gleneagle Study Area.

The modest growth proposed within the GMS for Tamborine Mountain makes a contribution to achieving the dwelling supply benchmarks for the region overall and is commensurate with the projected growth expected

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	<p>12. Tamborine Mountain does not require more population to remain sustainable.</p>	<p>for the Study Area over the next 20 years.</p> <p>This statement is not contested. Tamborine Mountain currently provides rural residential lifestyle opportunities that are highly sought after. The proposed additional growth will provide further opportunities for a limited number of rural residential lifestyle lots and will assist in achieving the dwelling supply benchmarks within the Scenic Rim region.</p> <p>Council is required to plan for the growth projected by the Queensland Government and ensure the Planning Scheme supports the achievement of the dwelling supply benchmarks of the <i>ShapingSEQ</i>. The Minister's condition of approval of the current Planning Scheme required Council to consider the role of Tamborine Mountain in achieving the dwelling supply benchmarks of the <i>Shaping SEQ</i>. The work undertaken as part of the GMS has determined that, primarily due to the lack of water and sewerage infrastructure, Tamborine Mountain has very limited capacity to contribute to the additional dwelling supply requirements.</p> <p>It is acknowledged that dwellings growth is already supported by the Planning Scheme through policies for the development of a range of dwellings types on Tamborine Mountain, however, Council was required to investigate its current policy limiting further subdivision.</p> <p>The GMS has determined that Tamborine Mountain has the capacity to provide for limited growth through additional rural residential (acreage) lots, which are in high demand and will support the achievement of a range of dwelling types for the region. Rural residential development cannot be supported in other study areas with Urban Footprint as this type of development is not supported by the <i>ShapingSEQ</i>.</p> <p>The proposal to enable rural residential infill subdivision with a minimum lot size of 1 hectare will result in a small number of additional lots that will not have a negative impact on the neighbourhood character or amenity of Tamborine Mountain.</p> <p>The proposed minimum lot size of 1ha is considered an appropriate lot size because the resulting land area:</p> <ol style="list-style-type: none"> is sufficient for on-site sewerage disposal in this sensitive environment; is consistent with the dominant large lot/acreage character on Tamborine Mountain; Continues to enable opportunities for small-scale tourist and agri-business activities; Is consistent with the intent for Rural Living Areas in the <i>ShapingSEQ</i>; Would not lead to new residential development concentrated in any particular area on Tamborine Mountain; Caters for the strong demand for rural residential living within the region; Minimises the need for vegetation clearing to provide for any additional dwellings; Aligns with the general community desire to protect the existing settlement pattern of Tamborine Mountain; and 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. <p>Tamborine Mountain sits within the 'Urban Footprint' and the 'Rural Living Area' under <i>ShapingSEQ</i>, which does not explicitly prohibit the further subdivision of land. Within these designated areas and only if appropriate, further subdivision is generally supported and often permitted. The Growth Management Strategy proposes the creation of additional lots on Tamborine Mountain which are a minimum size of 1hectare only and which are generally located within the Rural Living Area. These lots will generally only be developed where they are not constrained by environmental or infrastructure impediments and maintain the existing character, environment, infrastructure capacity and neighbourhood amenity.</p>	
	<p>13. Summary statement: Ample opportunities exist elsewhere in the shire without further damaging the unique character of Tamborine Mountain.</p>	<p>The GMS proposes residential growth for other parts of the Scenic Rim Regional Council area and other locations will be subject to significant change with the development of additional dwellings as the population grows. Council is required to plan for the growth projected by the Queensland Government and ensure the Planning Scheme supports the achievement of the dwelling supply benchmarks of the <i>ShapingSEQ</i>. More substantial residential growth is proposed in Beaudesert and Gleneagle, where larger areas of unconstrained land are available. The modest growth proposed within the GMS for Tamborine Mountain makes an important contribution to achieving the dwelling supply benchmarks for the region overall and is commensurate with the projected growth expected for the Study Area over the next 20 years. Such growth should be achievable and will be in keeping with the existing character, environment, infrastructure capacity and neighbourhood amenity of Tamborine Mountain.</p>	
	<p>A number of proforma responses also included additional hand-written comments, which generally reinforced one or more of the thirteen points in the submission. The additional matters raised are summarised as follows:</p> <ul style="list-style-type: none"> Roads are in poor condition and not suitable for further growth; Further growth will lead to further pressure for Council to maintain/provide infrastructure; Lack of community infrastructure - pool, library, community spaces, public toilets are inadequate; Native vegetation and biodiversity will be impacted by further growth; 	<p>The matters raised in relation to population growth and lack of infrastructure (including roads and evacuation routes) have been addressed in the response above.</p> <p>Matters outside the scope of the GMS, including weeds, rates, potholes, transparency, street lighting and social housing development have been noted.</p> <p>The GMS includes a strategy to ensure important biodiversity corridors on Tamborine Mountain are protected and enhanced to support local biodiversity and linkages between existing areas of ecological significance in the region. This will be implemented through a region-wide investigation of important biodiversity corridors, to</p>	<p>No change.</p>

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	<ul style="list-style-type: none"> • Objection to increased tourism development; • Issues with weeds and overgrown footpaths; • Rates are too high and unfair; • Council ignores submissions; • Greater transparency on development applications required and the Planning Scheme is ignored in the assessment of development applications; • Tamborine Mountain residents have nowhere to evacuate in an emergency; • No street lighting or public transport; • Car parking on Main Street is a problem; • Population growth should be capped; • Water and sewer should be provided; • Long Road extension required; • Growth will destroy the aspects of the Mountain that make it a tourist destination; • Further subdivision should only provide for development of low cost housing for people on low incomes. 	<p>identify and protect biodiversity corridors and linkages on Tamborine Mountain for implementation through a future amendment to the Environmental Significance Overlay in the Scenic Rim Planning Scheme 2020.</p>	

Table 12: Rural Towns and Villages

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11817343/1	<p>I would like to see a commitment to further work on gathering statistical data for proposed rural precinct planning and developing stronger economic development principles to guide the future of Scenic Rim's small rural towns, villages, and localities. Whilst the urban designated areas are subject to usual town planning and infrastructure design and principles, we are missing the opportunity to value the non-urban areas (more than 80% footprint) and the social, economic, and environmental planning work that could be done to understand what we already have and what a prosperous and sustainable future over the next 20 years might look like. Whilst the urban areas will contribute the most to new housing and employment which is wonderful, we also need to have a plan for the non-urban areas as to the complementary contributions they make to the region.</p>	<p>The upcoming review of <i>ShapingSEQ</i> will provide opportunities for Council to advocate for a revised planning framework that would support the future appropriate growth of rural towns and villages in the Scenic Rim.</p> <p>Section 9.14 of the GMS identifies that the Scenic Rim's rural towns and villages make an important contribution to the region but face a number of challenges and barriers to their future growth and development, including infrastructure provision and ability to service, extremely limited development potential owing to the extent of the Regional Landscape and Rural Production Area designation under the <i>ShapingSEQ</i> and access to jobs and other services and facilities due to the remoteness of some towns and villages.</p> <p>As part of the GMS, investigation of all the rural towns and villages revealed that Rathdowney may have some potential for modest growth, however it is currently limited by its designation in the Regional Landscape and Rural Production Area under <i>ShapingSEQ</i></p> <p>The GMS contains a strategy that 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. Implementation measures include:</p> <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. 	No change.
11817343/25	<p>Rural towns and villages are called that for a reason. Leave them that way.</p>	<p>Section 9.14 of the GMS identifies that the Scenic Rims rural towns and villages make an important contribution to the region but face a number of challenges and barriers to their future growth and development, including infrastructure provision and ability to service, extremely limited development potential owing to the extent of the Regional Landscape and Rural Production Area designation under the <i>ShapingSEQ</i> and access to jobs and other services and facilities due to the remoteness of some towns and villages.</p> <p>As part of the GMS, investigation of all the rural towns and villages revealed that Rathdowney may have some potential for very modest growth, however it is currently limited by its designation in the Regional Landscape and Rural Production Area under <i>ShapingSEQ</i></p> <p>The GMS contains a strategy that 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. Implementation measures include:</p> <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. 	No change.

Table 13: General

SUBMISSION ID	SUBMISSION MATTERS	RESPONSE	RECOMMENDATION
11664678	<ol style="list-style-type: none"> 1. The submitter notes that the draft GMS recognises that there is a lack of housing availability and options in the region and the submitter is concerned around the housing vulnerability of certain demographics, especially older, single women who have spent most of their lives in caring roles, as is widely being reported. It is suggested that Council could seek to allocate land to social housing within the GMS. Otherwise, Council should seek to attract State Government to invest in new social housing construction in the growth centres of the Scenic Rim; as the State has done in Southport, Gold Coast. Allocation for vulnerable groups is needed. Investigate appropriate smaller housing provision close to urban centres of the 3 primary settlements, ensuring design and construction provides thermal equity and is visually in keeping with the interesting and unique aesthetics of each place. 2. In reference to Planning Principle #5, on page 10: The submitter notes that the principle suggests that new neighbourhoods provide a point of difference to other residential subdivision around SEQ. The submitter highly supports this principles and suggest planning requirements are stronger to achieve this on-ground. It is suggested that the principle include greater boundary setbacks, more open space, no dark roof materials (creating heat sinks and increasing thermal inequity), passive solar orientation of new lots, retention of trees on site within public open space, greater street and park tree planting requirements, room for planting trees on private lots and increased public open space requirements would help create better residential subdivisions that increase quality of life and provide a point of difference. 3. In reference to Planning Principle #6, on page 10, the submitter notes that the Principle doesn't include walkability or active transport for people within the growth areas / urban footprint. It is suggested that walkability and active transport (at least within the urban footprint) be included within this Principle. 4. In reference to Principle #14 on page 10, the following rewording is suggested to improve the Principle: <i>....maintenance and enhancement of environmental values and features, including unique World Heritage Areas, and contribute to a local and regional network of ecological linkages, corridors, buffers and other environmentally significant areas.</i> 5. In reference to Principle #15 on page 10 and Principle #18 on page 11, it is suggested that the need for shade be considered to respond to the rapidly changing climate: Development provides a range of shady, functional open space and... <i>e) shaded, Open space and recreational facilities.</i> 6. In reference to Table 2, environmental values and local ecological corridors should be investigated for the Potential Future Growth Areas. 7. In reference to Section 2.2 Strategic Vision on page 15, the submitter agrees that the distinctive and unique character of each existing township should be maintained and enhanced; and that development should not be enabled to erode these characters. It is suggested that these characters should be protected by the Planning Scheme. 8. In reference to Section 2.2 Strategic Vision on page 15, the strategic vision would be improved by including a need for climate change resilience (such as through vegetated waterway buffers), and also the need for a healthy, increasing, urban forest in growth centres to improve liveability. 9. I reference to Section 2.2 Strategic Vision on page 15, the last paragraph on page 15 says that Traditional Owners ensure their cultural knowledge informs planning, but shouldn't Council ensure that this knowledge informs planning? That is, the onus is on Council not on Traditional Owners. This should be reworded. 10. In reference to Section 5.2 Bromelton SDA page 34, the submitter notes that there are significant environmental values within the Bromelton SDA. It is suggested that: <ol style="list-style-type: none"> a. Suggest that a significant landscape buffer is designated to screen the industrial uses within the Bromelton SDA from the rest of the community, and perhaps compensate for some of the likely environmental losses incurred when the area is developed. b. Retention of existing environmental values, as well as setbacks from waterways and wetlands and retention of canopy cover and habitat within the SDA should be a priority. 	<ol style="list-style-type: none"> 1. Housing options which promote affordability, as well as smaller dwellings tailored to the provision of housing for people with special needs, such as community residence and rooming accommodation (as well as more typical secondary dwellings, dual occupancies, townhouses, terraces, low-rise apartments etc.) are currently encouraged both within the GMS and the current Planning Scheme to provide more choice for smaller households and for those in need of social housing or more affordable housing. Greater support for Retirement Facilities and Residential Care Facilities is also proposed to incentivise more development of these kinds of housing units which are integral to housing vulnerable older people in the region. It is beyond the scope of the GMS to allocate land specifically for the provision of social housing, which is already facilitated through the existing planning framework. State government investment in new social housing construction is dependent on the State owning/controlling land on which to construct such development and is outside the scope of the GMS. 2. It is outside the scope of the GMS to impose particular design outcomes for residential development, however these suggestions have led to an update of relevant Planning Principles presented in the draft GMS which are underlined with additions as follows: Principle 1 to read: Development achieves an orderly, integrated and efficient settlement pattern. and <u>Development</u> is sequenced in a logical way which ensures the necessary supply of appropriately zoned, planned and serviced land for centres and industrial <u>growth and supports consolidation in appropriate locations.</u> Principle 2 to read: Development within identified growth areas complements planning and development outcomes in existing population areas and <u>includes more compact forms of housing in appropriate locations.</u> Update implementation strategy regarding Master planned areas. 3. It is reasonable to include reference to walkability and active transport within Planning Principle #6 of the GMS and specifically mention the desired outcome for new residential areas to provide for walkability and both road and active transport networks, to provide access to employment and other opportunities. Principle 6 to read: Development co-locates new residential areas with high-quality roads, <u>footpaths and an active transport network</u> which provides access to employment and <u>a range of other opportunities.</u> 4. This suggested amendment requires only minor changes to the current wording of Planning Principle #14 and can reasonably be made to provide greater clarity around the facilitation of ecological sustainability. Principle #14 to read: Development facilitates the achievement of ecological sustainability and provides for the protection, maintenance and enhancement of environmental values and features, including unique World Heritage areas, and contribute to a local and regional network of <u>ecological</u> linkages, corridors, <u>buffers</u> and other environmentally significant areas. 5. The Planning Principle seeks to facilitate the provision of open space and recreational facilities that should be designed to be fit for purpose - in other words, not all facilities should necessarily be shaded. The development of Council's upcoming Community Facilities Strategy and Sports Facilities Strategy may include more detail about design of such spaces, however no change is warranted to the Planning Principles of the GMS in this regard. 6. The table referenced summarises the provisions, projects and baselines from <i>ShapingSEQ</i> for housing and employment growth which the GMS is aiming to address. Environmental values and ecological corridors are addressed elsewhere in the document. 7. The Planning Scheme currently outlines the unique character of each township and village within the region through the Strategic Framework, with the GMS further expanding on the unique and distinctive character and attributes of each of the study areas that are the focus of the GMS. A future Planning Scheme amendment may consider the need to amend the character statements of the study areas, to reflect the GMS where appropriate. 8. The GMS provides the Planning Scheme Strategic Vision statements at page 15. Clarity is needed to identify the link between the Strategic Vision statements provided in the GMS and the Planning Scheme as the source of these statements. GMS Principle No.16 <i>Climate Change</i> refers to <i>Land use planning policy ensures new development responds to the ongoing effects of climate change, including the effects of bushfire, drought, increased rainfall intensity and flooding</i> which is supported by Strategies within the Study Areas, for example at Tamborine and Tamborine Mountain - <i>Investigate policy to increase domestic water supply capacity for new dwellings that are not connected to reticulated water supply.</i> Principle No.16 will be reviewed to promote climate change resilience. 9. Agree with the submitter about the suggested rewording, however, this is the Strategic Vision of the 	<ol style="list-style-type: none"> 1. Review and amend the Planning Principles in Table 1 to better achieve housing diversity and support updated Census data reflected in the updated HNA. 2. Amendment to Planning Principle #6 to include reference to walkability and active transport. 3. Amendment to Planning Principle #14 to provide greater clarity around the facilitation of ecological sustainability. 4. Provide additional clarity about the source of the Strategic vision being the Planning Scheme; 5. Review and broaden Principle No.16 - Climate Change to reference climate change resilience; 6. Include climate change resilience information at <i>Section 8. Environment; (Revised Chapter 4 in final GMS)</i> and 7. Include additional policy support at <i>8.1 Growth Management Environment solutions</i> drawing on the GMS Principle No.16 <i>Climate Change.</i>

