

OUR WELL-PLANNED PLACES


Major Amendment No. 3 - ‘Better Housing Amendment’ Consultation Report

December 2023





Acknowledgement



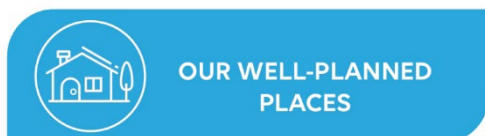
We acknowledge the Kabi Kabi, Jinibara and Turrbal Peoples as the Traditional Custodians of the lands and waterways of the Moreton Bay region, and pay our respects to their Elders, past, present and emerging. We recognise that the Moreton Bay region has always been a place of cultural, spiritual, social and economic significance to First Nations people.

We are committed to working in partnership with Traditional Custodians and other First Nations communities to shape a shared future that celebrates First Nations history and culture as an irreplaceable foundation of our region's collective identity.

Alignment with our roadmap

The Better Housing Amendment is helping to achieve the outcomes of our Corporate Plan 2022–2027 and realise our vision: **Our Moreton Bay. Amazing places. Natural spaces.**

The strategic pillar this project specifically relates to is:



By 2033, our Moreton Bay will be a network of well-planned and connected places and spaces, enhancing lifestyle, accessibility and employment choices.

Read more about Council's Corporate Plan and the pillars that underpin it at moretonbay.qld.gov.au/Services/Reports-Policies/Corporate-Plan

Disclaimer

Moreton Bay City Council and its officers accept no responsibility for any loss whatsoever arising howsoever from any person's act or omission in connection with any information, expressed or implied, contained within this document. Nothing in this document should be taken as legal advice.

Contents

- Purpose1**
 - Overview 1
 - Summary of Amendment Process 2
- How we engaged2**
 - Engagement Snapshot..... 3
- What we heard4**
 - Moreton says 4
 - Quick poll 4
 - Written submissions..... 5
- How we responded6**
 - Submission review process 6
 - Feedback and Council’s response 7





Purpose

Overview

This report has been prepared in accordance with the Minister's Guidelines and Rules, (the MGR) supporting the amendment to the Moreton Bay Regional Council Planning Scheme 2016 for the Proposed Major Amendment No. 3 - the 'Better Housing Amendment.' The purpose of this report is to provide a summary of the issues raised in the submissions received during the public consultation period and outline how Council has responded to issues raised.

Residents told Council they want better housing and better neighbourhoods. To achieve this, changes need to be made to Moreton Bay's planning rules via the Better Housing Amendment.

Residents' concerns have led Council to draft the Better Housing Amendment. Compelling feedback from Moreton Says surveys, customer enquiries, previous submissions and other planning and engagement activities have informed the proposed changes.

At its General Meeting on 8 December 2021, Council resolved to make an amendment to the MBRC Planning Scheme 2016 (version 6), under Section 20 (S20) of the Planning Act 2016 for Major Amendment No.3 - the 'Better Housing Amendment'.

The Better Housing Amendment proposes a range of updates to the Planning Scheme to enable Council to better address residents' concerns, including:

- lot sizes that can accommodate backyards for outdoor living

- appropriate setbacks and site coverage to avoid overcrowded neighbourhoods and loss of privacy, sunlight and breezes
- diverse types of housing in well-chosen locations that offer affordable lifestyles
- more greenery like open areas, trees and landscaping, so neighbourhoods look and feel good
- better parking requirements — to accommodate cars on-site and less on our streets.

In support of the Better Housing Amendment, an amendment to a number of the Planning Scheme Policies is proposed as part of Planning Scheme Policies Amendment No. 2.

We are proposing amendments to the Planning Scheme Policies for Neighbourhood Design, Residential Design and Integrated Design. These changes will align the guidance, standards and specifications of the policies with the changes proposed in the Better Housing Amendment.

We are also proposing changes to the Planning Scheme Policy Township Character to better reflect and support the unique township character of D'Aguilar, Dayboro, Samford Village, Wamuran and Woodford.

The PSPs amendment underwent concurrent formal public consultation in accordance with Section 22 of the *Planning Act 2016* and the MGR.

This report does not consider submissions for the PSPs amendment. A future separate report on the PSPs amendment will be considered by Council to align with Council's formal decision regarding adoption of the proposed Better Housing Amendment.



Summary of Amendment Process

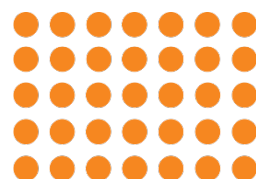
Major Amendment to the MBRC Planning Scheme

This part prescribes the process for making a major amendment to a planning scheme for section 20 of the *Planning Act 2016*. To amend a planning scheme, Council must follow the steps outlined in The Minister's Guidelines and Rules (MGR). This involves 7 key steps as illustrated in the following Figure.



Amendment to Existing Planning Scheme Policies

To amend existing planning scheme policies, Council must follow the steps outlined in the MGR. This involves 4 key steps as illustrated in the following Figure. Council is currently at Step 3 in reviewing the submissions received during public consultation (step 2). The PSPs amendment will not advance to Step 4 until Major Amendment No. 3 - the 'Better Housing Amendment' has completed Minister's consideration (Step 6 above) and a separate consultation report has been prepared, considered by Council, and subject to a decision of Council, provided to submitters for the PSPs amendment.





How we engaged

At its General Meeting on 2 August 2023, Council resolved to undertake formal public consultation on both the proposed Major Amendment No. 3 - 'Better Housing Amendment' and 'Planning Scheme Policies Amendment No.2'.

Before we reached out to the community for this project, we first reflected on what we had already learned through *Moreton Says* (Council's regular series of region-wide surveys). As well as providing helpful insights into the views and values of our communities, the *Moreton Says* data helped us to design a fit-for-purpose engagement approach.

We then invited stakeholders and community to provide feedback on the proposed Better Housing Amendment between **7 August and 4 September 2023**. The consultation period of 20 business days was in accordance with the statutory requirements set out under Section 20 (S20) of the Planning Act 2016 and Chapter 2, Part 4, Section 18 of the MGR.

Feedback could be provided by:

- answering an online submission form
- lodging a written submission by post, email, or at Council's Customer Service Centres
- doing a quick poll on the project webpage.

The quick poll was designed to allow time poor community members to quickly share their views at a high-level. It asked community members to indicate how strongly they agreed with three statements:

- New homes and apartments should have more off-street parking for residents and visitors
- Secondary dwellings should not impact the privacy of neighbours
- Next Generation housing areas should have more greenspace around new buildings.

To enable the informed feedback, explanatory information including a project video and the draft Better Housing Amendment instruments were made available online on Council's Your Say Moreton Bay project webpage and in hard copy at Council's Customer Service Centres.

The Your Say Moreton Bay project page received over 8,400 views during consultation and there

were 782 downloads of project documents. The most downloaded document was the Secondary Dwellings Policy Directions Paper (downloaded 192 times).

Three bookable Meet the Project Team sessions were offered to raise awareness and provide information. These were held at Caboolture Library 15 August) Strathpine Administration Centre (24 August) and Redcliffe Library (26 August).

Bookings for the sessions were via the project webpage or by contacting customer services. Seven people took up this opportunity.

The Better Housing Amendment Project team also attended the Queensland Government's Draft ShapingSEQ (SEQ Regional Plan) 2023 Update in-person consultation session on 2 September 2023 at the Caboolture Hub.

The project team also hosted an online webinar. Registration was via the project webpage and open to all community members. It was attended by 21 people. A recording of the webinar was made available on the project webpage.

