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Economic Development Queensland

Proposed Waraba Priority Development Area Development Scheme

Submissions Report

OCTOBER 2026

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1.0 Introduction

Before the Minister for Economic Development Queensland (MEDQ) can make a development scheme under section 63 of the *Economic Development Act 2012* (ED Act), a proposed development scheme must undergo public notification.

In making a development scheme, the MEDQ must consider all submissions received during the submissions period and may consider those received after the period has ended.

The proposed Waraba Priority Development Area (PDA) Development Scheme (Scheme) was publicly notified for 32 business days from 18 May to 2 July 2026.

This document, the *Proposed Waraba Priority Development Area Development Scheme Submissions Report* (Submissions Report) summarises the 81 submissions received, contains information about their merits and details any changes made to the Scheme.

2.0 Public notification process

Scope of community engagement

During the public notification period, the following community engagement initiatives were conducted:

1. a notice about the proposed Waraba PDA Development Scheme and the public notification process was added to the Waraba PDA – Development Scheme page on the EDQ website (https://www.edq.qld.gov.au/our-work/priority-development-areas-pda/waraba),
2. a mailbox postcard drop,
3. social media engagement,
4. an online webinar,
5. in-person community engagement sessions,
6. an Industry Reference Group (IRG) forum,
7. an Urban Development Institute of Australia (UDIA) event, and
8. a 'Have Your Say' (HYS) webpage with:
    - a downloadable copy of the proposed Scheme document and a factsheet explaining 'how to make a submission', and
    - responses to Frequently Asked Question (FAQs) about the PDA.

Community engagement summary

The postcard was delivered to the mailbox of approximately 5,000 homes and businesses within and surrounding the PDA.

The in-person community engagement sessions were held on 6, 9 and 11 June 2026.

The online webinar was held on 4 June.

The IRG forum was held on 4 June.

The UDIA event was held on 16 June.

Tables 1 and 2 below detail how many views were received to the Waraba HYS webpage and how many times the proposed Scheme was downloaded during the public notification period.

Table 1: Number of views by Webpage during public notification

Webpage	Views
'Have Your Say' page	1,877
EDQ webpage	1,625
Social Media engagement	16,488

Table 2: Number of downloads by document during public notification

Document	Downloads
Proposed Waraba PDA Development Scheme (HYS)	254
Proposed Waraba PDA Development Scheme (EDQ)	613

Submission review process

Submissions were received by email and via EDQ's Waraba PDA – HYS online submission page.

Table 3 below explains the method used for considering submissions.

Table 3: Method for considering submissions

Step		Action
1	Registration	All 81 submissions received were registered and given a unique identifier.
2	Summarising submission issues	As each submission usually raised several matters and similar matters were raised in multiple submissions, the submissions were reviewed to identify the distinct matters raised about the proposed Scheme. These matters were then grouped by theme (e.g. traffic, flooding).
3	Evaluation and matters	Matters were considered in detail, responses prepared, and if required, appropriate changes to the proposed Scheme identified for consideration by the MEDQ in making the Scheme.
4	Submissions report	The Submissions Report summarises the submissions, presents the evaluation of the merits of the submissions, and details the changes (if any) made by the MEDQ in response to the submissions about the proposed Scheme.
5	MEDQ approval	The Submissions Report was considered by the MEDQ in making the Scheme.
6	Publishing and notification of the Scheme	After making the Scheme, the MEDQ published: • a gazette notice establishing the date the Scheme came into effect, • the Scheme and Submissions Report on the EDQ website, and • a notice on the EDQ website, stating the Scheme had been approved and is available. All submitters along with Moreton Bay City Council, Unitywater and State agencies were notified the Scheme was in effect.

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3.0 Submissions overview

Submission numbers

A total of 81 submissions were received by EDQ and considered in the preparation of this report. Of these, 77 were received during the public notification period and four submissions were received after the notification period had ended.

Submitter type

Table 4 below provides a breakdown of the number of submissions received by stakeholder.

Table 4: Breakdown of submissions by stakeholder

Stakeholder	Number
Representative of a development organisation	30
Landowner in the PDA	22
Individual residents who identified as living in or near the PDA	16
Government entities (i.e. Council, State agencies and infrastructure providers)	5
Advocacy or Community groups	5
Interested member of the public not living in the PDA	2
Proforma	1 (35 signatories)
TOTAL	**81**

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4.0 Summary of matters raised through submissions

Table 5 below details:

- matters raised in the submissions about the proposed Scheme,
- EDQ's consideration and response to the matters raised, and
- whether changes have been made to the Scheme by the MEDQ in response to submissions.