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	<p>11. In reference to Section 5.4 Rural production on page 35: The significant opportunity that regenerative agriculture, holistic management and conservation forestry could provide to the region, environmentally, socially and economically, would be good to see acknowledged within the GMS. These fields of rural production could attract new businesses to the region. The submitter suggests including mention of regenerative agriculture and conservation forestry as appropriate means of rural production within the region, improving biodiversity and providing employment.</p> <p>12. In reference to Section 5.7 Emerging employment opportunities, page 36-37, the submitter notes that It would be great to see renewable and regenerative businesses and industries being proactively attracted to the region to provide employment and opportunity. Renewable industries could be attracted to Bromelton, e.g. renewable energy including solar farms, electric vehicles, organic waste recycling, etc. It would be great to see an environmental management industry develop in the Scenic Rim as well, restoring land, greening, implementing conservation forestry and so on. It is suggested that Council could create policy in the GMS, planning scheme updates, and work to attract these industries through economic development programs, etc. Economic development could seek to attract regenerative farmers, industries that close the waste / resource loop / and food related industries to grow a regenerative, rural production industry within the region.</p> <p>13. Section 6.1 Photo Comment: The photo does not show any street trees in a new-looking housing estate. The submitter suggests a photo showing healthy, street trees in a residential subdivision would be good.</p> <p>14. In reference to Section 6.2.1.1, pages 41-42, the submitter notes that the section about local roads does not mention the impact roads can have on safe fauna movement. The submitter suggests the inclusion of a statement regarding road upgrades including provisions for safe fauna movement and increasing the safety for road users by reducing fauna vehicle strikes.</p> <p>15. In reference to Section 6.5.2 page 43: There isn't inclusion of active transport options, walking opportunities within the urban footprints and safe fauna movement. Suggest inclusion of these factors within the GMS and the future transport strategy.</p> <p>16. Mention of ecological connectivity and urban greening would improve Section 7.</p> <p>17. Development of an urban greening target for the town centres, would help to retain amenity and increase resilience. Suggest the development of an urban greening target and program for each of the urban footprints, including the planned increase in these areas, throughout the region.</p> <p>18. The submitter notes that waterways are hard to see on the GMS maps. Could the visibility be improved?</p>	<p>current Planning Scheme and an amendment would be required to update this sentence. The issue has been noted for a future amendment to the Planning Scheme.</p> <p>10. Requirements for landscaping buffers and retention of environmental values are managed through the development assessment process for the Bromelton SDA, which is administered through the SDA Development Scheme by the Office of the Coordinator-General.</p> <p>11. Section 5.4 is a high level summary of existing rural production, and regenerative agriculture/conservation forestry do not currently constitute a major share of rural production in the area. As these aspects of rural production are not a specific focus of the GMS, no further change is warranted.</p> <p>12. The GMS encourages the development of 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. It acknowledges the important role that rural production plays in contributing towards employment in the Scenic Rim and further 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. Council's Regional Prosperity Strategy also seeks to create valuable jobs for local residents and outlines a number of key objectives and priority action areas to achieve this. Further policies within the GMS are not recommended, as it is not the role of the GMS to act as an economic development strategy.</p> <p>13. Better examples of streetscapes that provide for shaded footpaths will be sought for the final GMS.</p> <p>14. Specific road safety measures are outside the scope of the GMS, however may be suitable for consideration in a future Transport Strategy which the GMS identifies should be prepared.</p> <p>15. Outlining specific active transport measures are outside the scope of the GMS, however could be suitable for consideration in a future Transport Strategy which the GMS identifies should be prepared.</p> <p>16. These concepts are more linked to Section 8 - Environment, which includes discussion of biodiversity linkages. Urban greening is not a goal of the GMS, and may be better addressed through the Vibrant and Active Towns and Villages Program.</p> <p>17. Urban greening targets are not a specific goal of the GMS, and may be better addressed through more detailed planning undertaken as part of a range of other strategies and future Planning Scheme amendment considerations.</p> <p>18. Due to the nature of the waterway mapping layers being extracted from a range of current overlay mapping and the fact that some of these waterway corridors are also covered by a number of other overlays/layers, improving the visibility of the waterways on the maps is not possible. The GMS is a high level strategic document and represents these features at a regional scale.</p>	
11817343/15	Please do not decrease house lot sizes to less than 700, let's keep the area with the rural vibe. Too many locations with house sizes at 400-500 generally attract other social issues and less pride in property.	The minimum lot sizes and minimum average lot sizes assumed for the GMS reflect the existing requirements of the Scenic Rim Planning Scheme (2020) for the Low density residential zone and Low-medium density residential zone.	No change.
11817343/18	The SEQ benchmark is for 11,000 new dwellings in Scenic Rim by 2041 and this draft aims at a footprint for 15,000 new dwellings. The projected job growth is 7600, so presumably the remaining 7400 dwellings will be occupied by retirees and the unemployed. Can you please provide me with data on the projected number in each criterion by 2041?	The GMS proposes a housing land supply strategy based on the premise that to achieve the dwelling supply benchmarks, approximately twice as much land needs to be available to account for all the factors that affect the take up of land, including fragmentation, landowner motivation. The Housing Needs Assessment that informs the GMS provides information about the projected population in 2041 and its required housing type.	No change.
11817343/25	"I DO NOT want small blocks of 300 m - 600 m, there is a reason why we moved here from the Gold Coast and that was to get away from the small blocks and crime. All you will be doing is increasing the crime rate of this town. You have no infrastructure, nothing to do and nowhere to go. You have no decent roads. There are no employment opportunities here and not everyone is going to travel on the crappy roads for an hour or more each way daily to go to work. The so-called town bypass should NEVER have been built where it is!! Instead of being greedy, why don't you actually think about what could be improved first for the town of Beaudesert and surrounds. Many examples of this would be improve the ROADS. Actually have a proper SHOPPING CENTRE so you don't need to travel 45 minutes just to buy shoes, clothes etc. Have a YMCA built. Increase the POLICE numbers as this is needed due to the increase in CRIME. Have things to do in the town. We DONT need any more SERVICE STATIONS".	<p>The GMS does not propose altering the minimum lot size or minimum average lot size for subdivision in the Low-Medium Density Residential and Low Density Residential zones. These are to remain as currently adopted in the Scenic Rim Planning Scheme 2020.</p> <p>While outside the scope of the GMS, it is acknowledged that improvements to the region's infrastructure will be required to support the proposed growth. One of the proposed outcomes of the GMS is implementing a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation, and delivery of transport infrastructure improvements throughout the region, noting that some roads may be the jurisdiction of State government.</p> <p>The GMS cannot control which commercial tenancies and businesses seek to locate within the region, however the current Planning Scheme framework facilitates the development of appropriate commercial and retail uses within the Beaudesert CBD. While Council is ensuring that adequate land is available for commercial development, retailers choosing to locate in Beaudesert depends on the commercial viability of operating their business within the region.</p> <p>Council is also currently drafting a new Community Facilities Strategy, a Camping Facilities Strategy, and a Sports Facilities Strategy which will provide further direction for the provision of these facilities.</p>	No change.
11817343/41	"Draft? There's nothing 'draft' about it but rather you have presented us with a fait accompli. The SRRC is treating its electorate as bumbling idiots, there for no other reason than to provide an income source for your salaries - it is	The draft document presents Council's proposed strategies for review and comment by the public, with the potential to update the document based on the feedback received. A final GMS will be presented to Council	No change.

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	exasperating!"	for its consideration, in response to all submissions made on the draft GMS.	
11817343/47	<p>They say a chain is only as good as its weakest link. We would like all planning of new developments to consider whether it might create a major barrier across any parts of a wildlife corridor route, and, if so, whether some innovative adjustments might be made to satisfy requirements of the development as well as wildlife amenity.</p> <p>The Council has already made steps towards being certified as an eco-destination. High biodiversity is one of the important features of the region for attracting nature-based tourism, and the preservation of important habitat areas and links between these is an important aspect of this, and can also be show-cased to visitors (I have already been asked by a tour company in Melbourne to address a cultural tourism group on the establishment of corridors during their visit, which was unfortunately cancelled due to Covid lockdowns in 2021).</p> <p>Although I would personally hate to live in one, many people appear to enjoy living in high-rise apartments. I would not like to see the Scenic Rim's skyline resembling Surfers Paradise, but in places where there is a choice between perhaps two or three-storey apartments near a bushland area or clearing the bush for standard houses with tiny backyards, the former would be better both for biodiversity conservation and passive outdoor recreation for residents.</p> <p>I would ask Council not to promote growth for growth's sake. To continue as a wonderful place to live and to visit we need to be careful about which industries and what kinds of settlers we most wish to attract.</p>	<p>While the GMS does not directly deliver ecological protection, it recognises the importance of the Scenic Rim's natural environment in contributing towards and defining the unique character of the region and the need to protect these areas from inappropriate development. The GMS recommends a region-wide investigation be undertaken of important biodiversity corridors, to identify and protect biodiversity corridors for implementation through the Environmental Significance Overlay as part of a future amendment to the Scenic Rim Planning Scheme 2020. Such an investigation would be much better placed to advise on additional linkage opportunities based on ecological value. Council also has a range of other existing strategies, such as its Biodiversity Strategy, which would also address some of these matters</p> <p>The GMS proposes two Medium Density Residential precincts in Beaudesert which will allow typologies such as townhouses, terraces, and low-rise apartments, which will provide more options for smaller households.</p> <p>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 based on community feedback and needs. The Growth Management Strategy has therefore been developed taking the community's views into account, particularly around density and growth, and acknowledges the importance of retaining the character and attributes of the Scenic Rim region and its various towns and villages, which make it a unique place to live, that is unlike most other areas within South East Queensland. Whilst 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.</p>	No change.
11648061	<ul style="list-style-type: none"> Mt Lindesay Highway and Lyons Rd are the gateways to QLD, therefore it should reflect Scenic Rim Council and State Government advertising. Information boards and rest areas should be installed. Rest areas should be extended to 24 hour free camping to encourage visitation to more tourist activities. Tamrookum to Boonah route should be considered as ways to shorten travel distance between towns. Duck Creek Road must be re-opened to reduce travel time to major resorts tourist areas. Garbage services should be introduced when no through roads reach 10 residential houses. Waste station in those areas not receiving a garbage service should be open 7 days per week. Dirt roads should be fully graded every year with grass verges being slashed for line of sight. Sub-divisions should be considered on large acreages that are outside the planned urban townships. There should be a minimum of 50 acre size developments - exception for existing smaller blocks. 	<p>While tourism marketing projects and rest stop operations are outside the scope of the Growth Management Strategy, Council is currently drafting a Community Facilities Strategy, a Camping Facilities Strategy and a Sports Facilities Strategy which may address these topics.</p> <p>Operational considerations such as garbage services, road maintenance and moving services are likewise outside the scope of the Growth Management Strategy. One of the proposed outcomes of the GMS is the development of a new Transport Strategy for the Scenic Rim which would provide direction on planning, prioritisation and delivery of infrastructure improvements throughout the region. This proposed Strategy would allow Council to conduct in-depth analysis of the road network, and evaluate potential efficiencies that might be achieved in the network.</p> <p>Land outside of the primary study areas listed in the Growth Management Strategy is generally part of the 'Regional Landscape and Rural Production Area' under the South East Queensland Regional Plan 2017-2041 (<i>ShapingSEQ</i>), and is therefore not able to be subdivided into large acreage lots under <i>ShapingSEQ</i>. The GMS addresses a number of study areas which will form the primary focus of the GMS for accommodating any future growth.</p>	No change.
11659159	<p>Queensland Parks and Wildlife Service (QPWS) suggests that the GMS strategy can be improved through a strong focus on:</p> <ul style="list-style-type: none"> Providing extra 'green space' for outdoor recreation, such as mountain biking, triathlon/running events, in order to avoid relying on the protected area estate. Council may need to lead further investment in land acquisition and facilities to support tourism growth within the region- rather than being reliant on protected areas to facilitate such growth. Protecting significant environmental values adjacent to and connecting protected areas. The strategy plans for greater protection of environmental lands through increased investment in corridors, which do not provide detail or targets on how this will be achieved within life of the strategy. Enhancing planning, management and community education regarding mitigating bushfire hazards and risks (including Council led fire management practices and priorities) particularly adjacent to protected areas. Improved management and community education regarding biosecurity obligations and threats to the natural environment (including Council's role in promoting use of local native plants, managing invasive weeds and strong hygiene protocols). <p>Planning scheme may need to:</p> <ul style="list-style-type: none"> Identify better areas for development. Provide guidelines for protecting habitat for koala and critically endangered species adjacent protected areas. Ensure effective tree protection laws and commitments- i.e. on lands neighbouring protected areas. Actively manage commercial ground water extraction- ensuring environmental values of protected areas 	<p>The Growth Management Strategy is not intended to deliver additional facilities of this nature but does contain policies for the protection and enhancement of local biodiversity corridors and linkages and the provision of community facilities. Council is currently undertaking a strategic review of community and sporting facilities, which will examine the supply and provision of such facilities throughout the Scenic Rim. Council's existing Biodiversity Strategy also addresses a range of matters relevant to this submission, with the Planning Scheme also containing current provisions and overlays that seek to identify and protect areas of importance in terms of environmental significance, bushfire hazards and the like. While the GMS does not directly deliver ecological protection, it recognises the importance of the Scenic Rim's natural environment in contributing towards and defining the unique character of the region and the need to protect these areas from inappropriate development. The GMS recommends a region-wide investigation be undertaken of important biodiversity corridors, to identify and protect biodiversity corridors for implementation through the Environmental Significance Overlay as part of a future amendment to the Scenic Rim Planning Scheme 2020.</p> <p>Updates to the Scenic Rim Planning Scheme 2020 to address many of these issues raised may be considered via a future Planning Scheme Amendment Process, however the GMS contains policies which are consistent with ensuring that areas of biodiversity and ecological significance and important environmental resources are protected from inappropriate development.</p>	No change.