The opportunity to provide feedback was promoted through:

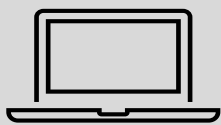
- A project webpage on Council's Your Say Moreton Bay website
- an insert in the rates notice distributed from 10 July 2023
- advertisements in Councillor newsletters, distributed 17-28 July
- an advertisement in seven separate local print publications during July
- a public notice online and in print in the Courier Mail on 5 August 2023
- posters and postcards at all Council Libraries including the Mobile Library between 7 August and 4 September
- posters, postcards, the public notice and digital ads at Council's three Customer Service Centres between 7 August and 4 September
- distribution of postcards at the Caboolture Family Fun Day (14 Aug), Petrie Markets (20

Aug), Redcliffe Markets (27 Aug) and Sylvan Beach Munch Market (2 Sep)

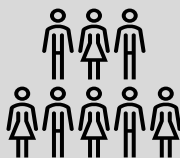
- two emails to subscribers of the project, two Your Say Moreton Bay e-newsletters and one PD News e-newsletter
- a media release
- a social media campaign including five boosted Facebook posts.

Engagement Snapshot

164 Written submissions



8,400+
Webpage
views



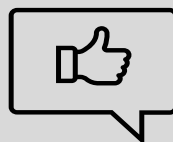
3,100+
Webpage
visitors



354
Quick poll
participants



7
Residents took up
the opportunity to
meet with the
project team



22,340
Facebook users
reached through
five posts

What we heard

Moreton says

From *Moreton Says* we know:

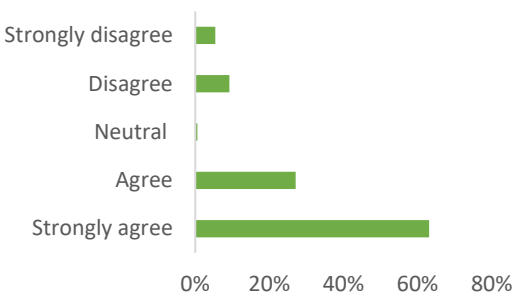
- As our population grows, maintaining the identity and character of Moreton Bay is important to our community.
- The characteristics our community thinks should inform future planning include parks and recreation places, leafy green character with trees in streets and yards, connections to bushland and waterways and friendly streets for riding bikes and walking.
- Buildings that are suitable for the climate and incorporate greenery is the most important characteristic community members want to see incorporated into future higher density development.
- The majority of Moreton Says respondents agree higher density housing is acceptable when it is constructed in locations that are central or close to transport.

What we heard from the consultation undertaken for this project is detailed below.

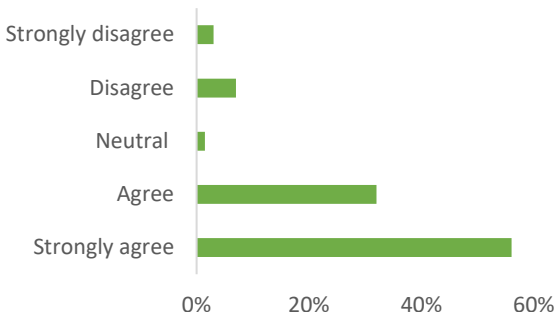
Quick poll

During the consultation period for this project, 354 people responded via the quick poll on the Your Say Moreton Bay page:

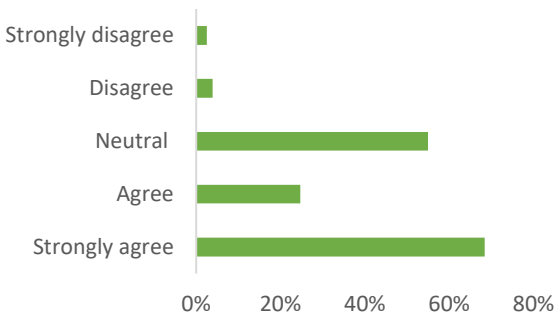
New homes and apartments should have more off-street parking for residents and visitors



Secondary dwellings should not impact the privacy of neighbours



Next Generation housing areas should have more greenspace around new buildings

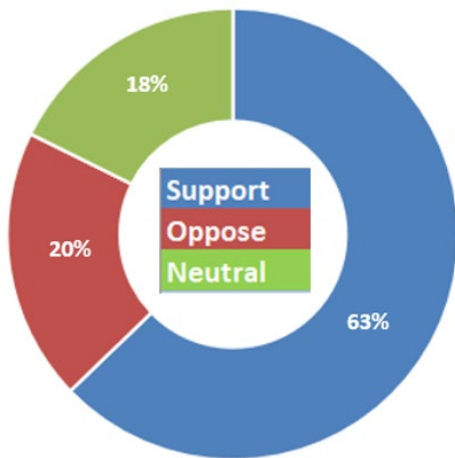


Written submissions

During the consultation period for this project, 164 written submissions were received. The vast majority of written submissions were received via the online submission form.

Of the total submissions, 103 (63%) nominated support for the proposed changes and 40 submitters lodged submissions for the sole purpose of expressing written support (i.e., no other matters were raised in submissions for consideration or to note).

Submitter position on Amendment



A total of 13 submissions were identified as 'Not Properly Made' due to technical, policy or legislative reasons. However, for completeness, all submissions have been considered on their merit.



More green



More off-street parking



More appealing streets



More room to live

How we responded

Submission review process

The below outlines the submission review process we have undertaken.

Step 1 - Submission received and recorded

1. Council received the submission via, post, email or using the online form.
2. Each submission was allocated a unique reference number.
3. Each submission was checked to:
 - i. Determine if it was “properly made,”
 - ii. Ensure it was not a duplicate.

Each submission was recorded in Council’s database for the engagement.

All submissions received, notwithstanding their “properly made” status, have been considered with responses recorded in this report.

Step 2 - Submission summarised and themed

Each submission was reviewed in detail and a high-level summary of the matters raised prepared.

Each submission was then allocated a ‘theme’ or a number of ‘themes’ depending on the matters raised. Note: The allocation of themes is a way of categorising submission matters so that similar issues or concerns can be considered together. The themes used related to the proposed amendment and are as follows:

- **Theme 1 - Next generation neighbourhoods**
- **Theme 2 - Off - street car parking ratios**
- **Theme 3 - Secondary dwellings**
- **Theme 4 - Warner Investigation Area boundary reduction**
- **Theme 5 - Student accommodation**
- **Theme 6 - Support for the Amendments as a whole**
- **Theme 7 - Other matters, not specifically related to the proposed amendment**

A proportion of submissions received were considered/ identified as ‘Other matters, not specifically related to the proposed amendment’

and were put into ‘Theme 7 - Other matters.’

These are matters identified to be outside the scope of the proposed amendment and Council is unable to respond to these matters as part of this amendment process under the MGR.

Step 3 - Submission issue identification

Each submission identified for each theme was then reviewed again to determine the specific submission matter related to that theme. This process ensured all matters raised were captured, as a submitter may raise multiple items relating to one theme. Similarly, multiple submitters may raise the same issue or concern. Each submission was then summarised for consideration.

Step 4 - Submission issue consideration

Each submission matter was then considered in relation to the proposed amendment to determine if a change or improvement could be made. Not all submission matters resulted in a change or improvement.

Responses to each matter raised were categorised as follows:

- Change made;
- No Change - Amendment related; or
- No Change - Not specifically related to the proposed amendments.

To ensure appropriate community consultation and transparency around changes to the planning scheme, the MGR includes limits around the matters Council can change post consultation without having to undertake public consultation again. This is referred to as the “significantly different” test and is set out in Schedule 2 of the MGR.