Matters unrelated to the content and application of the proposed Scheme are not addressed in this report.

Table 5: Summary of matters and responses

#	Matter	Response	Amendment Required
General			
1.	PDA boundary.	The boundary of the PDA aligns with Council's historic Caboolture West Structure Plan, less the area known as Neighbourhood Development Plan 1 (Lilywood) which has already been developed. The PDA boundary is set by regulation, not through in the Scheme. A change to the PDA boundary was not considered at this time.	No
2.	Integrate Unitywater sewer and water infrastructure requirements into PDA development assessment.	Water and sewer network planning, assessment and delivery is regulated by EDQ as the MEDQ development assessment Delegate with this coordination already occurring under the direction of EDQ.	No
3.	Provide timing certainty for the delivery of the new Moreton Motorway and upgrades to the D'Aguilar Highway.	EDQ is working with the Department of Transport and Main Roads (DTMR), to progress planning for and corridor protection of the Moreton Motorway. Funding for the staged delivery of the Moreton Motorway is subject to a future decision of the Queensland Government.	No
4.	Update the EDQ Guidelines with contemporary requirements and standards.	EDQ continues to monitor the currency of EDQ guidelines and makes changes as appropriate. EDQ guidelines support Development Schemes by providing advice on the form, type, and arrangement of development that is supported in PDAs, while still allowing flexibility for innovative solutions to be considered on a case-by-case basis.	No
Land Use Plan			
5.	Achievability of 25 dwellings per hectare density targets.	The PDA-wide density target aligns with the dwelling targets in the SEQ Regional Plan. However, the Scheme recognises that achieving 25 dwellings per hectare may not be feasible on every site in the PDA due to site characteristics, such as slope, and market factors.	No

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#	Matter	Response	Amendment Required
6.	Site setbacks and site cover provisions.	The built form acceptable outcomes align with Council's Better Housing Amendment, including street frontage setbacks, side and rear setbacks, and site cover requirements as applied to the Next Generation precinct. However, the Scheme provides a performance-based framework that supports site-specific and alternative design solutions, including those contained in EDQ Guidelines which are more flexible.	Yes – clarifying the reference to EDQ Guidelines and performance-based solutions as alternatives.
7.	A minimum of two car parking spaces for detached dwellings.	The Scheme provides for one space provided in a garage or carport and for one car to be accommodated in the driveway. The Scheme provides a performance-based framework that supports site-specific and alternative design solutions where they support intended planning outcomes.	No
8.	Built form guidance for the activity centres.	The Scheme, in combination with EDQ Guideline 9, provides built form guidance for activity centres. The Scheme provides a performance-based framework that supports site-specific and alternative design solutions where they achieve intended planning outcomes.	No
9.	The location of the northern Local Centre and Neighbourhood Hub.	The location of the local centre in the north has been reviewed and is considered appropriate. In determining the activity centre network, EDQ considered accessibility and connectivity, distribution and integration into the broader network.	No
10.	Site specific land use designations.	EDQ's land use planning has refined and extended Council's previous Caboolture West Local Plan, responding to contemporary government policy and market drivers, new state transport network planning, growth-oriented infrastructure planning and the availability of innovative infrastructure funding frameworks. The structural elements plan is informed by strategic infrastructure, economic and environmental investigations and retains the previously planned for industrial land to support economic growth for Moreton Bay City. The PDA enables an increased development outcome in Waraba by unlocking additional land for urban development.	No
11.	The economic demand for the Industrial precinct, land use flexibility and the size of	The size of the Industrial Precinct responds to Moreton Bay City Council's Urban Areas Employment Lands Investigation (UAELIA) and other relevant Council studies.	No