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	<p>are secure.</p> <ul style="list-style-type: none"> • Ensure the Tamborine Mountain escarpment- including Tamborine National Park is adequately protected from development impacts. • Enhance value of protected areas by better protecting and connecting the important Darlington Range biodiversity corridor- including from Ormeau through to Tamborine Mountain, Defence land and Beechmont to Lamington National Park. 		
11672171	Gold Coast City Council submission suggests discussions regarding methodology and opportunities to collaborate between SRRRC and GCCC. Provide a map showing travel outside of Scenic Rim for employment purposes	Council is open to discussions with discussions with City of Gold Coast regarding the methodology of the study and to facilitate cross-LGA collaboration. Further mapping showing travel for employment purposes outside of the Scenic Rim is not warranted, as the focus of the GMS is to promote more employment inside of the region and reduce the need to travel outside of the LGA for employment purposes. The current mapping already acknowledges the important cross-boundary relationship that Scenic Rim shares with adjoining LGA's.	No change.
11627997	<p>The submission from the Department of Resources raises the following matters for consideration:</p> <p>Beaudesert</p> <ol style="list-style-type: none"> 1. Under the SPP State Interest: Biodiversity - Matters of State Environmental Significance (MSES) – Regulated vegetation, the submission recommends that Council's constraints mapping should capture the State's latest MSES-regulated vegetation. Resources identifies patches of MSES within Future Low Medium Density Residential and Future Urban Investigation post 2041 that appear to be available for development and quotes the SPP biodiversity policy (2) -that development should be located in areas that avoids adverse impact on MSES - adding that exemptions would be created where under Schedule 21 (Part 2, section 2 (g)) of the <i>Planning Regulation 2017</i> if development is for an urban purpose and MSES is not an endangered Regional Ecosystem. 2. Under the SPP State Interest: Mining and Extractive Resources- Key Resource Area (KRA), the submission recommends that the Cryna KRA (139) Transport Routes and Separation Areas should be included as a constraints in the Beaudesert Study Area. 3. Under the SPP State Interest: Development and Construction policy, the submission recommends that the State land tenure data is to be added as a constraint to Council's mapping for lot 181 WD5377 (Everdell Park) which is a State Reserve under the <i>Land Act 1994</i> to show that the State land will not be included in Council's consideration of land available for residential development and should be consistent with the purpose of the Reserve. Resources support the continued zoning of the Reserve as Recreation and Open Space under the Scenic Rim Planning Scheme. 4. Under the SPP State Interest: Water quality - high risk soils (salinity) policy, the submission recommends that salinity areas, including a moderate salinity risk area highlighted area in the Future urban investigation post 2041, should be considered as a constraint under Council's Constraints mapping. Land that is at moderate salinity risk has the potential to cause adverse effects on infrastructure such as roads and building foundations, as well as environmental (soil and water) degradation within the study area. Resources suggests that intensifying land uses and development does not occur in salinity risk areas and in accordance with the SPP for water quality, land zoned for urban purposes, should avoid areas of high risk soils, which includes salinity. <p>Kalbar</p> <ol style="list-style-type: none"> 5. Under the SPP State Interest: Water quality - high risk soils (salinity) policy, the submission recommends that salinity areas, including a high salinity risk area highlighted area in Kalbar's future proposed Low Medium Density Residential zone, should be considered as a constraint under Council's Constraints mapping. Land that is at high salinity risk has the potential to cause adverse effects on infrastructure such as roads and building foundations as well as environmental (soil and water) degradation within the study area. Resources suggests that intensifying land uses and development does not occur in salinity risk areas and in accordance with the SPP for water quality, land zoned for urban purposes, should avoid areas of high risk soils which includes salinity. <p>Tamborine and Tamborine Mountain Study Areas</p> <ol style="list-style-type: none"> 6. To appropriately integrate the SPP State Interest: Biodiversity – MSES - Regulated Vegetation, it is recommended that non-urban zonings, including Rural residential be retained over areas of MSES-Regulated vegetation. Specifically, areas of MSES-regulated vegetation should not be proposed to change from a rural zone to an urban zone as is the case for 5 identified properties within Table 25 of the draft GMS. They are proposed to be up-zoned to the urban Mountain Residential Precinct, where several of the properties contain MSES - Regulated vegetation. Urban development proposals within urban zones could enable the removal of remnant vegetation (except for Endangered Regional Ecosystems) by way of exemptions that could be applied under the <i>Planning Regulation 2017</i>. 7. The submission recommends that if current provisions in the Scenic Rim Planning Scheme are removed to enable additional lots to be created, this should only apply to properties that do not contain MSES - Regulated vegetation. <p>All Study Areas</p> <ol style="list-style-type: none"> 8. It is suggested that Council maximise the inclusion of <i>MSES – Regulated vegetation</i> into their indicative local conservation corridors (as shown on the various Study Area maps). This will assist with the enhancement of biodiversity in the local government area by linking areas of <i>MSES-regulated vegetation</i>. 	<ol style="list-style-type: none"> 1. The constraint mapping provided in the GMS uses a methodology that draws on the Overlay mapping adopted within the Scenic Rim Planning Scheme 2020. It is not within the scope of the GMS to update the Planning Scheme's current overlay mapping, however the information provided will inform future proposed planning scheme amendments, including a Major Planning Scheme Amendment that will focus on the identification, management and protection of Matters of Environmental Significance throughout the Scenic Rim. <p>The GMS proposed Future Low Medium Density Residential and Future Urban Investigation post 2041 land uses are indicative only and in the example of Future Urban Investigation post 2041, there has been no calculated dwelling supply number included in the GMS. In the case of the Future Low Medium Density Residential land use, the proposed dwelling supply number will remain, having been based on the Scenic Rim Planning Scheme 2020 constraints overlays (as described in the above paragraph). However, the information provided in the submission about more recent MSES mapping will inform a future proposed planning scheme amendment that is likely to occur before the proposed 3rd sequence of development for the Future Low Medium Density Residential land use.</p> <ol style="list-style-type: none"> 2. The Key Resource Area (KRA) Transport Routes and Separation Areas will not be impeded through the inclusion of the indicative Future Investigation Area in Beaudesert. The Constraints methodology includes both Transport Routes and Separation Areas as hard constraints and therefore non-developable land. The GMS Constraints mapping will be updated to include this feature and reflect the omission identified in this submission. 3. Council does not intend to change the zoning at Lot 181 WD5377 (Everdell Park) from Recreation and Open Space under the Scenic Rim Planning Scheme 2020 and will remove the State Reserve from the proposed designated land use - Future urban investigation post 2041. 4. A new Flood Study for the Versedale area (Cyrus Creek catchment) comprises the most recent Amendment to the Scenic Rim Planning Scheme (amended 17 June 2022), updating Overlay Maps OM-6-A Flood Hazard - Hazard Area and OM-6-B Flood Hazard - Category Area. The newly adopted flood hazard mapping will be incorporated into an updated Constraints layer for the GMS. The extent of the flood hazard highlighted in the Veresdale Flood Study follows a similar route to the salinity constraint identified in the submission, with the effect of deterring future inappropriate development through the application of the planning scheme flood hazard management requirements. While it is not within scope of the GMS to update the Planning Scheme's current overlay mapping to include high risk soils - Salinity, the information provided in the submission will inform the consideration of high risk soils within future proposed planning scheme amendments. 5. The constraint mapping provided in the GMS uses a methodology that draws on the Overlay mapping adopted within the Scenic Rim Planning Scheme 2020. While it is not within scope of the GMS to update the Planning Scheme's current overlay mapping to include high risk soils - Salinity, the information provided in the submission will inform the consideration of high risk soils within future proposed planning scheme amendments. 6. Unless specifically included on Overlay Map 13 of the Planning Scheme, exemptions for clearing vegetation will not include those afforded through subdivision of the sites where Retirement Facilities or Residential Care Facilities have been proposed. Council will however consider other mechanisms, such as the retention of current zoning and reducing current levels of assessment, while at the same time providing important residential retirement and care options for Tamborine Mountain. 7. The strategy of having a minimum lot size of 1 hectare for rural residential lots, with minimum frontage size and access handle size requirements for rear lots, is designed to minimise the need for vegetation clearing, among other outcomes. With the application of a constraints layer which incorporates MSES, the potential number of proposed additional lots has been reduced across the Tamborine Mountain and Tamborine Study Areas. The constraint mapping provided in the GMS uses a methodology that draws on the Overlay mapping adopted within the Scenic Rim Planning Scheme 2020. There is no proposal to provide additional lots in the more urban residential zoned Mountain Residential Precinct where additional exemptions for clearing vegetation apply. 8. Council will wherever possible maximise the inclusion of MSES – Regulated Vegetation in the conservation 	<ol style="list-style-type: none"> 1. No change 2. Review Constraints map layer to ensure KRA Transport Routes and Separation Area polygons are included region-wide 3. Exclude Lot 181 WD5377 from the Future urban investigation post 2041 designated area in the Beaudesert Study Area 4. Review Constraints map layer to include recently commenced Planning Scheme Amendment No.4 - Flood Hazard mapping. This will also have the effect of avoiding future development impacting the moderate salinity risk area 5. No change 6. Review strategy mechanism that encourages the development of Retirement Facilities and Residential Care Facilities on Tamborine Mountain on selected sites 7. No change 8. No change

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		corridors and will work with the Department of Resources in progressing future planning scheme amendment/s that support this proposal.	
11782232	<p>The submission requests that Council consider Precinct 2 of the Flinders Lakes Project for its potential to contribute to the dwelling supply benchmarks of the ShapingSEQ. The land is located at Wild Pig Creek Road, Undullah at the border of the Logan City LGA and comprises the following three allotments:</p> <ul style="list-style-type: none"> • Lot 10 SP113192; • Lot 20 SP113191; and • Lot 30 SP133190. <p>The Flinders Lakes project provides a coordinated development approach for a new township that is of a regional scale. It is a well-connected site in proximity to the South-east Queensland growth corridor (including Bromelton) and will provide future services and social and economic community benefits.</p> <p>"With investigation and planning for the project spanning a decade, technical investigations and a concept plan identify the Flinders Lakes project within one of four precincts. Precinct 1 has approval for 7,282 residential dwellings, accommodating a projected population of 20,000 people, retail, commercial, sport, entertainment, community services and tourism uses, and located within the Priority Growth Area of Greater Flagstone. Precincts 3 and 4 have a Preliminary Approval for an urban centre, residential and environmental land uses accommodating a major commercial centre and 30,000 new residents, eco-tourism, recreation, agricultural and conservation activities. Precinct 2 is a 192.7ha site proposed to provide a stronger physical connection between Beaudesert and Ipswich/Ripley, bisected by the Southern Freight Railway alignment and adjacent to the Bromelton Development Area. It is well positioned to accommodate education, research facilities and infrastructure that supports both social and economic goals for all surrounding areas. It will also have supporting recreational uses and possibly an 'Enterprise Area'. The existing approvals for Precincts 1, 3 and 4 mean that the site (Precinct 2) will be well connected to nearby communities and facilities and Beaudesert.</p> <p>A 2018 report examined the potential of the Flinders Lake project and found that the proposed non-residential land uses could provide a range of economic and strategic planning benefits to the Bromelton Enterprise Area and Scenic Rim. Among the employment value-adding opportunities within Precinct 2 are: tertiary education, incubator facilitation, office park employment, health and medical facilities, and more.</p> <p>We believe that the Growth Management Strategy undervalues the benefits of the Flinders Lakes in terms of its proximity to new city development, with 50,000 plus residents, and has not identified the project and site opportunity as a 'driver of change' on the northern boundary of the Scenic Rim.</p> <p>Infrastructure investment potential is already apparent as development of this scale will act as a magnet given the location of the existing and planned rail network, which will encourage public and private sector building. A rural future for this land amounts to underutilisation and it is unlikely to remain as rural production land.</p> <p>By recognising Precinct 2 as an 'Investigation Area' the draft GMS could provide recognition of this cross-border driver for change, warranting monitoring, further investigation and potential amendment of Council's strategy in future iterations of the GMS and/or planning scheme reviews."</p>	<p>The subject properties are neither within the 'Urban Footprint' or the 'Rural Living Area' land use designations of <i>ShapingSEQ</i>. The site was not therefore included or contemplated within the study areas of the Growth Management Strategy and does not address the Principles set out in Section 1.5, or the Key Growth Management Strategy Policy Directions set out in Section 1.6 of the draft GMS.</p> <p>The preparation of the Growth Management Strategy which incorporates a Housing Needs Assessment and an Employment Land Assessment has found that there is sufficient land available for urban purposes across the Scenic Rim region. Development of Precinct 2, The Flinders Lakes Project is not required to meet the region's dwelling supply and employment benchmarks identified within <i>ShapingSEQ</i>. Investigations undertaken during the preparation of the draft GMS have found that these benchmarks can be met through residential and employment growth opportunities in the region's existing Urban Footprint.</p> <p>The Growth Management Strategy's horizon year is consistent with the <i>ShapingSEQ</i> horizon year (2041), and the growth envisioned by <i>ShapingSEQ</i> is achievable in the Scenic Rim without expanding the Urban Footprint to accommodate additional properties such as the lots subject to the Flinders Lake Project.</p> <p>The proposed non-residential land uses identified for the Flinders Lakes Project may contradict or detract from the purpose and policy directions of the Growth Management Strategy. In particular, this may detract from the GMS Policy Direction No.1 which is <i>to promote the primacy of Bromelton as a regionally significant industrial employment area that will catalyse growth opportunities for Scenic Rim</i>; or contradict No. 2 which is <i>planning for employment growth to offer greater opportunities for people to both live and work within the region, meeting projected needs</i>; or detract from No. 3 which is <i>consolidating Beaudesert's role as the Principal Rural Activity Centre for the region and its sustainability in accommodating the majority of population and employment growth, supported by the Bromelton State Development Area</i>.</p> <p>The request to identify the new city development (Greater Flagstone PDA) with the potential 50,000 additional residents, as a Driver of Change at the northern boundary of the Scenic Rim with Logan City Council, is acknowledged and is valid. The GMS will reflect this request through changes to Chapter 3 - Drivers of Change.</p> <p>From an infrastructure and servicing perspective, it is unlikely to be cost effective in the short to medium term for Council to provide infrastructure and services, including garbage services and infrastructure maintenance, given the remote locality relative to Beaudesert. The land has a greater connection with the Greater Flagstone PDA and Logan LGA and any employment generating development would likely benefit Logan residents.</p> <p>The subject site is not envisioned to fit within the sequence of growth anticipated over the next two decades in the Scenic Rim. Furthermore, the lack of current regional transport infrastructure (both road and rail), together with the designated land use category (Regional Landscape and Rural Production Area) preclude the site from being included as a future investigation area (beyond 2041) within the Growth Management Strategy.</p>	<ol style="list-style-type: none"> 1. Identify and recognise the Greater Flagstone PDA as a Driver of Change in the GMS. 2. Reference the 50,000 people projected to be located in the PDA in the Drivers of Change text as a new 3rd dot point at 3. Drivers of Change (page 18) :<i>The continued growth - up to 50,000 new residents (10-11,000 new dwellings) - of the Greater Flagstone Priority Growth Area as a major residential centre.</i>
11718497	<p>1. Housing Needs Assessment</p> <p>It is noted that the HNA was completed prior to the updated SPP State Guidance for integrating State Housing Supply and Diversity interests being published in November 2021. The department supports the investigations of the HNA into the needs of the population and the recommendations for more compact housing options. However, it notes the following matters which are likely to influence the HNA recommendations and so subsequently proposals in the GMS. These are:</p> <ul style="list-style-type: none"> • The housing needs of only certain sectors of the population were investigated in the HNA. • No discussion about the influence of Bromelton State Development Area (SDA) and other key projects affecting growth at Beaudesert. (However, it is noted the Bromelton SDA is mentioned in the GMS.) • The statement that medium density multiple units are not envisioned. • HNA Recommendations for compact housing but issues with minimum lot size. • 2016 census data and no investigation of changes since covid-19. <p>a. Need for affordable housing options</p> <p>The investigation of the needs of those who require aged care and retirement living in the HNA is supported, however it is noted that there was no review of the needs of other groups. In particular there is no investigation of those which could require affordable housing youth, the unemployed, homeless (in the former SPP Guidance this is "residents in needs of assistance"). Consequently, the HNA does not discuss the range of affordable accommodation needed which can include smaller forms of multiple units, rooming accommodation, and the implication of more informal forms such as caravan parks, shelters, secondary dwellings etc. This information would give a more complete picture of housing need in Scenic Rim. The Housing Supply and Diversity section in the Integrating state interests in a planning scheme (statedevelopment.qld.gov.au) gives greater information on this</p>	<p>1. HOUSING NEEDS ASSESSMENT</p> <p>Housing options which promote affordability, as well as smaller dwellings tailored to the provision of housing for people with special needs, such as community residence and rooming accommodation (as well as more typical secondary dwellings, dual occupancies, townhouses, terraces, low-rise apartments etc.) are currently encouraged both within the GMS and the current Planning Scheme to provide more choice for smaller households, including those in need of social housing or more affordable housing. Greater support for Retirement Facilities and Residential Care Facilities is also proposed to incentivise more development of these kinds of housing units which are integral to housing vulnerable older people in the region. It is beyond the scope of the GMS to allocate land specifically for the provision of social housing, which is already facilitated through the existing planning framework. State government investment in new social housing construction is dependent on the State owning/controlling land on which to construct such development and is outside the scope of the GMS.</p> <p>a. Affordable housing options</p> <p>The GMS 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.</p> <p>The updated Housing Needs Analysis that is based on 2021 Census data includes additional information about housing affordability, homelessness and social housing.</p> <p>b. Bromelton SDA</p>	<ol style="list-style-type: none"> 1. Update the Housing Needs Assessment (HNA) and relevant components of the GMS to account for the 2021 Census and Covid-19. 2. Review the Planning Principles in Table 1 of the GMS where related to the updated HNA, to help support the consideration of a future Planning Scheme amendment that may better achieve housing diversity.