Step 5 - Responses

A response to each submission matter was prepared and considered by Council.

The following section summarises the issues raised by submitters and details the submission responses by theme, including identifying if a change has been proposed in response to a submission/s.

Feedback and Council's response

Theme 1 - Next generation neighbourhoods

#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Response	Change proposed in response to submission
1.1	00008806 00008825 00008840 00008847 00008848 00008870 00008875 00008880 00008883 00008887 00008891 00009260 00009301 00009311 00009318 00009319 00009321 00009322 00009326	<p>Resolving the impacts of overdevelopment from Dwelling houses on small lots - <i>Support to resolve overdevelopment impacts</i></p> <p>Expressions of support or comments to achieve backyard and other desired outcomes through setbacks and site cover standards including:</p> <ul style="list-style-type: none"> • providing backyard spaces for families, children, pets, garden sheds, gardening, recreation and supporting the natural environment • addressing concerns about noise, privacy and access to natural light and breezes/ air flow • addressing concerns of overcrowding/ overdevelopment and distances between houses • ensuring homes are fit for purpose • concern that current housing allowances are disgusting • limiting house footprints • concerns houses being close together could lead to neighbourhood disputes • wanting tougher boundary laws 	<p>No Change - Amendment Related</p> <p>Support to resolve overdevelopment impacts in Next generation neighbourhoods is acknowledged. Many of the additional concerns identified by submitters reflect the basis for changes in the amendment being to deliver better housing and better neighbourhoods across our region, balancing improvements to liveability with support for housing diversity and affordability.</p> <p>The proposed adjustments to rear setback and site cover standards for Dwelling houses support backyard outcomes for recreation, visual breaks, and natural light and ventilation between and around dwellings.</p> <p>The approach in adjusting these standards is to improve amenity and liveability outcomes where it is evident these outcomes are being compromised by existing standards.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.2	00008910 00009244 00009251 00009252 00009256 00009294 00009303 00009314 00009315 00009330 00009333 00009334 00009335 00009337	<p>Resolving the impacts of overdevelopment from Dwelling houses on small lots - Rear setbacks and site cover</p> <p>Opposes increased rear setbacks and reduced site cover for Dwelling houses based on a wide range of comments and views including:</p> <ul style="list-style-type: none"> Forces two storey construction or increased lot sizes that add cost Reduces opportunities for innovation and market responses Reduces lot yield in new subdivisions and affects dwelling supply Doesn't support affordability and density outcomes in the draft <i>ShapingSEQ</i> (South East Queensland Regional Plan) Dwellings in Next Generation Neighbourhoods do not rely on private open space where within easy walking distance of parks and bike paths Size of backyards should be the choice of individual purchasers More land for the same number of people equals more vegetation clearing Doesn't support housing choice for different lifestyles/ yard preferences Prevents locating secondary dwellings at the rear. 	<p>No Change - Amendment Related</p> <p>The proposed adjustments to rear setback and site cover standards for Dwelling houses support backyard outcomes for recreation, visual breaks, and natural light and ventilation between and around dwellings.</p> <p>The approach in adjusting these standards is to improve amenity and long term liveability where it is evident these outcomes are being compromised by existing standards. Setback and site cover standards have been carefully adjusted in a balanced way that responds to community feedback regarding the impacts of overdevelopment in the city's Next generation neighbourhoods.</p> <p>The proposed amendments are supported by extensive design testing of building envelope outcomes on different lot sizes to identify viable standards that can be successfully implemented. Benchmarking against other South East Queensland local governments has identified that the standards proposed are already being implemented (e.g. a 6m rear setback or 3m for lot depths of 25m or less is consistent with the Brisbane City Plan 2014 - Dwelling house (small lot) code). It is acknowledged existing standard designs that previously met standards in the QDC may require adjustment to maximise use of the available building envelope (including side setbacks measured to wall instead of OMP).</p> <p>Ensuring the planning scheme continues to support options for affordable housing provision remains a key priority. However, it is important to recognise that affordability is one attribute, among a number of fundamental housing attributes the planning scheme needs to support. The amendment is intended to better balance long term liveability and amenity with affordability and housing supply.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.3	00009335	<p>Resolving the impacts of overdevelopment from Dwelling houses on small lots - Rear setbacks and site cover</p> <p>Opposes strengthening policy (performance outcomes) for setbacks and site cover in the Dwelling house code based on:</p> <ul style="list-style-type: none"> • Rigid rear setback and site cover requirements stifle any building innovation • Industry requires flexibility to respond to market. 	<p>No Change - Amendment Related</p> <p>While the performance outcomes (POs) in the Dwelling house code for site cover and setbacks are being strengthened, the planning scheme remains a performance-based planning scheme and there will continue to be circumstances where the examples may not be the only way to achieve the desired outcomes. In this way, an appropriate level of flexibility is maintained and importantly the dwelling house code is being amended to provide improved clarity about the outcomes being sought in cases where alternate site cover or setback outcomes are proposed.</p> <p>Notwithstanding concurrence referrals to Council are possible, the intention of strengthening the respective POs for these matters is to reinforce that any innovative or alternate approaches should not compromise the intended housing liveability and amenity outcomes expressed in the POs.</p>	No
1.4	00009333 00009335	<p>Resolving the impacts of overdevelopment from Dwelling houses on small lots - Side setbacks</p> <p>Supports changes to dwelling house side setbacks with additional recommendations:</p> <ul style="list-style-type: none"> • Recommends further overriding QDC for setbacks currently required to be >1m in QDC • QDC is currently undergoing review and the amendment should not be based on outdated QDC legislation. 	<p>No Change - Amendment Related</p> <p>Support for this aspect of the amendment is noted.</p> <p>Side boundary setbacks beyond the scope of changes proposed in the amendment have not been identified as causing issues in terms of outcomes being delivered across the city. It is noted the planning scheme currently relies on standards contained in the QDC and if there are changes to the QDC in future, such changes and implications for the planning scheme will be considered at that time. In the interim, the dwelling house code will continue to call up standards contained in the QDC (other than the specific exceptions proposed in the amendment). The amendment must have regard to the QDC standards in effect at the current time and cannot anticipate future changes to the QDC.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.5	00009307 00009318	<p>Resolving the impacts of overdevelopment from Dwelling houses on small lots - Side setbacks</p> <p>Recommends a minimum standard distance between detached homes/ roofs, including to limit risks of fire spreading.</p>	<p>No Change - Amendment Related</p> <p>The amendment includes changes to side boundary setback standards to measure the required distance to the dwelling wall instead of the outer most projection (e.g., the outside edge of eaves or other projections beyond the building wall). The amendment proposes to increase the minimum side boundary setback to 1m in cases where setbacks smaller than 1m are currently possible on smaller narrow lots.</p> <p>By making this change it ensures there will always be space available to provide eaves that overhang the setback space while also having separation of at least 0.5m between eaves and the side boundary (excluding situations where there are two adjoining built to boundary walls such as for terrace or row dwellings).</p> <p>This ensures there is a minimum separation distance between dwellings and is in addition to meeting separate standards in the National Construction Code (NCC) regarding matters such as fire separation and fire rating of materials. It should also be noted that fire safety standards for building work in the NCC are only assessed by private building certifiers and the relevant building legislation prevents these matters from being regulated in the planning scheme.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.6	00009244 00009251 00009252 00009256 00009294	<p>Resolving the impacts of overdevelopment from Dwelling houses on small lots - <i>Reduced setbacks</i></p> <p>Recommends reduced front and rear setbacks needed to accommodate dwellings, keep housing affordable and support choice for different lifestyles/ yard sizes.</p>	<p>No Change - Amendment Related</p> <p>The proposed adjustments to rear setback (and site cover standards) for Dwelling houses support backyard outcomes for recreation, visual breaks, and natural light and ventilation between and around dwellings.</p> <p>The approach in adjusting these standards is to improve amenity and liveability outcomes where it is evident these outcomes are being compromised by existing standards. Setback and site cover standards have been carefully adjusted in a balanced way that continues to support affordability and housing supply outcomes.</p> <p>Additionally, existing front setback standards ensure positive streetscape outcomes including space for frontage landscaping and deep planting as well as space for the parking of vehicles on the driveway and within the property boundary.</p> <p>Ensuring the planning scheme continues to support options for affordable housing provision remains a key priority. However, it is important to recognise that affordability is one attribute, among a number of fundamental housing attributes the planning scheme needs to support. The amendment is intended to better balance liveability and amenity with affordability and housing supply and respond to community feedback regarding the impacts of overdevelopment in the city's Next generation neighbourhoods.</p>	No