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#	Matter	Response	Amendment Required
	the residential interface.	The land allocated remains consistent with the Interim Land Use Plan and Council's previous Caboolture West Local Area Plan. The Scheme refines the industrial land allocation to reduce the number of residential land interfaces, optimise its agglomeration potential and integrate it with transport upgrades planned for Schrodter Road. The Scheme provides a performance-based framework that enables site-specific and alternative design solutions where they achieve intended planning outcomes. The interface treatment between industrial and residential development will be determined through future development assessment processes.	
12.	Land uses flexibility and tenure of the land under the Powerlink Easement.	The use and underlying tenure of the Powerlink corridor land will be resolved through future development applications and discussions with Powerlink and Council. Land affected by the easement in the Industrial precinct may be suitable for development for complementary uses.	No
13.	The Habitat Investigation Areas, the width of the Green network corridor and mapped versus actual vegetation.	The Scheme provides a performance-based framework that supports site-specific and alternative design solutions where they achieve intended planning outcomes. Site-based environmental outcomes will be determined through future development assessment processes.	Yes - Targeted refinements have been made to mapping to improve alignment with the intended outcomes of the Scheme.
14.	Vegetation clearing offset requirements.	The Scheme has been amended to clarify requirements for unavoidable clearing of significant vegetation. Development is still required to avoid, minimise and mitigate impacts where practicable. Where clearing of significant vegetation cannot be avoided, applicants must demonstrate a comparable environmental outcome.	Yes - providing further clarification.
15.	Application of low-risk category waterways in development assessment.	PDA related development involving the construction or raising of waterway barrier works remains Assessable Development under the *Planning Act 2016* unless it otherwise meets accepted development provisions and may require a separate development approval for operational works. Where a PDA development application involves a mapped waterway, EDQ works closely with the Department of Primary Industries to identify the	No

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#	Matter	Response	Amendment Required
		most appropriate design response for the development that will align with any future Waterway Barrier work application requirements.	
16.	The number, size and location of the State school sites.	The Department of Education (DoE) has confirmed the number of State schools required to service the ultimate residential population, as well as the current preferred site sizes: seven hectares for a primary school and 12 hectares for a secondary school. DoE's guidelines set out the characteristics for State school sites. EDQ has worked with DoE to identify the most suitable potential school sites across the PDA, considering factors such as slope, the future road network, school catchment sizes, current and future land use, and current tenure. The timing and funding of state school delivery in Waraba will be subject to future Queensland Government decisions and administered by DoE.	No
17.	Apply a contemporary lens to development, seeking ways to maximise the most efficient use of land and explores opportunities to collocate community facilities and schools.	The Scheme optimises the efficient use of land and presents opportunities to co-locate community facilities with schools, parks and activity centres as a fundamental baseline in preparing the structure elements plan. Final locations for community facilities will be resolved through EDQ development approvals which will involve input from Council as the intended asset owner.	No
18.	The urban living classification and the State schools identified on Behrens Road.	The Scheme provides for this land to transition to an urban purpose by planning infrastructure required to unlock its development potential. The Urban Living designation and associated school site planning ensure the future community is supported with necessary services and facilities.	No
19.	Fire ant management within the PDA.	The management of fire ants and other biosecurity risks is regulated under the *Biosecurity Act 2014* and associated State Government biosecurity requirements, which apply independently of the Scheme.	No
Infrastructure Plan			
20.	Infrastructure planning assumptions, methodology and cost inputs.	The Waraba PDA Infrastructure Planning Background Report, which outlines the planning assumptions, methodology and infrastructure cost inputs, will be published on the EDQ website. The Scheme's Infrastructure Plan will be reviewed periodically as development progresses within the PDA.	No

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#	Matter	Response	Amendment Required
21.	Recognise and protect strategic infrastructure required to support development and service the PDA.	Amendments to mapping have been made to identify key infrastructure assets, including electricity and bulk water supply infrastructure, and support their safe and efficient operation within the PDA.	Yes
22.	Consistency in infrastructure maps and schedules.	Infrastructure maps and schedules have been amended to improve legibility and alignment with the Schedules of Work.	Yes
23.	Impact of the infrastructure charge on housing affordability.	Development charges are set to fund the trunk infrastructure planned to service the PDA. Development charges are not sufficient to recover the full cost of planned infrastructure and to achieve a fully funded plan, this revenue will be supplemented with significant investment from the Queensland Government under: • Building Acceleration Fund • Residential Activation Fund • SEQ City Deal Growth Area Compact, and • Infrastructure Activation Fund.	No
24.	Consistency between flood mapping in Council's planning scheme, the Development Scheme and online council mapping.	Flood mapping included in the *Moreton Bay Planning Scheme 2016* has been superseded and is no longer considered a suitable benchmark for development assessment. EDQ has adopted Council's most contemporary flood modelling to guide flood and stormwater management response in the PDA.	No
25.	Process for delivering stormwater infrastructure across fragmented land.	EDQ has developed a PDA-wide stormwater management strategy to inform stormwater management outcomes and development across the PDA. The strategy identifies the required trunk stormwater infrastructure, which is incorporated into the Infrastructure Plan and reflected in the development charges framework. Delivery of this trunk infrastructure is intended to occur progressively through future development. Notwithstanding the PDA-wide strategy, individual development proposals are still required to address site-specific stormwater management requirements and demonstrate that they do not compromise the planned trunk infrastructure network.	No
26.	Stormwater infrastructure requirements south of Bellmere Road.	Detention basins in the PDA south of Bellmere Road will not provide regional flooding benefits and therefore their cost is not justified. Stormwater treatment systems and devices will be provided in the southern area of the PDA.	No