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	<p>matter.</p> <p>b. Bromelton SDA The HNA assumes no major industrial development at Bromelton State Development Area (SDA) within the planning horizon (see p81). It is noted that the planning for major infrastructure projects such as Inland Rail is underway and likely to be within the timeframe of the GMS. As such, there may be potential for implications for growth at Beaudesert.</p> <p>c. Medium density not envisioned In the Recommendations, a statement is made that medium multi-unit product (as well as high rise) is not part of the region's medium to long term future. It is noted that the Scenic Rim planning scheme currently does not facilitate medium density forms of residential development in its Low Density Residential (LDR) and Low Medium Density Residential (LMDR) zones. However, the Major and District Centres zones have heights at 6 and 3 stories respectively and multiple units may be compatible uses under certain provisions. It is suggested that Council consider revisiting this matter.</p> <p>d. Need for compact housing and lot sizes The HNA recommends the Study Area could benefit from the introduction of more compact housing options. In the Recommendations it is identified that 600m² may be a reasonable intervention however it states that if lot sizes were reduced to this that this would deter future compact development. Given the need for compact housing it is suggested that this matter be revisited to a lot size that would deliver a compact form of development that is compatible with rural living expectations.</p> <p>e. 2016 census data and changes since covid-19 in 2020 It is noted the HNA was completed in June 2021 and using the available 2016 census data however there is no discussion about any impact of Covid -19 that may affect the recommendations. It is suggested that a review against 2021 census data (to be released later this year) may be beneficial to ensure proposals in the draft GMS are current.</p> <p>In summary the department considers that these outstanding matters in the HNA should be reviewed as they influence the proposed strategies in the draft GMS.</p> <p>2. Growth Management Strategy Housing and Homelessness Services (CHDE) has an interest in the residential provisions of a planning scheme in order to ensure supply and diversity. Amongst other objectives, providing a diversity of housing types through the private market such as smaller, more affordable forms of housing assists in reducing the need for social housing.</p> <p>The department has reviewed the overarching GMS principles for Scenic Rim and for the settlement areas. The department has specifically commented on the draft GMS for Beaudesert and Boonah (being the main population centres with key services such as education and health). The major centre of Beaudesert is considered of key interest for the investigation of affordable forms of housing due to its services and location near future employment and transport proposals. The department suggests that the implications of the major projects be better highlighted in the draft GMS for Beaudesert and, housing proposals expanded to be reflective of the needs of all in the future population.</p> <p>The department recommends that the overarching GMS principles for Scenic Rim be amended to include support for a diversity of housing including social and affordable housing and, smaller more affordable forms. Consistent with the overarching principles, for both the Beaudesert and Boonah draft GMS the department recommends the following matters be included -</p> <ul style="list-style-type: none"> • support for social and affordable forms of housing as a GMS principle, and • strategies that proactively facilitate compact housing that includes a diversity of types, in particular smaller more affordable forms. <p>Council's position on 700m² lots and its desire to protect and enhance the amenity of character of its townships are noted. However, the department recommends that a review of the current planning scheme provisions is undertaken to encourage smaller, more affordable forms of accommodation within the existing urban area. It is noted that current planning scheme provisions for the Low Density Residential (LDR) and Low Medium Density Residential (LMDR) zones favour low density forms of residential development, lower yields for multiple units and include density controls that may favour the development of larger rather than smaller units. It also noted that</p>	<p>The Key GMS Policy Directions recognise the primacy of Bromelton as a regionally significant industrial employment area, that will activate growth opportunities for Scenic Rim. The Policy Directions also seek to consolidate 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.</p> <p>Section 5.2 of the GMS also specifically addresses the role of Inland Rail in acting as a major catalyst for the development of Bromelton SDA and the employment implications. The GMS also states that 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.</p> <p>c. Medium density not envisioned & d. Need for compact housing and lot sizes The GMS does not propose altering the minimum lot size or minimum average lot size for subdivision in the Low-Medium Density Residential and Low Density Residential zones. These are to remain as currently adopted in the Scenic Rim Planning Scheme 2020, which has a much higher minimum lot size and minimum average lot size in both the Low Density and Low Medium Density residential zones than many other Councils in South East Queensland. It should be noted that the minimum lot size in the Low-Medium Density Zone is 450m², but a minimum average of 750m² must be achieved.</p> <p>This was adopted by Council in recognition of the lifestyle factors that attract residents to the region (i.e. larger suburban lots) and which help to define the region's unique identity. There are two Medium Density Residential precincts proposed in Beaudesert which will allow typologies such as townhouses, terraces and low-rise apartments, which will provide more options for smaller households. Both of these proposed Medium Density Residential precincts are located centrally within the Study Area and within walking distance to the central business area of Beaudesert.</p> <p>e. 2016 census data and changes since COVID-19 in 2020 The Housing Needs Analysis has been updated based on 2021 Census data and includes a discussion about the impacts of Covid-19.</p> <p>2. GROWTH MANAGEMENT STRATEGY Section 1.5 of the GMS 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. There are also a number of planning principles within the GMS which promote housing choice and diversity to ensure that a range of housing options are available for residents to continue living in their local communities through all stages of life.</p> <p>The GMS does not propose altering the minimum lot size or minimum average lot size for subdivision in the Low-Medium Density Residential and Low Density Residential zones. These are to remain as currently adopted in the Scenic Rim Planning Scheme 2020, which has a much higher minimum lot size and minimum average lot size in both the Low Density and Low Medium Density residential zones than many other councils in South East Queensland. This was adopted by Council in recognition of the lifestyle factors that attract residents to the region (i.e. larger suburban lots) and which help to define the region's unique identity. There are two Medium Density Residential precincts proposed in Beaudesert which will allow typologies such as townhouses, terraces and low-rise apartments, which will provide more options for smaller households.</p> <p>A future Planning Scheme amendment can consider what principles and policies of the GMS need to be implemented through any potential amendments to better achieve housing diversity, however the current Planning Scheme framework is considered to facilitate this. For example, the suggestion to review the current requirement for multiple units and rooming accommodation to only locate above the ground floor or behind a commercial use in the Major and District Centres could be addressed in a future Planning Scheme Amendment.</p> <p>Specific growth strategies have been outlined for both Beaudesert and Boonah within the GMS which seek to balance reasonable and appropriate growth, while maintaining the existing character of each township. Growth is to be prioritised on existing land which is well located and zoned for residential purposes and</p>	

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	<p>multiple units are not considered consistent with the intent of the Major and District Centres zones unless they are located above the ground floor.</p> <p>The department recommends reviewing specific provisions of the current planning scheme that affect diversity of housing. In particular these include -</p> <ul style="list-style-type: none"> • identify requirements for multiple units for well-located and serviced areas of urban land currently in the LMDR zone (e.g. where it is within easy walking distance of the main centres and key services such as the hospitals). This could be via a precinct-based approach. The draft GMS identifies that a medium density zone may be investigated for Beaudesert on specific sites. It is recommended that this zone be introduced for the existing urban area in appropriate locations near services and, current density restrictions for multiple units should be reviewed. • codes in the LMDR zone that affect dwelling yield including the following - density controls that facilitate low yields (m2 per unit), heights (in appropriate areas), minimum subdivision size, restrictions to low site yields and categorisation of residential activities into “low density” and “medium density”. • the minimum lot size of 700m² in the residential zones for detached housing in the existing urban areas. Flexibility should be built into this provision, subject to location and design requirements, to allow for smaller forms where consistent with the rural townscape; and • the current requirement for multiple units and rooming accommodation to only locate above the ground floor or behind a commercial use in the Major and District Centres. Amendment of this requirement may introduce flexibility into the zone to encourage these are activities where they can complement and support commercial uses in in appropriate locations where this does not affect commercial activity (e.g. behind the main street, with inclusion of active frontages). <p>The department recommends Council consider the following matters regarding the draft Planning Principles:</p> <ul style="list-style-type: none"> • Principle 1 - Recommend inclusion of support for consolidation and more compact forms of housing <i>“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.”</i> • Principle 2 - Recommend the following - <i>“Development within identified growth areas complements planning and development outcomes in existing population areas and includes more compact form of housing in appropriate locations”</i> • Principle 3 - Include the following: <i>“Development within urban areas provides for high quality designed housing diversity and choice, include smaller, more affordable forms and a range of allotment sizes and densities relevant to a rural based environment on the periphery of larger metropolitan areas”.</i> • Principle 4 - be amended to include after the <i>“Development supports the projected housing needs of the community through the provision of a variety of housing types including social and affordable housing, to ensure that a range of housing options are available for residents to continue living in their local communities through all stages of life.</i> • Principle 6 - Recommend there is reference to facilitating public transport and walking and cycling links from new residential development to major services (e.g. shopping centre and hospital). • Recommend principle 22 is strengthened to refer to compact forms of development - <i>“The planning framework facilitates the dwelling supply benchmarks and employment planning baselines for Scenic Rim set by the ShapingSEQ, 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 and consolidation of existing areas beyond the current planning horizon”.</i> • Include a new principle after the first Principle 22 to housing supply and diversity issues - <i>The planning framework facilitates a diversity of housing, including social and affordable housing and smaller forms of accommodation that can address housing need.</i> • Recommend inclusion of provision for Principle 24 in relation to housing (multiple units) in supporting the function of centres - <i>Development is managed to encourage a range of complementary uses including multiple units, to ensure a feasible hierarchy of centres is maintained and enhanced in accordance with the Strategic Framework and the ShapingSEQ.</i> <p>The department recommends Council consider the following matters regarding the draft growth strategies and implementation for Beaudesert:</p> <ul style="list-style-type: none"> • Growth Strategy 1 - The department notes the recommendations of the HNA which identifies a need for more compact forms of housing and SRRC’s desire to maintain character and amenity of Beaudesert. The introduction of a medium density zone is supported but it is recommended that this should also be within the existing urban footprint within walkable distances to the Centre or key services. Within the urban 	<p>supported by suitable planned trunk infrastructure networks.</p>	

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	<p>footprint, near the Centre zone, it is recommended that the 2-storey height be reviewed.</p> <p>The introduction of a medium density zone is supported but it is recommended the LMDR zone should also include provisions that encourage the delivery of a range of smaller, more affordable, forms of housing, including accessible housing, within walkable distances to the Centre or key services such as the Hospital.</p> <p>It is recommended that the planning scheme provisions be reviewed in their entirety to encourage smaller forms of accommodation. Greater consideration is required of residential lots smaller than 700m² in the existing urban area and in greenfield areas. The department suggest amenity and character concerns can be managed through the adoption of development requirements which would maintain character and amenity.</p> <ul style="list-style-type: none"> • Growth Strategy 2 - The department generally supports Strategy 2 however it is recommended that is strengthened to refer to a diversity of housing to meet the identified need and support for affordable and social housing. The implementation to reviewing the level of assessment and infrastructure charges is supported. It is recommended the GMS principle includes reference to a diversity of housing including social and affordable housing. <p>As part of the implementation, it is recommended that planning scheme provisions be reviewed to support smaller affordable forms of accommodation including multiple units, rooming accommodation as well as retirement and aged care. In particular, current density restrictions for multiple units should be reviewed. It is noted that multiple units and rooming accommodation within Beaudesert's Major Centre zone are impact assessable and require a ground floor commercial use. It is recommended that flexibility be introduced to encourage these uses in the Centre where not compromising the main street commercial and retail activity (e.g. streets behind). A review of density and height requirements (in appropriate locations) for multiple units in the Low medium density residential zone is recommended e.g. near hospital.</p> <ul style="list-style-type: none"> • The department recommends that in the implementation of Strategy 3 that SRRC consider opportunities for consolidation within walkable distances to key services and the Centre. <p>The department recommends Council consider the following matters regarding the draft growth strategies and implementation for Boonah:</p> <ul style="list-style-type: none"> • The department recommends that SRRC consider opportunities for a diversity of smaller forms of housing within the existing urban area in well serviced locations. It is suggested that Strategy 1 be amended to refer to this. The department recommends in the implementation of Strategy 1 that SRRC consider opportunities for consolidation within walkable distances to key services and the Centre. • The department generally supports Strategy 2 however it is recommended it is strengthened to refer to a diversity of housing to meet the identified need and support for affordable and social housing. The implementation to reviewing the level of assessment and infrastructure charges is supported. It is recommended the GMS principle includes reference to a diversity of housing including social and affordable housing. As part of the implementation, it is recommended that planning scheme provisions be reviewed to support smaller affordable forms of accommodation including multiple units, rooming accommodation as well as retirement and aged care. In particular, current density restrictions for multiple units should be reviewed. It is noted that multiple units and rooming accommodation within the Major Centre zone are impact assessable and require a ground floor commercial use. It is recommended that flexibility be introduced to encourage these uses to locate in appropriate locations (where not conflicting with commercial and retail activity). A review of density requirements (in appropriate locations) for multiple units in the Low medium density residential zone is recommended. 		

Appendix B: Changes to the Draft Growth Management Strategy

NO.	FINAL GMS SECTION	DESCRIPTION OF CHANGE
1	Entire document	<p>Formatting updates to improve consistency and alignment with corporate branding guidelines and updates to acronyms names of government departments and organisations.</p> <p>Update table of contents and section, figure and table numbers.</p> <p>Rewording of various sections to improve clarity.</p>
2	Executive Summary	<p>Executive Summary updated to include:</p> <ul style="list-style-type: none"> public consultation results; updated population figures; reference to a Transport Strategy and increased prioritization of a MES Planning Scheme amendment contributing to the protection of biodiversity corridors and linkages to inform growth.
Part 1 - Overview		
3	1.1 Why do we need a Growth Management Strategy?	<ul style="list-style-type: none"> Updated 2021 population figure. New subsection - <i>1.2 Minister's Condition and Advice</i> and Note, providing additional detail of relevant GMS references and requirements in relation to Ministerial approval of the Scenic Rim Planning Scheme.
4	1.3 What will the Growth Management Strategy do?	<ul style="list-style-type: none"> Minor wording updates. Updated subsection numbering to account for new subsection 1.2.
5	1.4 Timeframes of the Growth Management Strategy	<ul style="list-style-type: none"> Clarification that the planning horizon is between 2016 and 2041. Updated subsection numbering to account for new subsection 1.2.
6	1.5 Purpose of the Growth Management Strategy	<ul style="list-style-type: none"> Minor wording updates. Updated subsection numbering to account for new subsection 1.2.
7	1.6 Growth Management Strategy Planning Principles	<ul style="list-style-type: none"> Updates to the Growth Management Strategy Planning Principles to more clearly address the need to provide for a range of housing types, infrastructure provision and biodiversity and open space outcomes. Updated subsection numbering to account for new subsection 1.2.
8	1.7 Key Growth Management Strategy Policy Directions	<p>Including the following policy directions for the management of future growth:</p> <ul style="list-style-type: none"> 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; Protection of local heritage and character values. Updated subsection numbering to account for new subsection 1.2.
9	1.8.1 Growth Management Strategy methodology and key elements	<ul style="list-style-type: none"> Updated to incorporate minor wording changes and provide reference to supporting Consultation Report. Updated subsection numbering to account for new subsection 1.2.
10	1.8.2 Community Views	<ul style="list-style-type: none"> Updated to summarise consultation activities. Updated subsection numbering to account for new subsection 1.2.
11	1.8.3 State Government and other agency involvement	<ul style="list-style-type: none"> Updated to include Department of Natural Resources and Office of the Coordinator-General as a stakeholder. Updated subsection numbering to account for new subsection 1.2.