1.7	00009333 00009335	<p>Resolving the impacts of overdevelopment from Dwelling houses on small lots - Standards for terrace Dwelling houses</p> <p>Opposes only increasing site cover standards for terrace dwellings with laneway access for a range of reasons including:</p> <ul style="list-style-type: none"> • Favours laneways that add cost • Terrace product won't be delivered due to feasibility • Doesn't support affordability and density in the draft <i>ShapingSEQ</i> • Terrace product adjoining parks should be exempt from setbacks and site cover • Forces 2 storeys or increased lot size increasing cost • Laneway terrace product should not be the only option for <300m² lots (doesn't value based on other similar options) 	<p>Change Made</p> <p>The role of terrace Dwelling houses in helping to deliver 'gentle density' and more affordable and diverse housing options (compared to a standard detached Dwelling house) in the Next generation neighbourhood precinct (and equivalent Emerging community zone - Transition precinct and Caboolture West Local Plan - Urban living precinct, Next generation sub-precinct) is appreciated.</p> <p>Terrace Dwelling houses are supported in all locations in Next Generation Neighbourhoods (subject to locational criteria in larger groupings) but are considered particularly well suited to positively contribute to improving housing supply in well serviced 800m walking distance catchments to higher order or district centres or train stations, where this dwelling typology is encouraged.</p> <p>In a greenfield development context, the provision of terrace Dwelling houses with a rear laneway (particularly for proposals involving more than four (4) adjoining small lots with a frontage <12.5m is a preferred outcome to deliver improved streetscape and amenity outcomes.</p> <p>It is recognised that this dwelling typology is a particularly successful outcome in locations adjoining a park or directly opposite a park fronting the same street and should be readily facilitated in these locations where residents can benefit from the open space and amenity of the park with lesser on-site needs. This is reflected in the currently proposed subdivision locational requirements for terrace lots and site cover standards for terrace Dwelling houses outlined below.</p> <p>In light of the proposed amendment's intent to better encourage terrace Dwelling houses in an infill development context, consideration has been given to the submission matters and how these relate to instances where a rear laneway may not be possible, particularly in infill situations (e.g., due to established development, site constraints, site acquisition constraints and fragmented ownership, etc).</p> <p>In considering these factors, the following discrete, nuanced adjustments to the standards for terrace Dwelling houses are supported in response to submissions on this matter:</p> <ul style="list-style-type: none"> • The following site cover standards apply to all terrace Dwelling houses (i.e. a Dwelling house where on a lot with a frontage of 9.5m or less supporting built to boundary walls to both side boundaries) and not just those with laneway access: <ul style="list-style-type: none"> - 75% site cover where on a lot with a frontage 7.5m-9.5m 	Yes
-----	----------------------	--	--	-----

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
			<ul style="list-style-type: none"> - 80% site cover where on a lot with a frontage <7.5m; and • A rear setback of 3m applies for all lot depths, with the exception of terrace Dwelling houses adjoining or directly opposite a park fronting the same street, where the rear setback will revert back to the QDC standards (as per the current planning scheme and standards for side setbacks). 	
1.8	00009333 00009337 00009337	Resolving the impacts of overdevelopment from Dwelling houses on small lots - Separation between driveways and street trees Supports proposed changes to reduce the minimum separation distance between street trees and driveways. Recommends further reducing the minimum separation distance between street trees and driveways to 1m.	No Change - Amendment Related Support for this aspect of the amendment is noted. Separation distances between driveways and street trees have been reduced from 3m to 2m (with the installation of a root barrier) based on desired development outcomes to balance tree health, safety and improved streetscape amenity and consistent with separation distances being sought through concurrence referrals to Council. A further reduction to 1m is not considered appropriate and would potentially compromise the health and long-term survival of street trees with a reduced root zone.	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.9	00008860 00008906 00009042 00009151 00009333 00009335	<p>Housing mix and density in the ‘right places’ - <i>Density inside walkable catchments</i></p> <p>Submitters expressed a range of views on proposed density changes inside walkable catchments:</p> <ul style="list-style-type: none"> Increased density is not viable without incentives Suggests density is increased close to public transport, schools and shopping centres to alleviate congestion, environmental pollution and meet population growth Considers the amendment does not go far enough to support medium-high density in well-serviced areas and will continue urban sprawl, habitat destruction, unaffordable housing and traffic congestion Desires high density housing in and around rail corridors to maintain acreage living away from these areas 	<p>No Change - Amendment Related</p> <p>The intention of the changes to site density ranges relative to locations inside and outside of 800m walking distance catchments of higher order and district centres and train stations, is to support an overarching policy direction to establish walkable and well serviced neighbourhoods in the Next generation neighbourhood precinct (and equivalent Emerging community zone - Transition precinct and Caboolture West Local Plan - Urban living precinct, Next generation sub-precinct). The site density range (with a minimum of 25 dwellings/ ha and no set maximum site density) inside of these walking distance catchments is intended to encourage a broad range of housing types, including detached Dwelling houses, terrace Dwelling houses, Dual occupancies, triplexes, quadraplexes, town houses and low-rise apartment buildings. This is anticipated to maximise efficient use of these high amenity locations to boost housing supply and encourage more diverse and affordable housing options.</p> <p>On this basis, it is considered that the proposed minimum density of 25 dwellings/ ha, with no maximum site density (compared to a minimum 15 dwellings/ ha and a maximum 75 dwellings/ ha in the existing planning scheme) aligns with the development outcomes envisaged inside of the walking distance catchments and is sufficiently flexible to allow for the delivery of a broader range of diverse and affordable housing options that respond to an individual site context.</p>	No