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#	Matter	Response	Amendment Required
27.	The number, location and size of parks.	The parks have been planned in the PDA to cater for the ultimate population of 65,000 having regard to Moreton Bay City Council's desired standards of service. The proposed park locations respond to current and future land use, site characteristics, population catchments, the future road network and the preferred location of future State schools. Land for trunk parks is accounted for in the Infrastructure Plan and reflected in the development charges value.	No
28.	Process and timing for acquiring land for infrastructure including parks.	The process for delivering parks in the PDA will vary depending on the type of park. Local parks will generally be delivered as part of new residential subdivisions. Land required for trunk parks may be secured through the development assessment process or directly acquired by the entity responsible for delivering the park, such as Council or EDQ. Land and embellishment costs for trunk parks are accounted for in the Infrastructure Plan and reflected in the development charges value. The Infrastructure Plan and development charges value also account for land required for local government community infrastructure. EDQ will consult with landholders and Council on the timing for park delivery. Delivery timing will consider development take-up rates in the PDA.	No
29.	Powerlink easement tenure & ownership	The use and underlying tenure of the land in the Powerlink corridor will be resolved through future development applications and discussions with Powerlink and Council. Land affected by the easement in the Industrial precinct may be suitable for development for complementary uses.	No
30.	Land values applied for infrastructure	The methodology used to calculate land values to be applied for infrastructure cost buildups is consistent with other PDAs and has regard to local land values and recent land sales.	Yes - Land values in the Schedules of Works have been individually reviewed and amendments made to rectify errors.
31.	Strategic road network Caboolture River Road (RD16A arterial road)	The strategic road network presents an indicative location and alignment to achieve the intended transport function. Final alignment will be resolved through the development assessment process.	No

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#	Matter	Response	Amendment Required
32.	Early public transport provision	DTMR will monitor growth and development in the PDA and deliver public transport services areas as appropriate levels of population growth are realised.	No
33.	Active transport (cycling) infrastructure	The Infrastructure Plan lists a connected network of active transport paths across the PDA, supporting cycling and pedestrian movement. These paths will be delivered on-road, through separated cycleways and along green links, connecting communities to key destinations.	No

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5.0 List of Amendments

Number	Relevant section	Description of amendment
General		
1	Throughout the document	Minor formatting and editorial amendments including renumbering tables and figures and amending mapping.
Land Use Plan		
2	2.4.1.6 Green Network	The Scheme has been amended to provide further guidance on how environmental outcomes may be achieved where unavoidable clearing of significant vegetation occurs. A conceptual visualisation has also been included to illustrate how a strategic ecological corridor may be integrated within future development.
3	Map 3 Structural Elements Plan, Map 4 Green Network	Targeted refinements to improve accuracy and alignment with the intended outcomes of the Scheme.
4	2.5.3 Infrastructure	Added provisions to protect the safe and efficient operation of existing bulk water supply infrastructure and existing and planned electricity infrastructure.
5	All maps	Updated mapping to reflect the northern interchange of the Moreton Motorway and the location of existing Energex infrastructure and the SEQ Northern Pipeline Connector easement on the eastern side of the PDA.
Infrastructure Plan		
6	Map 8 Transport Network Plan, Map 10 Transport Network Plan, Map 15 Water Supply Network Plan	Maps amended to correct the alignment of Schrodter Road to Kings Road.
7	Map 8 Transport Network Plan	Bike path changed in response to green network refinement.
8	Map 9 Transport Network Plan	Sub regional road (sub-arterial) alignment changed to reflect Council's road network planning and development approval decisions in Lilywood, outside the PDA boundary.
10	Map 12 Stormwater Trunk Infrastructure Network Plan and Stormwater Schedule of Works	Removal of two detention basins from the network plan Schedule of Works and associated mapping.
11	Schedules of works	Amendments to rectify typographic errors and duplications. Amendments to asset values in response to infrastructure cost estimate review..

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6.0 List of Acronyms

Acronym	
ED Act	Economic Development Act
EDQ	Economic Development Queensland
FAQ	Frequently Asked Questions
HYS	Have Your Say
IRG	Industry Reference Group
MEDQ	Minister for Economic Development Queensland
PDA	Priority Development Area
SEQ	Southeast Queensland
UAELI	Urban Areas Employment Lands Investigation
UDIA	Urban Development Institute of Australia

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