Part 2 - Scenic Rim Context

NO.	FINAL GMS SECTION	DESCRIPTION OF CHANGE
12	2.2 Strategic Vision	Provides additional clarity that the source of the Strategic vision is the Planning Scheme and ensures that the Strategic Vision from the current Planning Scheme is reproduced.
13	2.3 The study areas	<ul style="list-style-type: none"> Updated explanation for the approach to identifying study areas. Updated Study Area map (Tamborine Mountain Study area and Bromelton includes land that is not in the Urban Footprint and Rural Living Area).
14	2.4 Relationship between the Growth Management Strategy and the Planning Scheme	Further explanation about the Planning Scheme being a living policy document that is amended over time provided.
15	2.5 Scenic Rim Planning Scheme 2020	<ul style="list-style-type: none"> Provides clarification that the additional population of 26,506 relates to projected growth between 2016 and 2041. Refers to Tamborine Mountain, rather than Eagle Heights, North Tamborine and Mount Tamborine. Includes Kooralbyn as a location that supports industry.
16	2.6 Constraints affecting land use policy in the region (new section)	<ul style="list-style-type: none"> Include a new section and maps that outlines the 'hard' constraints that informed the growth strategies. Update to constraints map to include KRA Transport Routes and Separation Area polygons. The consultation draft mapping did not show the Transport Route Separation Area (e.g. Cryna Transport Route). Update constraints map to incorporate updated flood hazard mapping in the Planning Scheme affecting Veresdale and Canungra (Amendment No. 4).

Part 3 - Drivers of Change

17	3. Drivers of Change	<p>Updated drivers of change to reflect:</p> <ul style="list-style-type: none"> Recent SEQ City Deal 2032 Olympic and Paralympic Games Scenic Rim listed in Lonely Planet's Best in Travel as one of the top ten must visit regions for 2022 Increasing cost of housing in capital cities, driving a shift towards regional areas Emerging impacts of COVID-19 Lifestyle choices and wellbeing requirements highlighting the need to invest in community infrastructure Investment in agriculture industry Scenic Rim Smarter Regions Strategy Scenic Rim Nature-based Tourism Strategy 2022-2032 and the Scenic Rim Agribusiness and Agritourism Industry Development Roadmap 2-22-2032. <p>Includes an updated Drivers of Change map that also references surrounding Priority Development Areas (Yarrabilba, Greater Flagstone, Ripley).</p>
18	3.1 Climate Change	Inclusion of a new section identifying that climate change will change the way growth is planned for in the Scenic Rim.
19	3.2 The impacts of COVID-19 on the development of the Growth Management Strategy	Minor wording updates.

Part 4 - Biodiversity (previously Part 8 - Environment in consultation draft)

20	4 Biodiversity	<p>Renaming of heading and reworking of this part to incorporate:</p> <ul style="list-style-type: none"> new introductory text information about the proposal to identify, maintain and enhance ecological corridors new map reflecting Matters of Environmental Significance
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NO.	FINAL GMS SECTION	DESCRIPTION OF CHANGE
		<ul style="list-style-type: none"> information about the relationship between the Growth Management Strategy and Scenic Rim Biodiversity Strategy. growth management biodiversity directions.

Part 5 - Housing (previously part 4 in consultation draft)

21	All Sections	All references to approvals and household information have been updated to reflect 2021 Census and approval information up to 1 July 2022.
22	5.1 Housing benchmarks	Introductory information about benchmarks simplified to reduce duplication further in the document.
23	5.2 Housing Needs Assessment	Updated to reflect key findings of updated assessment based on 2021 Census.
24	5.2.1 Implications for housing	Updated to reflect key findings of updated assessment based on 2021 Census.
25	5.2.2 Minimum lot sizes and housing needs	Minor wording changes.
26	5.2.3 Planning for a variety of housing types	Section relocated from within Part 5 (Housing) and inclusion of statement that master planning requirements will focus on energy efficient and climate responsive design.
27	5.3.1 Residential development approvals	<ul style="list-style-type: none"> Section relocated from within Part 5 (Housing) and references updated approval information (to July 2022). An additional sentence and quote includes relevant GMS reference and requirements from Ministerial Advice correspondence on the approval of the Scenic Rim Planning Scheme.
28	5.3.2 Planned housing supply methodology	<ul style="list-style-type: none"> Re-worked section to explain the broadhectare methodology using the identified hard constraints to determine a planned lot capacity. Information about the tailored methodology used for infill growth at Tamborine and Tamborine Mountain.
29	5.3.3 Planned lot capacity	New heading to discuss 'planned lot capacity' and additional discussion about the potential reasons why capacity is not being taken up.
30	5.3.4 Other growth in study areas and rural dwellings	New section incorporating discussion about dwelling growth that can occur on existing lots and development involving increased density. Includes information about vacant lot uptake, dual occupancy approvals and dwellings in the RLRPA.
31	5.4.4 Housing land supply strategy	New section that summarises the basis of the GMS housing land supply strategy.
32	5.4.1 Proposed additional housing land supply	Additional information provided about the need to facilitate further housing land supply and new table summarising dwelling supply strategy.
33	5.4.2 Housing land supply summary for study areas	<ul style="list-style-type: none"> Reworked section and table showing the summary of housing land supply including the GMS strategy for additional lot growth. 2021 household numbers are included and the growth is referred to as additional 'lots', rather than 'dwellings' Updated figure showing distribution of planned and potential residential growth.
34	Consultation draft Section 4.6 - Growth management housing and diversity solutions	Section deleted to avoid duplication and key statements applied in updated Part 10.

Part 6 - Employment (previously Part 5 in consultation draft)

35	6.1 Projected employment by locality	<p>Updated table reference and deletion of incorrect footnote.</p> <p>Additional jobs capacity map relocated to Section 6.5 to improve alignment with discussion.</p>
36	6.4 Rural production and agribusiness	Updated to include information about the contribution of agriculture and agribusiness to the economy.

NO.	FINAL GMS SECTION	DESCRIPTION OF CHANGE
37	6.5 Capacity for employment	Relocation of existing discussion about employment zoned land and additional discussion about Employment Land Supply Analysis findings, including the need to investigate additional employment land opportunities in Canungra.
38	6.7 Emerging employment opportunities	<ul style="list-style-type: none"> Inclusion of additional discussion about the impacts of COVID-19 on the agricultural workforce. Additional information about the Bromelton SDA having the potential to support growth in the resource recovery and circular economy sector.
39	Consultation draft Section 5.8 Growth management employment solutions	Section deleted to reduce duplication and information provided in updated Part 10.
Part 7 - Infrastructure (previously Part 6 in consultation draft)		
40	All Sections	Minor wording changes and population updates.
41	7.2.4 Water and wastewater infrastructure	Inclusion of an additional statement confirming that Urban Utilities was consulted during the development of the GMS.
42	7.2.5 Local Government Infrastructure Plan Review	Inclusion of additional text stating that new area that could benefit from being within a Priority Infrastructure Area include land in Boonah, Kalbar and Beaudesert.
Part 8 - Community (previously Part 7 in consultation draft)		
43	8 Community, Cultural Heritage and Character	<p>Revised part to include cultural heritage and character as aspects that need to be considered for growth management.</p> <p>Revised introductory paragraph to reference heritage, sense of place and acknowledging that investment in community infrastructure is important for wellbeing, the economy and livability.</p>
44	8.2 Community facilities and infrastructure to support growth	<p>New introductory chapter to discuss current Council strategies and projects supporting community facilities.</p> <p>New sections for:</p> <ul style="list-style-type: none"> Footpath and Bikeway Strategy 2015-2020 Draft Sporting Facilities Strategic Review Draft Community Facilities Strategic Review Vibrant and Active Towns and Villages initiative
45	8.2.5	Additional reference to stormwater works undertaken as part of the Beaudesert Town Centre revitalisation.
46	8.3	New local heritage and character section identifying that growth must support the protection of local heritage and character.
47	8.4	New indigenous cultural heritage section to discuss how the Planning Scheme and the Growth Management Strategy address the protection of indigenous cultural heritage (i.e. through the implementation of the <i>Aboriginal Cultural Heritage Act 2003</i>).
Part 9 - Growth Management Directions		
48	9 Growth Management Directions	Add 'Gleneagle' to description of Beaudesert Study Area that was missing from the consultation draft.
49	9.2 Region-wide strategy	Remove reference to Beaudesert being the 'CBD' for the Scenic Rim.
50	9.3 - 9.14 All study area maps	<ul style="list-style-type: none"> Update study area maps to show constraints more clearly in a way that does not distort the underlying zone colour. Include study area boundary in the legend. Update to reflect amended growth strategies and implementation.
51	9.3 - 9.14 All study area sections - population and household information	<ul style="list-style-type: none"> Update population and housing data to reflect updated Housing Needs Assessment based on 2021 Census and updated development approval information.

NO.	FINAL GMS SECTION	DESCRIPTION OF CHANGE
52	9.3 - 9.14 All study area sections - Housing land supply tables	<ul style="list-style-type: none"> Update Housing Land Supply tables to include 2021 household numbers, notes for additional clarity and revised table headings to clarify that growth is presented in terms of additional lot supply.
53	9.3 - 9.14 - Growth strategies and implementation tables	<ol style="list-style-type: none"> In all tables where the strategy involving investigation of biodiversity linkages applies, and there is a strategy involving additional land supply for housing through a Planning Scheme Amendment - update the table to show that the corridor investigation occurs prior to any planning scheme amendment involving additional land supply. Update timing of implementation actions to reflect prioritised MES investigations and delayed finalisation date of GMS.
54	9.3 - 9.14 - Growth strategies and implementation tables	Updated wording and timing for growth strategy involving a review of Matters of Environmental Significance including mechanisms to protect and enhance biodiversity corridors.
55	9.4.5.2 Built Form, Neighbourhood Character and Housing Diversity (Beaudesert & Gleneagle)	<p>Include the following statement, reflecting the updated Housing Needs Assessment:</p> <p><i>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.</i></p>
56	Beaudesert and Gleneagle Growth Strategies	<ul style="list-style-type: none"> Update Growth Strategy no.2 to include implementation involving master planning provisions under the Planning Scheme to be reviewed and apply to development of new residential neighbourhoods. Update Growth Strategy no.3 to reflect the need to review the current zoning of the Wongaburra Aged Care Facility to support the ongoing use and potential for expansion of this land use. Update Beaudesert & Gleneagle sequencing map to correctly reflect sequencing in regard to current Priority Infrastructure Area and zoning, and update legend to provide further explanation.
57	9.5.4 Boonah Growth issues, strategies and implementation	<ul style="list-style-type: none"> Update discussion and growth strategy table to reflect the need to protect the local heritage and character of Boonah and include a new implementation strategy involving a review of the Local Heritage Register and identification of character precincts. Update Growth Strategy no. 3 to include that master planning is to address the needs of the ageing population.
58	9.6.1 Context (Bromelton)	<ul style="list-style-type: none"> Include additional statement, reflecting the region-wide strategy to update MES and investigate biodiversity corridors: <i>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.</i> Add waste and resource recovery as potential industries supported in the SDA.
59	9.6.5 Bromelton Growth issues, strategies and implementation	Update to reference ratified SEQ City Deal involving business case development for Bromelton infrastructure.
60	9.7.5 Canungra Growth issues, strategies and implementation	<ul style="list-style-type: none"> Update Growth Strategy no.3 to include a new implementation strategy involving a review of the Local Heritage Register and identification of character precincts. Update Growth Strategy no.4 to include the investigation of potential locations for additional employment zoned land in the Canungra Study Area as an implementation action.
61	9.8.4 Harrisville Growth issues, strategies and implementation	<ul style="list-style-type: none"> Update discussion and growth strategy table to reflect the need to protect the local heritage and character of Harrisville and include a new implementation strategy involving a review of the Local Heritage Register and identification of character precincts.
62	9.9.4 Kalbar Growth issues, strategies and	<ul style="list-style-type: none"> Update discussion and growth strategy table to reflect the need to protect the local heritage and character of Kalbar and include a new implementation strategy involving a

NO.	FINAL GMS SECTION	DESCRIPTION OF CHANGE
	implementation	<p>review of the Local Heritage Register and identification of character precincts.</p> <ul style="list-style-type: none"> Update discussion and growth strategy table to include that streetscape improvements will support growth in Kalbar and include a new implementation strategy involving investigation of opportunities to facilitate Council-led streetscape improvements to promote an active, safe and attractive village centre for Kalbar.
63	9.10.1	<ul style="list-style-type: none"> Update reference to Kooralbyn as a proposed satellite village Olympic accommodation venue, removing reference to its long-term opportunities for development in the locality.
64	9.10.4	<ul style="list-style-type: none"> Review to reduce the emphasis on the role of the Olympic accommodation at the Kooralbyn resort in reinvigorating Kooralbyn.
65	9.12.8 Tamborine growth strategies and implementation	<ul style="list-style-type: none"> Update Growth Strategy No.3 to include the investigation of options for greater pedestrian connectivity between the Riemore Estate and Leach Road Village Centre as an implementation action. Update Growth Strategy No.4 to revise outcome for Planning Scheme amendment involving character precincts.
66	9.13.3 Local Growth Issues	<ul style="list-style-type: none"> Additional paragraph and Note of relevant GMS reference and requirements from Ministerial Advice correspondence on the approval of the Scenic Rim Planning Scheme.
67	9.13.3.1 Potential for Residential Growth (Tamborine Mountain)	<p>Revise statement discussing potential to accommodate growth (fifth paragraph) to:</p> <ul style="list-style-type: none"> refer to updated household numbers from 2021 Census and remove reference to 'maximum yield' (i.e. 211 additional dwellings could be achieved if constraints were not considered).
68	9.13.4 Tamborine Mountain growth strategies and implementation	<ul style="list-style-type: none"> Revise implementation for Growth Strategy no.3 to remove the implementation action involving rezoning of land to the Low Density Residential Zone - Mountain Residential Precinct. This strategy does not necessarily require rezoning and the investigation will determine the most appropriate Planning Scheme amendment. Update incorrect Lot/Plan description for 2-10 Cook Road. Update growth strategy table to reflect the need to protect the local heritage and character of Tamborine Mountain and include a new implementation strategy involving a review of the Local Heritage Register and identification of character precincts.