1.10	00008820 00009303 00009333 00009335	<p>Housing mix and density in the ‘right places’ - Density outside walkable catchments</p> <p>Submitters expressed a range of views on proposed density changes outside walkable catchments:</p> <ul style="list-style-type: none"> • Max 50 dwellings/ ha outside catchments does not work as target density to meet draft regional plan • Max 50 dwellings/ ha outside catchments will preclude any development beyond town houses and disregards the scope for good design to maintain amenity • Existing design provisions present a better avenue to regulate Multiple dwellings • Recommends increasing the minimum density from 15 dwellings/ ha to 20 dwellings/ ha - 15 dwellings/ ha will not meet draft regional plan density targets • Concerned density outside train station walkable catchments is still too high. 	<p>Change Made</p> <p>The intention of the changes to site density ranges relative to locations inside and outside of 800m walking distance catchments to higher order and district centres or train stations, is to support an overarching policy direction to establish walkable and well serviced neighbourhoods in the Next generation neighbourhood precinct (and equivalent Emerging community zone - Transition precinct and Caboolture West Local Plan - Urban living precinct, Next generation sub-precinct).</p> <p>Outside of these walking distance catchments, given the range of housing types envisaged (including stand-alone Dwelling houses), the density range is narrower, with a lower minimum site density (15 dwellings/ ha) and the introduction of a revised maximum site density (to 50 dwellings/ ha from 75 dwellings/ ha in all locations under the current planning scheme).</p> <p>This has been proposed in response to the reduced proximity and walkability of these locations to major public transport nodes and centres and to encourage density inside the walkable catchments where a maximum density standard has been removed. Notwithstanding this rationale for the proposed density range, it is acknowledged that locations outside of the walking distance catchments will still play an important role in realising growth targets under the current, and any future, South East Queensland Regional Plan.</p> <p>In considering the matters raised in submissions, along with re-evaluation of the site densities being achieved in relevant development examples against those housing types envisaged outside of the walking distance catchments, it has been identified that there is merit in further targeted refinement to the applicable site density range as follows:</p> <ul style="list-style-type: none"> • Maintain the minimum site density of 15 dwellings/ ha in recognition of the intention for these locations to continue to accommodate stand-alone Dwelling houses on a wide range of different lot sizes. • Maintain a maximum site density of 75 dwellings/ ha (as per the current planning scheme) instead of the previously proposed 50 dwellings/ ha to provide sufficient flexibility to deliver the mix of housing types envisaged in locations outside of walking distance catchments and boost housing supply. <p>Council may consider adjustments to the minimum site density of 15 dwellings/ ha as part of future amendment responses to align the planning</p>	Yes
------	--	---	--	-----

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
			scheme with the Final ShapingSEQ 2023 Update when it is released by the Queensland Government.	
1.11	00008816 00009227 00009291	<p>Housing mix and density in the ‘right places’ - Density</p> <p>Submitters identified support and/ or commented on density generally including:</p> <ul style="list-style-type: none"> • Supports the concept of 15 minute cities • Only supports low density on Bribe Island • Wants multi-story condensed housing to be limited to avoid overcrowding, lack of parking, loss of privacy for other residents, sunlight and breezes. • Low rise is a good compromise to increase housing density • Wants multi-story condensed housing to be limited to avoid overcrowding, lack of parking, loss of privacy for other residents, sunlight and breezes. Locations for these need to be more considered to allow current long-time residents to enjoy the lifestyle they have invested in. 	<p>No Change - Amendment Related</p> <p>Support for this aspect of the amendment is acknowledged.</p> <p>Proposed changes to site density standards favour increased density in the well-serviced 800m walking distance catchments of higher order and district centres and train stations. It is considered the proposed change to remove a maximum site density requirement in these locations will better support the outcomes identified by submitters, compared to the existing planning scheme, which has a maximum site density of 75 dwellings/ ha for these same locations.</p> <p>Importantly, Next Generation Neighbourhoods are comparatively better serviced areas supporting higher residential densities compared to other residential zones in the planning scheme such as the Suburban neighbourhood precinct of the General residential zone or the Rural residential zone. Accordingly, while site density standards are nuanced for locations inside and outside the walkable catchments in Next Generation Neighbourhoods, site density is intended to be higher relative to other less well-located residential zones consistent with its proximity to transport, employment, services and schools etc.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.12	00009332	<p>Housing mix and density in the ‘right places’ - <i>Density in Albany Creek</i></p> <p>Concerns about density changes in Albany Creek (reduction from 75 to 50 dwellings/ ha outside walkable catchments is insufficient and the removal of maximum limits inside the catchments is problematic) due to limited access to and from the area via Leitches Rd.</p>	<p>No Change - Amendment Related</p> <p>Density standards in Albany Creek are reflective of the Next generation neighbourhood precinct zoning.</p> <p>Site density standards in Next generation neighbourhood precincts favour increased density in well-serviced areas to maximise housing with access to transport, services and employment etc including by alternate transport means that do not rely solely on private car access. This is a principle the planning scheme is required to reflect, consistent with state interests in the State Planning Policy and the South East Queensland Regional Plan.</p> <p>In response to concerns raised by other submitters, density outside the walking distance catchments is being reverted from a maximum 50 dwelling per hectare in the notified amendment to a maximum 75 dwellings per hectare consistent with the existing planning scheme. This will ensure a diversity of housing choices can be delivered in Next generation neighbourhoods.</p> <p>Submitter’s concerns regarding existing Next generation neighbourhood precinct zoning and its intended outcomes applying to the referenced parts of Albany Creek are acknowledged. Changes to existing zoning or locality specific changes to the planning scheme are outside the scope of this amendment.</p> <p>Comments on these matters are recorded as part of the preparation of this report and have been provided to the New Planning Scheme Team for reference in any future planning investigations that may be undertaken in this area. You can find out more about Council’s future planning commitments on our website which will involve future consultation opportunities: https://www.moretonbay.qld.gov.au/Services/Building-Development/Reshaping-Planning.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.13	00009244 00009251 00009252 00009254 00009294 00009314 00009333 00009335	<p>Housing mix and density in the ‘right places’ - Defining walkable catchments</p> <p>Considers that Walkable catchments should be identified for proposed train stations and/ or proposed transport hubs too (not just train stations and not just existing train stations).</p>	<p>No Change - Amendment Related</p> <p>Walkable catchments around train stations are identified by the Walking Distance (Train Station) overlay in the planning scheme. Identifying new train stations or transport hubs requires certainty about their location and a commitment to outcomes around them. There are many different ways this occurs including collaboration and negotiation with stakeholders (including other levels of government) and development proponents such as through development applications and neighbourhood planning exercises. At the time that planning is sufficiently advanced, new walkable catchments may need to be identified around any future train stations/ transport hubs. However, at this time it is not considered appropriate to adjust the Walking Distance Overlays.</p>	No
1.14	00008820	<p>Housing mix and density in the ‘right places’ - Defining walkable catchments</p> <p>Concern that walkable distance to 'transit stop' or 'centre' not well defined - could lead to overdevelopment in lower density areas, (e.g. Caboolture West Local Plan map).</p>	<p>No Change - Amendment Related</p> <p>Walkable catchments around train stations and centres are identified by the Walking Distance (Train Station) Overlay and the Walking Distance (Centres) Overlay in the planning scheme. These are mapped layers over a digital cadastral database identifying property boundaries and therefore the relevant areas can be identified and relied on in development assessment with high precision and beyond any doubt.</p> <p>In the case of development in the Caboolture West Local Plan, the relevant distances rely on “transit stops” and “local centres” being identified and mapped in a Neighbourhood development plan providing certainty around their location. Furthermore, walking distance is defined in the planning scheme for areas outside the Walking Distance Overlays to mean:</p> <p><i>The distance between two places, measured from reasonable pedestrian access points and along roads with verges, off-road pathways or other reasonable pedestrian connections.</i></p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.15	00008832 00008862 00009293	<p>Housing mix and density in the ‘right places’ - <i>Creating walkable neighbourhoods</i></p> <p>Submitters support outcomes to focus development in walkable catchments for reasons including:</p> <ul style="list-style-type: none"> • prioritising green space • access to cafes, shops, parks and entertainment precincts. • supporting the concept of 15 minute cities 	<p>No Change - Amendment Related</p> <p>Support for this aspect of the amendment is acknowledged.</p>	No
1.16	00009304	<p>Housing mix and density in the ‘right places’ - <i>Creating walkable neighbourhoods</i></p> <p>Does not support the concept of a 15 minute city as it impedes on freedoms.</p>	<p>No Change - Amendment Related</p> <p>The planning scheme and proposed amendment support opportunities for more people to live and work in well-serviced locations close to things like employment, shops, services and schools. The planning scheme seeks to reduce the need for travel by private car (not the ability or option) and plan for neighbourhoods that encourage choice of transport mode.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.17	00009337	<p>Housing mix and density in the ‘right places’ - Dual occupancy</p> <p>Opposes new minimum lot dimensions for Dual occupancy outside the walkable catchments:</p> <ul style="list-style-type: none"> • Potential to create uncertainty • 250m² lots for Dwelling houses achieves the same residential density and provides greater certainty • Nominate on POD at subdivision stage • Support on sufficient frontages 	<p>No Change - Amendment Related</p> <p>The proposed changes to remove existing dispersal requirements are intended to simplify and provide greater certainty about where Dual occupancy may be located.</p> <p>Under existing dispersal requirements, prospective sites may become constrained by the location of Dual occupancy on nearby sites, disqualifying the ability to comply with dispersal requirements after a purchase has been made.</p> <p>The intent of the provisions is to provide greater opportunity for Dual occupancy to occur and to favour corner or dual frontage allotments where the typology excels. The proposed minimum lot dimensions to accommodate a Dual occupancy, mean that Dual occupancy development is likely to be dispersed in existing neighbourhoods due to the availability of compatible lots. Additionally, the proposed amendment includes provisions that require increased lot size diversity to support a diversity of housing types (i.e. not supporting a cluster of lots with similar lot dimensions for Dual occupancy for example).</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.18	00009332	<p>Housing mix and density in the ‘right places’ - Dual occupancy</p> <p>Considers Dual Occupancy development provisions applying in Next Generation Neighbourhoods in Albany Creek represent a risk of overdevelopment as the proposed removal of existing dispersal requirements and removal of minimal frontage widths will increase density of housing/ risk of unsustainable volume of dwellings within the area.</p>	<p>No Change - Amendment Related</p> <p>The proposed changes to remove existing dispersal requirements are intended to simplify and provide greater certainty about where Dual occupancy may be located.</p> <p>The intent of the provisions is to provide greater opportunity for Dual occupancy to occur and to favour corner or dual frontage allotments where the typology excels. The proposed minimum lot dimensions to accommodate a Dual occupancy, mean that Dual occupancy development is likely to be dispersed in existing neighbourhoods due to the availability of compatible lots. Additionally, the proposed amendment includes provisions that require increased lot size diversity to support a diversity of housing types (i.e. not supporting a cluster of lots with similar lot dimensions for Dual occupancy for example).</p> <p>The proposed amendment does not involve changes to existing zoning in the planning scheme as this is out of scope. Where Next Generation Neighbourhoods are already identified in the planning scheme, the proposed changes will seek to deliver improved outcomes for long term liveability and neighbourhood amenity.</p>	No