Part 10 - Growth Management Summary for the Scenic Rim

69	Part 10 Growth Management Summary for the Scenic Rim	Revision of concluding statements and inclusion of new graphic that summaries the growth strategies of the GMS.
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Acronyms and Definitions

70	Acronyms and Definitions	Include definitions for broadhectare development and Matters of Environmental Significance.
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Appendix C: Phase 1 & Phase 2 Stakeholder Consultation Report (January 2022)

Scenic Rim Regional Council

GROWTH MANAGEMENT STRATEGY

Phase 1 and 2 Stakeholder Engagement Report

18 January 2022



SCENIC RIM

REGIONAL COUNCIL

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Appendix A: Growth Management Strategy Consultation Survey

1 Stakeholder Engagement Process

1.1 Introduction

An important element of Council's approach to the development of the Scenic Rim Growth Management Strategy 2041 (Growth Management Strategy) is the early and continuous engagement of relevant stakeholders and the local community to gain an understanding of their interests, concerns and preferred future development pattern for the Scenic Rim. The consultation process provides a genuine opportunity for a wide range of stakeholders to inform and influence the Growth Management Strategy and help shape how Scenic Rim is developed in the future.

The Stakeholder Engagement Strategy adopted by Council on 9 March 2021 outlines the community and stakeholder consultation to be undertaken by Council as part of the development of the Growth Management Strategy. The strategy sets out three formal stages of engagement as follows:

- **Stage 1:** Initial community consultation as part of Phase 1 of the Growth Management Strategy to seek feedback through a Consultation Survey which presented a number of housing and employment growth options. A copy of the Consultation Survey is attached at Appendix A;
- **Stage 2:** Targeted stakeholder engagement throughout the development of the Draft Growth Management Strategy; and
- **Stage 3:** Stakeholder and public consultation on the Draft Growth Management Strategy. The Stage 3 engagement aims to:
 - Confirm how previous consultation activities and feedback helped guide the development of the Draft Growth Management Strategy;
 - Provide the opportunity for the local community, landowners, local businesses, environmental organisations and other key stakeholders to comment on the individual study area growth strategies and lodge a formal submission on the Draft Growth Management Strategy;
 - Provide key State Government agencies and neighbouring Local Government Areas with the opportunity to review the Draft Growth Management Strategy and provide comment; and
 - Inform the preparation of the final Growth Management Strategy.

Stage 1 and Stage 2 community and stakeholder activities have been completed and the feedback received is summarised in this Stakeholder Engagement Report. The Stakeholder Engagement Report will be updated to reflect the findings of the Stage 3 community and stakeholder consultation process, once the Draft Growth Management Strategy has completed public notification. It should be noted that the Growth Management Strategy project team will acknowledge and provide feedback on the individual submissions received on the Draft Growth Management Strategy.

1.2 Stakeholder Engagement Principles

The Stakeholder Engagement Strategy has been prepared to align with the International Association for Public Participation (IAP2) Core Values and the *Scenic Rim Regional Council Communication Strategy 2020-23*, to ensure it meets best practice community engagement principles and leads to confidence in the decision-making process and the Growth Management Strategy outcomes.

Council is committed to responding to local issues and ensuring that residents and other key stakeholders have the opportunity to express their views on potential decisions that may have an impact on the future of their local community. To achieve these objectives, the Stakeholder Engagement Strategy:

- Is inclusive, fit-for-purpose and undertaken in a transparent, honest and meaningful way;
- Provides the local community and key stakeholders the opportunity to inform the GMS and help determine where future development should go and what form it will take;
- Ensures that stakeholders and community groups have equal access to the consultation process and the opportunity to influence Council decisions; and
- Will build trust and credibility leading to confidence and certainty in the process to produce the Growth Management Strategy to inform a future growth pattern for the Scenic Rim region.

1.3 Report Structure

This Stakeholder Engagement Report is structured as follows:

- Chapter 1 describes the overall engagement approach adopted by Council for the delivery of the Scenic Rim Growth Management Strategy;
- Chapter 2 describes the approach to the Stage 1 community engagement process and the feedback received for analysis and input to the Draft Growth Management Strategy. In addition, the chapter details how the issues raised have been addressed in the Draft Growth Management Strategy; and
- Chapter 3 presents the key findings from the Stage 2 targeted stakeholder engagement process.

2 Stage 1 Community Consultation

2.1 Background and Methodology

Initial community consultation as part of Phase 1 of the Growth Management Strategy was undertaken to seek feedback through a Consultation Survey. The Consultation Survey was conducted between 17 March and 16 April 2021. To enable further community participation and feedback the survey response window was extended to Monday 19 April 2021. The interactive Consultation Survey comprised three structured questions as well as the opportunity to provide general feedback. The overall purpose of the survey was to:

- Introduce the Growth Management Strategy process;
- Provide the opportunity for the local community to help shape the Growth Management Strategy and the preferred development pattern for the Scenic Rim; and
- Gain an understanding of the community's opinions and preferences on the location and distribution of future housing and employment growth.

To maximise the opportunity for the local community to participate in the survey a number of engagement tools were used, including:

- Council website - A copy of the survey was available on Council's 'Have Your Say' page;
- Notices in Council's advertisement - A series of Notices in Council's advertisement containing links to the survey were published in the Beaudesert Times, Fassifern Guardian & Tribune (Boonah), Tamborine Times, Scenic News and Canungra Times;
- Social Media - The survey was promoted on Facebook and LinkedIn;
- Public engagement - Hard copies of the survey were made available at Council's Administration Centres/Libraries; and
- Internal Communication - Council staff were notified of the survey through the staff bulletin.

In total 348 responses to the Consultation Survey were received by Council. 339 responses were provided online and nine hard copies were returned to Council. It is noted that approximately 52% of respondents were either from Tamborine Village or Tamborine Mountain (refer Figure 1).

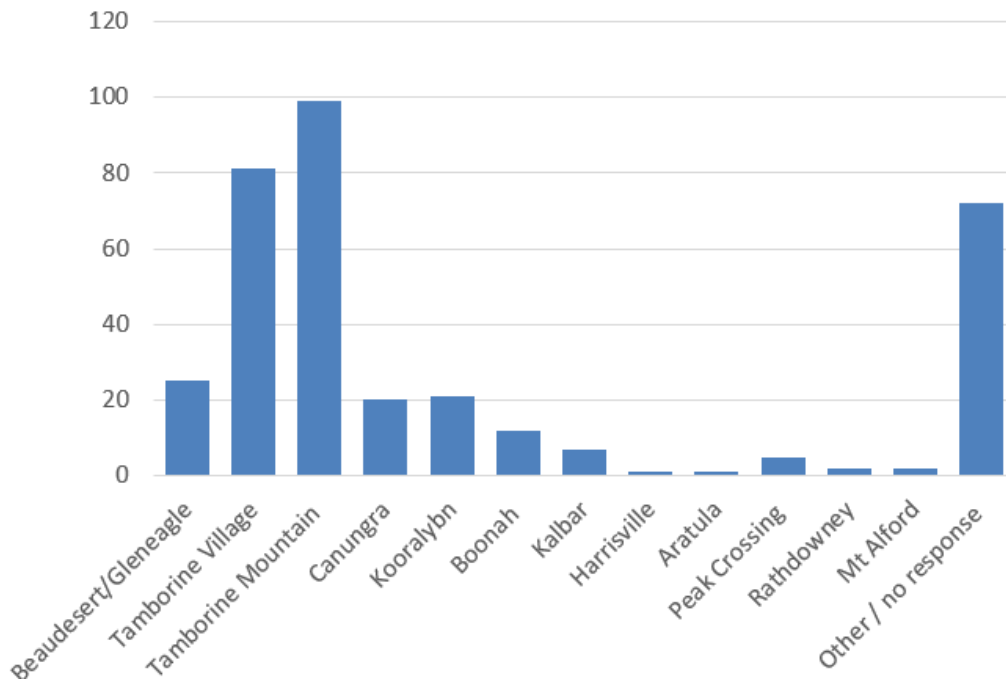
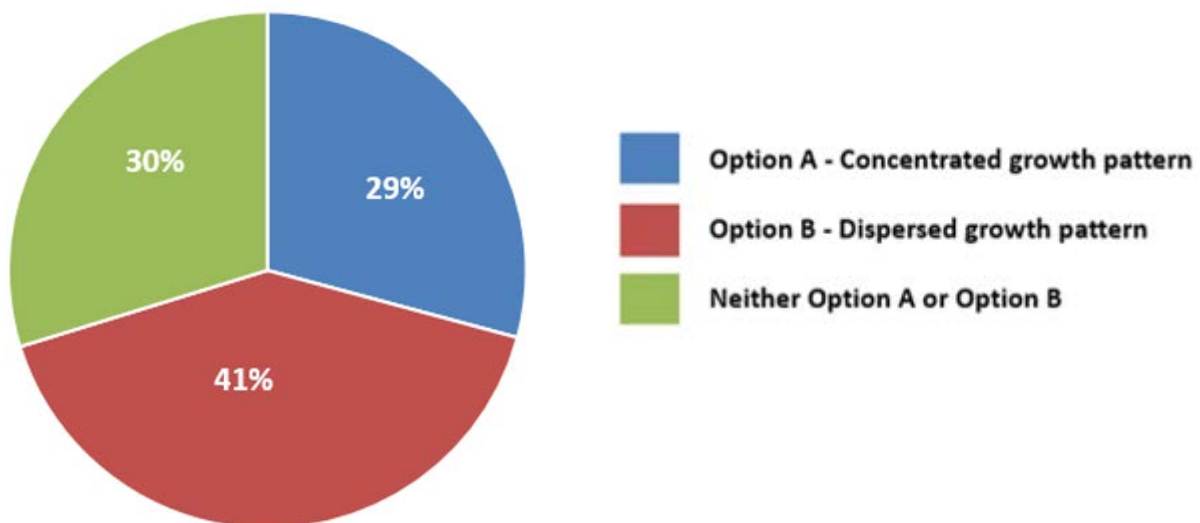


Figure 1: Consultation Survey Respondents Locality

2.2 Stage 1 Consultation Survey Outcomes

The Consultation Survey raised public awareness and understanding of the Growth Management Strategy and provided valuable information regarding the location and distribution of future housing and employment growth across the region. The opinions, concerns and comments raised by the local community have been considered and used to inform the work undertaken by the project team in the preparation of the individual study area growth strategies, as part of the Growth Management Strategy. An overview of the responses to the three individual consultation survey questions is provided below.

Consultation Survey Question 1: To accommodate the additional 10,000 dwellings by 2041 which housing growth option do you prefer?



Option B - Dispersed Growth (41%)

Most common reasons for selecting option B:

- Steady distribution of growth across the region to ensure more communities benefit and help keep smaller villages viable and vibrant.
- All towns deserve the opportunity to prosper and benefit from growth rather than focused on Beaudesert.
- Smaller villages such as Harrisville and Peak Crossing have experienced limited growth and it's time to bring them back to life and provide small businesses the opportunity to survive and prosper.

Neither Option A or B (30%)

Most common reason for selecting the no growth option:

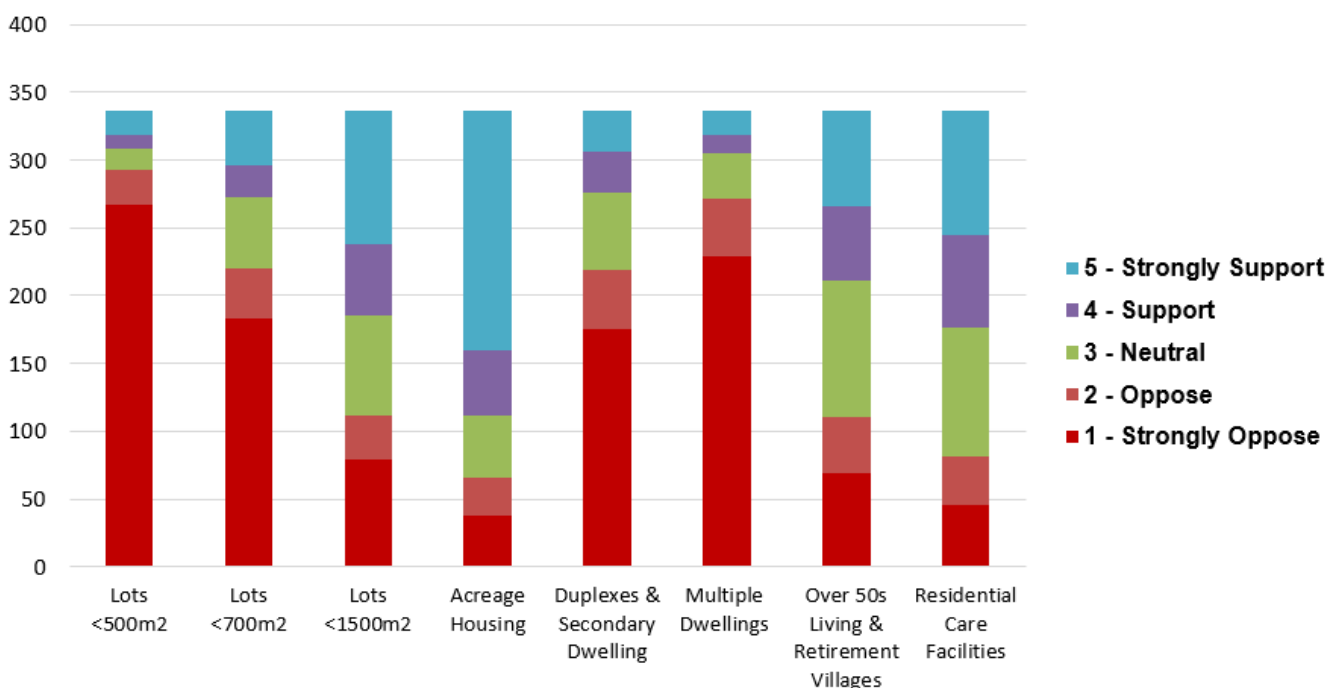
- Need to limit growth / no growth - housing and population growth has the potential to significantly impact the quality of Scenic Rim’s natural environment.
- Concern growth could result in negative impacts on the character and charm of the Scenic Rim with detrimental impacts on tourism and amenity.

Option A - Concentrated Growth (29%)

Most common reasons for selecting option A:

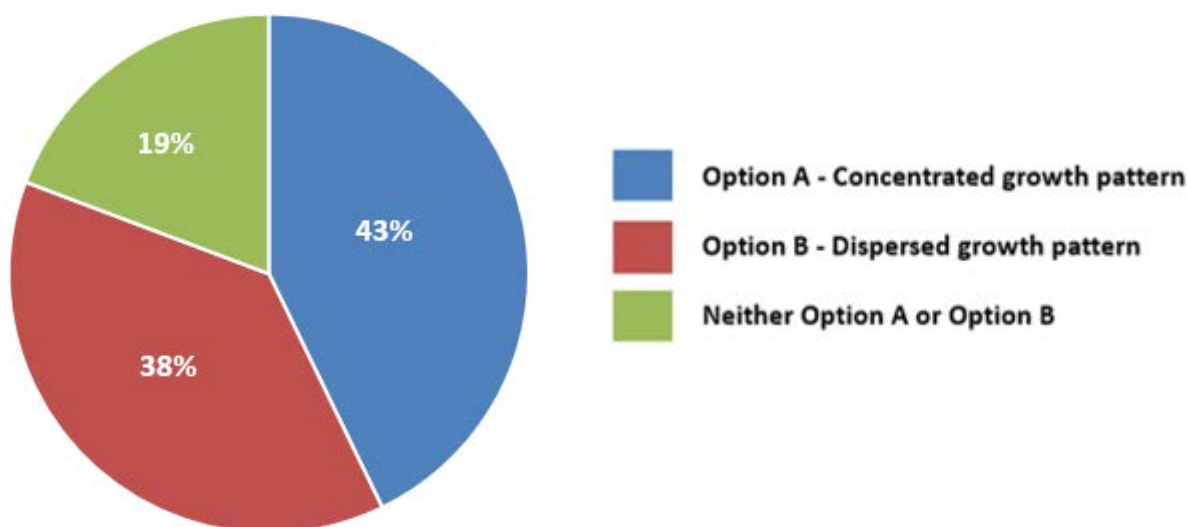
- The rural character of the region, which largely drives the region’s tourism industry is at risk of being lost if housing growth occurs across the region.
- Growth to be focused at Beaudesert to preserve the character and identity of the region and its smaller villages, increase viability of public transport and help protect the natural environment.
- Growth to be focused at Beaudesert and Bromelton - both have appropriately zoned land for development coupled with supporting utility and community infrastructure.