1.19	00009335	<p>Housing mix and density in the ‘right places’ - Dual occupancy & Multiple dwellings</p> <p>Supports new minimum lot dimensions for Dual occupancy and Multiple dwellings outside the walkable catchments</p>	<p>No Change - Amendment Related</p> <p>Support for this aspect of the amendment is acknowledged.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.20	00008804 00008812 00008820 00008847 00008887 00008891	<p>Housing mix and density in the ‘right places’ - Lot and housing diversity</p> <p>Comments and expressions of support of lot and housing diversity outcomes:</p> <ul style="list-style-type: none"> • Recommends retaining smaller lot sizes so that density remains the same but wishes to see a variety of lot sizes available. • Supports a variety of house types/ sizes - including small homes (140sqm in size) and duplexes. • Different types of housing can suit different needs, preferences and budgets - They should be located near shops, schools, parks and other amenities. • Supports increased diversity of housing types. • Believes there are too many small sized blocks and very minimal privacy. • Wants diverse types of housing in well-chosen locations that offer affordable lifestyles. 	<p>No Change - Amendment Related</p> <p>Support for these policy outcomes through the provisions of the amendment are acknowledged.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.21	00009330 00009333 00009337	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - <i>Breaks between narrow housing lots and dwellings</i></p> <p>Opposes new requirement for subdivision layouts to include breaks between narrow housing lots (i.e. frontages of 15m or less) at regular intervals along the street:</p> <ul style="list-style-type: none"> • considers the planning scheme already contains sufficient measures to ensure walkable outcomes and streets. • standard setbacks are enough • will increase the cost of lots • more narrow lots are needed to meet draft regional plan targets • could be too restrictive and impact affordability • requiring mid-block breaks/ lanes may not be practical on steep land - Perhaps PO7BA could be improved by adding “where practical” 	<p>No Change - Amendment Related</p> <p>The proposed amendment includes examples in the Reconfiguring a lot code to achieve the outcome of breaks between narrow housing lots. These are intended to ensure lots with narrow frontages do not dominate the streetscape, including ensuring there is not a run of more than 100m of lots with frontages of 15m or less. Additionally, separate requirements seek to ensure the following:</p> <ul style="list-style-type: none"> • The street block is less than 200m long; or • A 10m wide mid-block break is provided (only if it forms part of a broader connection); or • A laneway is provided (only if providing access to lots for terrace dwellings). <p>It is considered that the proposed amendments allow sufficient flexibility to provide different design options to ensure greenspaces and breaks between narrow housing lots provide visual relief in the streetscape and improved neighbourhood amenity. Importantly, the above options are an example only and alternate outcomes meeting the performance outcome are possible (e.g., if not practical on steep land).</p> <p>The proposed amendment does not prevent narrow lot types being provided and does not quantify or prescribe a maximum percentage of narrow lot types (unlike the existing planning scheme) to ensure market responses to housing needs can be provided.</p>	No
1.22	00009335	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - <i>Breaks between narrow housing lots and dwellings</i></p> <p>Support for new requirements for subdivision layouts to include breaks between narrow housing lots.</p>	<p>No Change - Amendment Related</p> <p>Support for these policy outcomes through the provisions of the amendment are acknowledged.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.23	00008811 00008832 00008844 00008862 00008878 00008883 00008889	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - <i>Breaks between narrow housing lots and dwellings</i></p> <p>Submitters provided comments expressing a desire for outcomes around breaks/ space between dwellings and more greenspaces including:</p> <ul style="list-style-type: none"> • more green areas, airflow and distances between homes • support for greater requirements for greenspaces and paths between blocks • stopping homes being jammed close together • Wants to be able to enjoy walking around the green space - without having to back-track between dead end streets. Concerned there is very little footpath cut-throughs between streets when compared to older developed areas. 	<p>No Change - Amendment Related</p> <p>Support for these policy outcomes through the provisions of the amendment are acknowledged.</p> <p>The amendment includes provisions to provide breaks between narrow housing lots at regular intervals along the street. These could include larger lot types (i.e., frontages of 15m or greater that have larger side setback requirements), laneways or mid-block pedestrian breaks if providing a meaningful connection. This will positively contribute to built form relief with spaces between dwellings and landscaped open space opportunities.</p>	No
1.24	00008852 00009299 00009335 00009337	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - <i>Tree planting</i></p> <p>Supports new tree planting provisions or outcomes for more trees.</p>	<p>No Change - Amendment Related</p> <p>Support for these aspects of the amendment is acknowledged.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.25	00009333 00009334 00009337	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - Tree planting</p> <p>Submitters identified mixed feedback about new tree planting provisions with specific comments regarding:</p> <ul style="list-style-type: none"> • Removal of street trees is a development compliance issue and not associated with inadequate planning scheme provisions • Recommends other policies and controls are needed to avoid removal or damage associated with construction activities • Opposes new tree planting provisions for subdivision applications: <ul style="list-style-type: none"> ○ Trees planted at subdivision will get damaged during construction ○ Alternatively planting should be bonded for provision at a later date 	<p>No Change - Amendment Related</p> <p>It is accepted that removal of street trees or damage during building work post-subdivision can present challenges. However, these matters are outside the scope of the proposed amendment and are best resolved through the assessment of development applications.</p> <p>The proposed amendment has identified opportunities to strengthen outcomes to provide new tree planting (beyond street trees) to improve the amenity, shade and urban heat mitigation in Next Generation Neighbourhoods (these provisions build on existing requirements for tree planting that are not clearly articulated in the codes or are currently referenced in Planning Scheme Policies (PSPs) only).</p>	No
1.26	00009252 00009251 00009244 00009294 00009314	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - Tree planting</p> <p>Does not support strengthening provisions for street tree planting based on:</p> <ul style="list-style-type: none"> • causing visual obstruction and safety issues on roads • causing damage to infrastructure/ services adding costs for maintenance and repair • root systems or limbs in yards can cause structural damage to houses. 	<p>No Change - Amendment Related</p> <p>Current planning scheme requirements focus on existing vegetation retention for habitat values and connectivity rather than the distribution of new mature trees throughout subdivision layouts. This typically limits vegetation to habitat areas at the edge of development or along discrete habitat corridors, or no mature vegetation at all. New tree planting for amenity values such as shade, urban heat mitigation and visual amenity are important and cannot always be achieved through existing tree retention alone. As such, the amendment strengthens provisions for street trees and provides for new greenspace opportunities for tree planting within new subdivisions.</p> <p>Tree planting requirements for different road classifications are identified in the Planning Scheme Policy Infrastructure Design so that proposed layouts meet standard specifications and ensure road safety. In addition, tree planting is subject to separation distances from infrastructure to avoid conflicts and ensure the long term health of trees.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.27	00009333 00009335	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - <i>Planting in laneways</i></p> <ul style="list-style-type: none"> • Recommends laneway planting is not limited to trees and small spaces for landscaping should be nominated. • Tree planting on both sides of a laneway is unreasonable. 	<p>No Change - Amendment Related</p> <p>The amendment supports the new requirement to provide tree planting on one side of a laneway by allowing the verge width to be reduced from 1m to 0.5m on one side of a laneway supporting an increased verge width of 1.5m for tree planting on the opposite side.</p> <p>As laneways are dedicated as public road reserve, they require a low or no maintenance approach and landscaping outcomes, which would be negotiated through the assessment of a development application.</p>	No
1.28	00009334	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - <i>Laneway dimensions for tree planting</i></p> <p>Opposes increasing the width of laneways as the costs will be passed on to buyers</p>	<p>No Change - Amendment Related</p> <p>Proposed provisions for laneways identified in the Integrated Design PSP do not propose an increase to the existing required minimum overall width of laneways which remains unchanged at 7m. The amendment supports the new requirement to provide tree planting on one side of a laneway by allowing the verge width to be reduced from 1m to 0.5m on one side of a laneway, supporting an increased verge width of 1.5m for tree planting on the opposite side.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.29	00009333 00009335	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - <i>Communal open space for 10 or more dwellings</i></p> <ul style="list-style-type: none"> • Supports the intent for new requirement to provide communal open space but suggests it doesn't support affordability and density outcomes in the draft <i>ShapingSEQ</i>. • Opposes new requirement to provide communal open space: <ul style="list-style-type: none"> ○ Will impact yield, affordability and feasibility ○ Not feasible for freehold terraces 	<p>No Change - Amendment Related</p> <p>Communal open space helps provide visual relief from built form, breaks up hardstand areas for improved urban heat mitigation, and provides passive and active recreation opportunities on-site for larger Multiple dwellings. It is considered the absence of a communal open space requirement for developments involving ten or more dwellings in the planning scheme is resulting in uses such as Multiple dwellings having the appearance of overdevelopment with buildings and hardstand dominating.</p> <p>A review of standards in other planning schemes has identified the planning scheme for Moreton Bay is an exception by not identifying a communal open space requirement, which is being successfully implemented in other Local Government Areas.</p> <p>The proposed requirement only applies to larger developments of ten or more units where it is appropriate that communal open space is provided. Importantly the standard of 40m² or 5% of the site area (whichever is greater) is an example only and alternate outcomes that demonstrate compliance with the performance outcome may be possible.</p> <p>It is also important to note that the residential uses code, containing provisions for communal open space, does not apply to terrace dwellings on freehold lots.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.30	00009333	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - <i>Strengthening outcomes for private open space</i></p> <p>Submitters provided comments on proposed changes to strengthen outcomes for private open space:</p> <ul style="list-style-type: none"> • Garden sheds (storage) are currently required which impact on open space • Recommends private open space is required to not be impeded by other uses. 	<p>No Change - Amendment Related</p> <p>Submitters comments are noted however, the proposed change only strengthens the performance outcome for private open space and does not change the required standard for minimum dimensions. This will ensure outcomes for private open space are not compromised where alternate outcomes for building setbacks or building separation are proposed.</p> <p>The performance outcome already contains a requirement that private open space is not compromised by other structures such as storage, and therefore further amendments in this regard are considered to be unnecessary.</p>	No