Consultation Survey Question 2 - What form should Scenic Rim’s future housing take?



As shown in the breakdown of the results above, it is clear that the local community provided strong support for acreage housing (4,000m² and 1-2ha lot sizes) and general support for detached housing on lots less than 1,500m² and residential care facilities, followed closely by over 50s living and retirement villages. The community response indicated a strong aversion to multiple dwellings (units and townhouses) and detached housing on smaller lots (less than 500m²). In addition, there was diminishing support for detached housing on lots less than 700m², secondary dwellings (granny flat) and duplexes (dual occupancy).

Consultation Survey Question 3 – To accommodate the additional 7,610 jobs in the region by 2041 which employment growth option do you prefer?



Option A - Concentrated Growth (43%)

Most common reasons for selecting option A:

- Beaudesert has existing transport links, water and sewer infrastructure, community facilities and businesses to support employment growth.
- Focusing growth on Beaudesert and Bromelton provides opportunities for Scenic Rim to grow while retaining the unique natural and built environment of the smaller towns.
- The region’s smaller towns and villages do not have the infrastructure (roads, water, sewer and community facilities) to support increased employment growth.

Option B - Dispersed Growth (38%)

Most common reasons for selecting option B:

- Distributed employment growth provides equal opportunities for all areas in the Scenic Rim to develop and economically grow.
- Opportunity to support and grow tourism industries and enterprises at villages such as Canungra, Mt Tamborine, Kalbar, Rathdowney and Kooralbyn.
- Bromelton is already a recognised area for significant job growth and will attract funding therefore Council should promote employment growth across its smaller towns and villages.

Neither Option A or B (19%)

Most common reason for selecting the no growth option:

- Limit all employment growth as will result in habitat destruction and vegetation clearing.
- Region needs to remain rural to attract tourism and maintain current rural lifestyle.

2.3 Consultation Survey key issues raised

In addition to the specific feedback received from the Consultation Survey questions, a wide range of comments and opinions relating to Scenic Rim's future growth were provided by respondents. Although, there was a wide range of issues identified, there were a number of common issues which are displayed in Table 1 together with a summary outlining how these issues and concerns have been addressed in the Draft Growth Management Strategy.

Table 1: Consultation Survey - common issues

Summary of key growth issues	Where / how addressed by the GMS	
Environmental / Amenity		
Concern growth could result in negative impacts on the character and charm of the Scenic Rim with detrimental impacts on tourism.	To support the region's projected long-term population growth, the Queensland Government provides a dwelling projection of 11,000 dwellings and an employment benchmark of 7,609 new jobs for the Scenic Rim between 2016 and 2041. The Draft Growth Management Strategy ensures that this growth is delivered in a manner which maintains a balance between competing environmental, social and economic priorities.	
Need to protect the region's local biodiversity values, remnant vegetation and bushland.		
The region needs to remain rural to attract tourism and maintain current lifestyles.		
Housing and population growth has the potential to significantly adversely impact the quality of Scenic Rim's natural environment with associated impacts on tourism.		
Concern that the region's country feel is being lost.		
Increased density of housing on small lots would change the character of the majority of the region to the point where the reason many of us choose to live here would no longer exist.	The proposed growth policies established within the Draft Growth Management Strategy continue to facilitate the protection and preservation of the region's outstanding natural and environmental features and strong agricultural base, which can also act as tourism drawcards for the region. Critically, landscape and environmental constraints have informed the detailed analysis and helped shape the proposed pattern of growth for Scenic Rim, with areas that are heavily constrained by these (and other) features, not being identified as areas where future growth is envisaged (refer Map 3 contained within the Draft Growth Management Strategy, which identifies the constrained areas which are safeguarded from future development).	
Relocated to the Scenic Rim due to the acreage living options and concerned the region could deliver residential estates similar to Yarrabilba.		
Concerns regarding overall property sizes - lots should be set to a minimum 1000m ² / block.		
Limit high density housing.		
Maintain larger blocks / encourage acreage blocks which retain the quality of the region's rural lifestyle.		
		The community's strong desire to retain large lot sizes and promote acreage living options is acknowledged. Part of the Draft Growth Management Strategy's policy approach involves providing additional options for rural residential (acreage living) in both Tamborine and Tamborine Mountain.
		However, this must also be balanced against the need to address the growing shortfall in dwellings for smaller households in the region and the requirement to provide a range of housing types to help address changing demographics in accordance with Queensland Government's <i>State Planning Policy 2017</i> . This includes an ageing population, growth in single-person households and the increase in couples and single parents with older children.
	Sections 4 and 9 of the Draft Growth Management Strategy provides the proposed strategies for future housing growth, which includes facilitating increased housing diversity and choice in the appropriate locations (this is largely already facilitated within the current <i>Scenic Rim Planning Scheme 2020</i>).	

Summary of key growth issues	Where / how addressed by the GMS
<p>Population growth on Tamborine Mountain is inappropriate due to limited utility infrastructure and poor road conditions.</p>	<p>It is acknowledged that Tamborine Mountain is not a suitable location to accommodate a significant share of the region's growth due to utility infrastructure limitations and environmental constraints. However, the high residential amenity and good access to employment areas and community facilities make the area suitable for accommodating some growth without negatively affecting the existing character, infrastructure capacity and neighbourhood amenity.</p>
<p>Tamborine Mountain is already over-developed for the infrastructure and amenities available or possible within the confined mountain area.</p>	<p>Section 9.13 of the Draft Growth Management Strategy provides the proposed growth strategies for the Tamborine Mountain study area, including the potential to achieve some further subdivision of lots of 1ha in size in the appropriate locations. Specific lots identified for additional retirement facilities have also been specified for the study area, in recognition of the projected shortfall in this type of housing on the Mountain in the future.</p>
<p>Need to protect agricultural land from incompatible uses.</p>	<p>The Draft Growth Management Strategy protects agricultural land classification (ALC) Class A and Class B from urban encroachment. It should be noted that ALC Class A and Class B are categorised in the Draft Growth Management Strategy as a hard constraint and are therefore protected from urban encroachment.</p>
<p>The Draft Growth Management Strategy supports the continued promotion of the region's strong agricultural and rural production industries as a critical employment generator for the Scenic Rim.</p>	<p>The Draft Growth Management Strategy supports the continued promotion of the region's strong agricultural and rural production industries as a critical employment generator for the Scenic Rim.</p>
<p>All areas of the Scenic Rim deserve to grow and prosper at their own rate and people deserve more living options than the one central area of Beaudesert. The spacious village nature of the Scenic Rim is what creates its beautiful living environment.</p>	<p>Responding to community and stakeholder feedback and detailed investigations, the Draft Growth Management Strategy focuses the majority of growth within Beaudesert, supported by the major rural activity centre of Boonah together with modest growth in Kalbar, Aratula, Kooralbyn, Tamborine Mountain, Tamborine Village, Canungra, Peak Crossing and Harrisville.</p> <p>Map 4 and Section 9 of the Draft Growth Management Strategy provide detail on the proposed distribution of growth across the Scenic Rim.</p>
Economic	
<p>Beaudesert / Bromelton has the most employment potential with good infrastructure, transport links, water, sewerage and community facilities.</p>	<p>As the principal rural activity centre of the region, Beaudesert together with Bromelton are proposed to accommodate a significant proportion of the region's employment growth over the next twenty years.</p> <p>Sections 5 and 9 of the Draft Growth Management Strategy provide the proposed strategies for future employment growth, recognising the importance of Bromelton as a future major employment generator for the region.</p>
<p>Employment is needed to help retain young people and younger families.</p>	<p>Ensuring that people have convenient access to local employment opportunities and well-located places to work is a key focus of the Draft Growth Management Strategy. It provides policy support for future employment growth and confirms that there is sufficient zoned land available to support that growth.</p>
<p>Employment is important factor to attract families and keep young residents in the area.</p>	<p>Importantly, allocating a significant proportion of the region's residential growth in Beaudesert will help increase the population which in-turn will help attract inward investment and new businesses to the region.</p>

Summary of key growth issues	Where / how addressed by the GMS
Further support and grow the tourism industry in particular support of small tourism enterprises at tourist villages such as Canungra, Mount Tamborine, Kalbar, Rathdowney and Kooralbyn.	<p>The Draft Growth Management Strategy establishes a planning framework which not only achieves the region's growth requirements but also protects and maintains the region's renowned environmental and heritage areas which will facilitate the continued growth of the tourism sector.</p> <p>It is noted that the <i>Scenic Rim Regional Prosperity Strategy 2020-2025</i> identifies tourism as a key growth opportunity and this is planned to continue with additional investment into attractions, commissionable product, accommodation and other supporting infrastructure.</p>
Services	
Public transport needs to be introduced.	<p>The need for the region's future growth to be supported by a range of transport modes including walking, cycling, bus, road and rail is recognised. As identified in the Draft Growth Management Strategy, Council will continue to lobby for additional transport infrastructure to support the region. However, it should be noted that even with the projected growth, population catchments may not be of sufficient size to meet thresholds requirements for new public transport services.</p> <p>The Draft Growth Management Strategy also recommends that Council develop a Transport Strategy for the Scenic Rim region which will provide direction for the transport system through to 2041.</p>
Lack of public transport services across the Scenic Rim.	
Essential services need to be upgraded with the growth, i.e. hospital, QAS, QPS.	<p>Supporting growth through improved community facilities is an essential component of achieving the vision for the community as identified in Council's <i>Community Plan 2011-2026</i>. The Growth Management Strategy process has been utilised as a means of confirming that the appropriate infrastructure, services and community facilities required to support growth is available or planned to be available where a gap has been identified.</p>
Growth requires supporting libraries, parks, education, recreational/sport and medical facilities.	
Need to upgrade and maintain local and state roads to support the proposed growth.	<p>The integration of land-use planning and transport has been a fundamental consideration as to where future growth and development is located. The preferred growth localities identified in the Draft Growth Management Strategy have been closely coordinated and aligned with transport network planning and proposed upgrades.</p> <p>In addition, the Draft Growth Management Strategy identifies a number of fundamentally important transport projects which are not currently in any approved funding program including the Canungra Town Bypass, Mount Lindesay Highway and Bromelton Connections, Boonah - Rathdowney Road upgrades, Cook Road Bypass (Tamborine Mountain) and the Boonah - Beaudesert Road Coulson Crossing upgrade. The Growth Management Strategy advocates for the delivery and funding of these projects.</p> <p>The Draft Growth Management Strategy also recommends that Council develop a Transport Strategy for the Scenic Rim region which will provide direction for the transport system through to 2041.</p>
Need for secure and reliable water supply.	<p>Throughout the development of the Draft Growth Management Strategy, Urban Utilities and Seqwater have been engaged to discuss existing water and wastewater servicing issues and planned capacity upgrades. Consequently, the planning for future</p>
Canungra water security issues.	

Summary of key growth issues	Where / how addressed by the GMS
	<p>urban and economic development and the sequencing of proposed growth has been closely aligned with utility infrastructure planning.</p> <p>In addition, it is noted that the Draft Growth Management Strategy provides policy support to increase domestic water supply capacity for new dwellings in the region that are not connected to reticulated water supply.</p> <p>Section 9.7 of the Draft Growth Management Strategy provides the proposed growth strategies for the Canungra study area, including the identification of the need to have a secure supply of water to manage any existing development and projected future growth for the study area.</p>

3 Stage 2 Targeted Stakeholder Engagement

3.1 Purpose

Council is committed to engaging with a wide range of stakeholders to inform Council's long term growth planning and the development of the Draft Growth Management Strategy. Targeted stakeholder engagement occurred throughout Phase 2 of the Draft Growth Management Strategy and will continue through to the adoption of the final Growth Management Strategy. The full list of stakeholders consulted during Phase 2 is provided in Table 2 below.

Table 2: Stage 2 Targeted Stakeholders

Stakeholder Group	Stakeholders
State Government	<ul style="list-style-type: none"> • Office of the Coordinator-General • Department State Development, Infrastructure, Local Government and Planning (SEQ West - South West Planning Group Ipswich) • Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships • Department Transport and Main Roads - Planning Coordination, Statutory Planning • Department Transport and Main Roads - South Coast Region • Department of Innovation, Tourism, Industry Development and the Commonwealth Games • Department of Resources • Department of environment and Science (DES) - Queensland Parks and Wildlife Service & Partnerships, South East Queensland Region • Department of Agriculture and Fisheries • Department of Infrastructure, Transport, Regional Development and Communications- National Broadband Network • Department of Children, Youth Justice and Multicultural Affairs • Department of Communities, Housing and Digital Economy • Department of Communities, Disability Services and Seniors • Department of Education • Department of Employment, Small Business and Training • Department of Energy and Public Works • Department of Environment and Science - Cultural Heritage • Department of Housing and Public Works - Building Industry and Policy • Department of Housing and Public Works - Housing Supply and Diversity • Department of Resources - Vegetation Management • Department of Tourism, Innovation and Sport • Department Regional Development, Manufacturing and Water • Economic Development Queensland (Development and Construction) • Energy Queensland • Queensland Farmers Federation • Queensland Health • Queensland Treasury • State Development Areas (Government and Industrial Land, State Development Areas, and Property Queensland)

Stakeholder Group	Stakeholders
Scenic Rim Regional Council	<ul style="list-style-type: none"> • The Mayor and Elected Councillors • Chief Executive Officer • Executive team including: <ul style="list-style-type: none"> • General Manager People and Strategy • General Manager Customer and Regional Prosperity • General Manager Asset and Environmental Sustainability • General Manager Council Sustainability
Growth Management Strategy Steering Committee	<ul style="list-style-type: none"> • Council's Strategic Planning team has convened a Steering Committee to advise on the Growth Management Strategy. The committee includes representatives from: <ul style="list-style-type: none"> • PSA Consulting <p>SRRRC Portfolio:</p> <ul style="list-style-type: none"> • General Manager Asset and Environmental Sustainability • General Manager Customer and Regional Prosperity <p>SRRRC Business Units:</p> <ul style="list-style-type: none"> • Manager Planning and Development • Manager Capital Works and Asset Management • Manager Regional Prosperity and Communications • Manager Maintenance and Operations • Manager Community and Culture • Manager Resources and Sustainability <p>SRRRC Teams:</p> <ul style="list-style-type: none"> • Development Assessment team • Strategic Planning team • Communications and Marketing team • Community Development team • Environment and Policy • Regional Prosperity
Neighbouring Local Government Areas	<ul style="list-style-type: none"> • Southern Downs Regional Council • Lockyer Valley Regional Council • Ipswich City Council • City of Gold Coast • Logan City Council • Tweed Shire Council • Kyogle Shire Council • Tenterfield Shire Council
Emergency Services	<ul style="list-style-type: none"> • Queensland Fire and Emergency Services • Queensland Police Service
Business Associations	<ul style="list-style-type: none"> • Beaudesert and District Chamber of Commerce • Boonah District Chamber of Commerce • Canungra Chamber of Commerce

Stakeholder Group	Stakeholders
	<ul style="list-style-type: none"> • Kooralbyn Valley Chamber of Commerce • Tamborine Mountain Chamber of Commerce and Industry • Beechmont Area Progress Association • Beechmont Recreation, Arts and Sports Association • Kalbar Progress Association • Rathdowney Area Development and Historical Association • Tamborine Mountain Progress Association
Utility Services Providers	<ul style="list-style-type: none"> • Urban Utilities • Queensland Bulk Water Supply Authority (trading as Seqwater)

3.2 Approach

To gain an understanding of key stakeholder interests, concerns and aspirations for housing and employment growth across the region, the Growth Management Strategy project team contacted all the key stakeholders identified in Table 2. A letter was circulated to stakeholders providing the opportunity to meet with the project team and/or to provide written feedback on growth issues. The following stakeholders contacted the project team and provided feedback and input on areas of interest or concern:

- Office of the Coordinator-General
- Department of State Development, Infrastructure, Local Government and Planning
- Department of Communities, Housing and Digital Economy
- Department Transport and Main Roads - South Coast Region
- Department of Resources
- Department of Agriculture, Forestry and Fisheries
- Queensland Health
- Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships
- Seqwater
- Urban Utilities
- Tenterfield Shire Council
- Logan City Council

To inform the Draft Growth Management Strategy, Council officers also participated in an engagement session with local Indigenous stakeholders, which included local Elders and health and community officers. The purpose of the session was primarily to gather information for the development of Council's draft Community and Culture Strategy, however, there was also an opportunity to gain an understanding of issues relating to the future growth of the region to inform the draft Growth Management Strategy.

3.3 Key Findings

Table 3 provides a summary of the feedback received from the individual stakeholders.

Table 3: Feedback received from stakeholders

Stakeholder Group	Overview of issues raised
Growth Management Strategy Steering Committee The Mayor and Elected Councillors Chief Executive Officer Council Executive Team	<ul style="list-style-type: none"> The Growth Management Strategy Steering Committee, Council and the Executive Team have been engaged through regular workshops and meetings to provide project updates, present findings and to address any emerging issues.
Local Indigenous stakeholders	<p>The context for the Growth Management Strategy was provided at the facilitated engagement session for Council's draft Community and Culture Strategy and the following three questions were asked:</p> <ol style="list-style-type: none"> Where do you think most of the housing and employment growth should occur in our region? Example: In Beaudesert, or dispersed throughout the region? What type of housing do you think we should plan for to accommodate the growing population? Examples: more detached houses, multiple dwellings, houses on smaller lots, retirement facilities, etc. What are your key concerns relating to planning for the growth of our region? <p>Stakeholder feedback included:</p> <ul style="list-style-type: none"> Focusing growth within Beaudesert to help the financial viability of public transport and health services. Encouraging greater housing diversity to ensure smaller dwelling houses and 1 bedroom units are available for young families, young mothers, the elderly and for individuals who do not require or desire larger lots. The need for increased aged-care options, assisted living dwellings and public housing stock. A key concern regarding the growth of the region related to existing health services not being able to support growth and the increased demand for ambulance and hospital services.
Department of Communities, Housing and Digital Economy	<ul style="list-style-type: none"> The Department emphasised the need for smaller household types within the Scenic Rim region. The Department advised that larger lots do not tend to suit smaller dwelling types and any future the social and affordable housing strategy should focus on Beaudesert and potentially Boonah. The project team confirmed that Inland Rail and passenger rail between Salisbury and Beaudesert will be key drivers to higher density housing. Reference is made to the Queensland Housing Plan which targets increased social housing within the State.

Stakeholder Group	Overview of issues raised
Department of Agriculture, Forestry and Fisheries	<ul style="list-style-type: none"> • DAF emphasised that Scenic Rim Regional Council is the State leader in the agribusiness and rural tourism sectors and there are significant opportunities for growth of these sectors across the region. • DAF advised that Class A and Class B agricultural land is a finite resource and would require significant justification for any loss or alternatives such as Offsets which would involve allocating alternative areas for agricultural use. • DAF confirmed that the Department would not be opposed to relocating Urban Footprint from productive agricultural land to alternative areas that could benefit from increased Urban Footprint.
Urban Utilities Seqwater	<ul style="list-style-type: none"> • Urban Utilities and Seqwater have been engaged through regular meetings and presentations to discuss existing water and wastewater servicing issues, planned capacity upgrades and the sequencing of proposed growth to optimise access to utility infrastructure. • Seqwater and Urban Utilities are supportive of the Growth Management Strategy process as it assists with their forward planning and identifies areas of new demand where existing utility infrastructure may need to be upgraded.
Department Transport and Main Roads	<ul style="list-style-type: none"> • TMR were engaged during the early phases of the Growth Management Strategy process to obtain an update on the strategic transport infrastructure projects that have the potential to enhance the economic growth opportunities of the region and influence the preferred growth localities.
Queensland Health Logan City Council Tenterfield Shire Council Department of Resources	<ul style="list-style-type: none"> • Acknowledged receipt of the stakeholder letter and advised that a formal response would be provided during the Draft Growth Management Strategy consultation stage (Phase 3).
Office of the Coordinator General	<ul style="list-style-type: none"> • Council's Planning and Development department meet with representatives from the Coordinator General and State Development on a quarterly basis as part of the Strategic Coordination Group. Consequently, the Working Group have been regularly informed on the progress of the Draft Growth Management Strategy.
Department of State Development, Infrastructure, Local Government and Planning	<ul style="list-style-type: none"> • The SEQ West Planning Group (DSDILGP) engage with Council's Planning and Development department on a bi-monthly basis and have been regularly informed on the progress and content of the Draft Growth Management Strategy. • Preliminary working documents and a preliminary version of the Draft Growth Management Strategy were provided for review and feedback, which informed the draft Growth Management Strategy.

Survey - Scenic Rim Growth Management Strategy

Have your say on our region's future growth.

The Scenic Rim Regional Council is seeking input into the initial planning of the Scenic Rim Growth Management Strategy.

Phase 1 consultation is an information gathering exercise to help Council understand your thoughts on the future growth of our region. There will also be other opportunities to provide feedback throughout the development of the 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 43,123 in 2019.

The region's population is expected to reach 62,000 by 2041 with 10,000 additional dwellings and 7,609 new jobs anticipated by 2041 (ShapingSEQ Regional Plan 2017).

* Required

TOPIC: Future Development Pattern

Council has drafted two housing growth options to accommodate the additional 10,000 dwellings in our region by 2041.

Please read about the housing growth options before progressing to the questions.

HOUSING GROWTH OPTIONS

HOUSING OPTION A

The majority of new dwellings concentrated in Beaudesert and then to a lesser extent at Boonah, Canungra, Kalbar, Aratula, Tamborine Mountain, Tamborine and Kooralbyn.

Advantages/Opportunities (Housing Option A):

- Increased centralised population may improve community facilities and services such as public transport and utilities.
- Increased potential for Beaudesert to grow as an important hub for employment and services.
- Potential change in character of Beaudesert, Canungra, Boonah, Kalbar, Aratula, Tamborine Mountain, Tamborine and Kooralbyn.
- Potential to provide more affordable living options in Beaudesert.

Disadvantages/Challenges (Housing Option A):

- Limited change to the character of the region's rural villages, agricultural land and sensitive environments.
- Limited opportunity for smaller towns and villages to improve community facilities and services.
- Reduced ability to provide a range of new housing options such as further acreage living.

HOUSING OPTION B

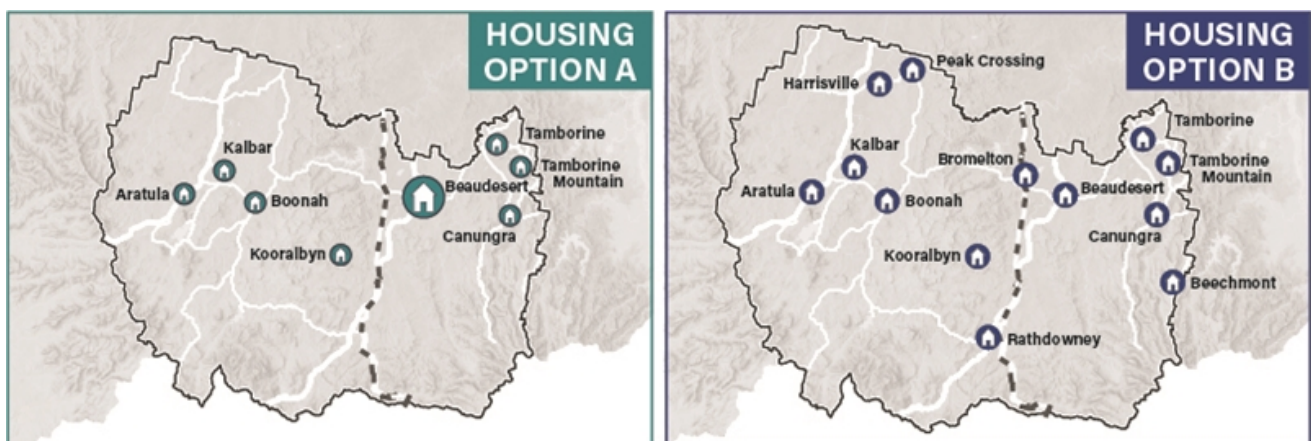
New dwellings are dispersed proportionally across all our towns and villages with more opportunities for acreage living.

Advantages/Opportunities (Housing Option B):

- Increased potential for smaller towns and rural villages to proportionally grow and thrive.
- Provide more housing options including acreage living and lifestyle opportunities.

Disadvantages/Challenges (Housing Option B):

- Potential change in character of the region's towns and villages.
- A dispersed population may affect the ability to improve community facilities and services.



1

QUESTION

To accommodate an additional 10,000 dwellings in our region by 2041 which housing growth option do you prefer?

Please choose one option. *

- Click here to choose Housing Growth Option A
- Click here to choose Housing Growth Option B
- I don't like either Option A or B

2

Please tell us why you prefer that housing growth option. *

TOPIC: Housing Type

The growth management strategy supports the delivery of a diverse range of housing types and sizes to help address affordability and changing demographics.

To meet the requirements of the Queensland Government's State Planning Policy we will look at aging population, growth in single-person households, and the increase in couples and single parents with older children.

3

QUESTION

To meet the needs of the growing Scenic Rim community what housing type do you think we should have more of?

Using a rating of 1 to 5, please show your preference for each housing type listed below.

Rating 1 = I do not support more of this housing type

Rating 5 = I strongly support more of this housing type

You may use the same rating for more than one housing type.

4

Detached housing

- on lots less than 500m² *

- 1 2 3 4 5

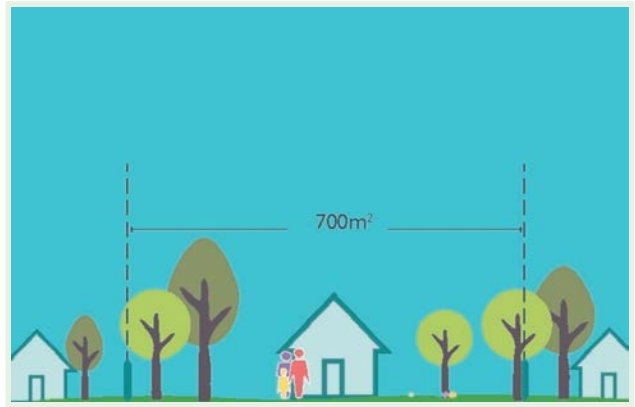


5

Detached housing

- on lots less than 700m² *

- 1 2 3 4 5

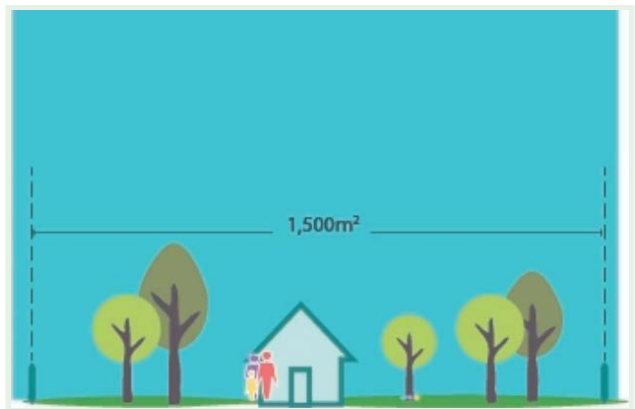


6

Detached housing

- on lots less than 1500m² *

- 1 2 3 4 5

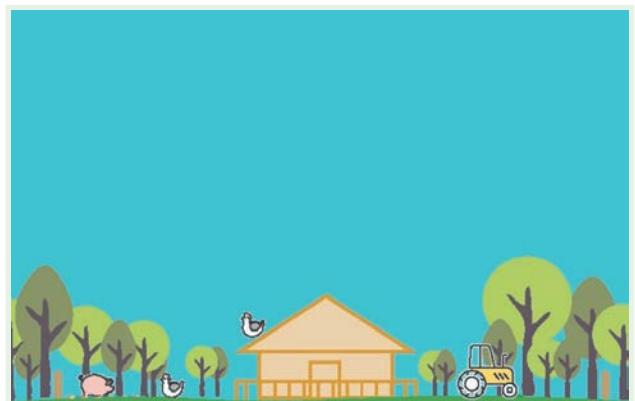


7

Acreage housing

- 4,000m² and 1-2 hectare lot sizes *

- 1 2 3 4 5



8

Duplexes, dual occupancies
and secondary dwellings *

1 2 3 4 5



9

Multiple dwellings
- townhouses, terrace housing,
low rise apartments *

1 2 3 4 5



10

Over 50s living and retirement villages *

1 2 3 4 5



11

Residential care facilities *

- 1 2 3 4 5



TOPIC: Employment Opportunities

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 a region.

A key influence on sustaining and growing the economy of an area is the amount, quality and location of places for people to work.

The growth management strategy will identify suitable land for future employment growth and ensure sufficient land is available for a range of employment uses.

Two growth options are provided to accommodate the additional 7,609 jobs predicted for our region by 2041.

Please read about the employment growth options below before progressing to the question.

EMPLOYMENT GROWTH OPTIONS

EMPLOYMENT GROWTH OPTION A

Land for employment growth should be concentrated within Beaudesert and the Bromelton State Development Area; and to a lesser extent within Boonah, Canungra, Kalbar, Aratula, Tamborine Mountain, Tamborine and Kooralbyn.

EMPLOYMENT GROWTH OPTION B

Land for employment growth should be provided proportionally across all towns and villages.



12

QUESTIONS

Which employment growth option do you think will best accommodate an additional 7,609 jobs in our region by 2041? Please choose one option. *

- Click here to choose Employment Growth Option A
- Click here to choose Employment Growth Option B
- I don't like either Option A or B

13

Please tell us why you chose this employment growth option.

14

Tell us about any other concerns you have in relation to the growth of the region.

Please provide your suburb to assist Council to understand how widely we are engaging with the community.

Thank you for providing your thoughts on the future growth of our region.

Please return your completed survey to Council's Strategic Planning branch by 16 April, 2021.

Return by Australia Post
Strategic Planning
Scenic Rim Regional Council
PO BOX 25
Beaudesert QLD 4285

Return by fax
07 5540 5103

Scan and return by email
mail@scenicrim.qld.gov.au

Alternatively you can drop the survey into one of Council's customer service centres.

The survey can also be completed online at www.scenicrim.qld.gov.au/have-your-say