1.31	00009333 00009335	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - <i>Increased front setback</i></p> <p>Submitters oppose increasing the front setback in the residential uses code to support deep planting and landscaping on the basis it:</p> <ul style="list-style-type: none"> • will add cost and reduce yield • is an inefficient use of space • doesn't support affordability and density in draft <i>ShapingSEQ</i>. <p>Small trees and shrubs with a reduced setback are recommended.</p>	<p>No Change - Amendment Related</p> <p>The proposed front setback standards are consistent with the nature of streetscapes in Next Generation Neighbourhoods where different housing types and development intensities occur along the street. A typical Dwelling house front setback is 5.4m to covered parking (e.g., garage) and 3m to the front wall (non-parking). The proposed 4m front setback for higher density uses is more consistent with the average setback of dwelling houses and is more consistent with standards for landscaping and deep planting (2m width) that are frequently being compromised by service functions, such as bin storage to the detriment of streetscape amenity.</p> <p>It is considered that an increased setback by 1m will achieve a better balance between built form and greenspaces and deliver improved streetscape amenity and long term liveability.</p>	No
1.32	00009333 00009335	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - <i>Garages and driveways</i></p> <p>Supports provisions limiting garages at frontages and providing driveway separation</p>	<p>No Change - Amendment Related</p> <p>Support for this aspect of the amendment is acknowledged.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.33	00009333	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - Garages and driveways</p> <p>Recommends visitor parking be supported near frontages and undercroft/ ground level parking should be supported in favour of basements.</p>	<p>No Change - Amendment Related</p> <p>Preferred outcomes for parking locations are existing examples only (i.e., no changes proposed in the amendment) and alternate outcomes that do not compromise streetscape amenity are possible in accordance with the existing PO5 of the residential uses code (emphasis added in bold underline):</p> <p><i>Carparking areas do not adjoin the street frontage or public open space areas, <u>or are designed to:</u></i></p> <ul style="list-style-type: none"> <i>a. Not dominate the street frontage;</i> <i>b. Maintain active frontages;</i> <i>c. Contribute to the intended character of the streetscape;</i> <i>d. Not compromise on-site landscaping.</i> 	No
1.34	00009330	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - Garages and driveways</p> <p>Pairing driveways for 10m wide lots may not be practical on steep land - perhaps PO7A could be improved by adding “where practical”.</p>	<p>No Change - Amendment Related</p> <p>Thank you for your comments and the possibility that steep land may be restrictive in some circumstances is acknowledged. Adding the words “where practical” to the example in the code is a subjective measure and may lead to disputes of interpretation about what is considered “practical”. The example is only one way of achieving the performance outcome and alternate solutions on steep land are possible if demonstrating achievement of the stated performance outcome.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.35	00009333 00009335	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - <i>Landscaped open space and deep planting</i></p> <p>Supports the intent to strengthen policy for landscaped open space and deep planting with additional comments and qualifications:</p> <ul style="list-style-type: none"> • suggests it doesn't support affordability and density outcomes in the draft <i>ShapingSEQ</i>. • considers that it has engineering implications and adds cost. 	<p>No Change - Amendment Related</p> <p>Proposed changes are to the performance outcome only (PO4 of the Residential uses code) to clarify and strengthen the intended outcomes for landscaping and deep planting to balance improved neighbourhood amenity and long term liveability with any potential cost implications and housing affordability. No changes are proposed to the existing examples for areas of landscaping and deep planting sought and alternate outcomes meeting the performance outcome may be possible.</p> <p>It is acknowledged there are engineering considerations in providing deep planting, which is why the focus of the amendment is on supporting the intended outcomes rather than increasing existing standards in examples.</p>	No
1.36	00008804 00008808 00008815 00008840 00008841 00008842 00008848 00008847 00008862 00008887 00009311 00009319 00009332	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - <i>Support for more greenspace</i></p> <p>Submitters support outcomes for more greenery and greenspaces in the amendment with some detailed comments also provided including:</p> <ul style="list-style-type: none"> • will reduce heat and improved flow and liveability • wanting greenspace prioritised • would be best supported by greatly decreased density and improved accessibility to required infrastructure • new neighbourhoods need a greater percentage including on every block • improves the environment health • boosts mood, well-being, mental health • provides shade, cooling, habitat, and beauty • wanting more greenery so neighbourhoods look and feel good • wanting more allotments for greenery and walking trails in new estates. 	<p>No Change - Amendment Related</p> <p>Support for this aspect of the amendment is acknowledged.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.37	00009317	<p>Neighbourhoods with more ‘green’— open space, trees and landscaping - Greenspace</p> <p>Recommends including more detail in the amendment on what defines a green space to ensure endemic natives are included for wildlife such as native bees and birds. The MBRC native plant nurseries could be expanded and hinged upon to support this, with the result being better funding for the nurseries.</p> <p>Consideration could also be given for new developments to build appropriate low maintenance curb gardens rather than plain grass.</p> <p>Further, allowing for private and community food garden spaces should be encouraged including communal composting systems particularly for large developments.</p>	<p>No Change - Amendment Related</p> <p>The proposed amendments focus on improving landscaping, tree-planting, and open space opportunities within urban areas (in Next Generation Neighbourhoods). These outcomes will benefit communities by increasing shade and visual amenity and supporting urban heat reduction. These requirements are separate to existing requirements applying to the protection of areas with environmental values.</p> <p>Certain types of road verge planting are already supported through current Council guidelines. These gardens must meet the guidelines contained in our Road Verge Planting Guide 2017 - https://www.moretonbay.qld.gov.au/files/assets/public/v/4/services/rates-property/new-community-plantings-within-the-road-verge-guidelines.pdf</p> <p>Council also encourages private and community food garden spaces, including communal composting systems particularly for large developments. For further information refer to the Community garden guidelines - https://www.moretonbay.qld.gov.au/Services/Community-Support/Community-Gardens</p>	No
1.38	00009335	<p>Neighbourhoods that are sensitively integrated with existing communities - Support for transitions to rural/ rural residential zoned land</p> <p>Supports providing transitions to rural/ rural residential zoned land.</p>	<p>No Change - Amendment Related</p> <p>Support for this aspect of the amendment is acknowledged.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.39	00009337	<p>Neighbourhoods that are sensitively integrated with existing communities - <i>Support for transitions to rural/ rural residential zoned land</i></p> <p>Supports providing transitions to rural/ rural residential zoned land. Recommends the requirements would be strengthened by:</p> <ul style="list-style-type: none"> • confirmation that the parks and open spaces are to be publicly accessible • confirmation of a minimum width • demonstration of how the parks and open spaces connection with the surrounding community. 	<p>No Change - Amendment Related</p> <p>Support for this aspect of the amendment is acknowledged. Requirements to support transitions to rural or rural residential areas are implemented through a performance outcome only in order to provide applicants flexibility to identify solutions appropriate to the scale and context of the development. This could include a transition through parks and open space, perimeter roads with tree planting in the road reserve and larger lots with frontages greater than 15m.</p> <p>The provision and outcomes for land dedicated as open space are negotiated through reconfiguring a lot applications.</p>	No
1.40	<p>00009335</p> <p>00009333</p>	<p>Neighbourhoods that are sensitively integrated with existing communities - <i>Design and housing diversity</i></p> <p>Requests clarification of provisions to provide design & housing diversity on sites 6,000m² or greater (e.g. large townhouse development) and makes comments:</p> <ul style="list-style-type: none"> • Suggests dwelling sizes and accommodation should not be controlled by rigid planning requirements • Supports the reduction of total repetition of multiple dwelling facades and encourage diversity through alternative design and architectural requirements. <p>Opposes provisions to provide design & housing diversity on sites 6,000m² or greater (e.g. large townhouse development)</p> <ul style="list-style-type: none"> • too prescriptive and doesn't consider market specific conditions • supports the diversity of the internal streetscape through alternative design and architectural requirements, and engagement with the external streetscape where appropriate. 	<p>No Change - Amendment Related</p> <p>The proposed amendment seeks to balance improvements to long term liveability and amenity, with the need for housing affordability and supply. In this regard, the proposed changes are targeted at Performance Outcome (PO) 13 of the Residential uses code only and do not prescribe the required mix of dwelling sizes or design diversity.</p> <p>Qualitative outcomes to provide design and housing diversity provide flexibility for market responses. The PO only applies for development on larger site areas of 6,000m² or greater and in this way is not onerous or unreasonable, whilst ensuring housing and design diversity is being achieved across Next generation neighbourhoods.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.41	00008885	<p>Implementation & effectiveness of the amendment</p> <p>Concerned that the amendments don't include real changes and will simply be relaxed through changes to approvals during construction or after completion (e.g. concreting over garden beds up against structures due to termite risk)</p>	<p>No Change - Amendment Related</p> <p>Council has carefully considered the proposed amendments to ensure the changes are pragmatic and can be effectively implemented. While applications to change approvals can be made by anyone in accordance with the process set out the <i>Planning Act 2016</i>, the policy position established by the proposed amendment will set a new standard for intended outcomes to deliver long term liveability and amenity improvements in Next generation neighbourhoods across the city.</p> <p>Council will monitor the implementation and effectiveness of the amendment to deliver improved liveability and amenity outcomes in the city.</p>	No

Theme 2 - Off-street car parking ratios

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
1.42	00009332 00009310 00009307 00009306 00009297 00009299 00009216 00008889 00008887 00008882 00008880 00008879 00008875 00008870 00008859 00008856 00008852 00008847 00008843 00008842 00008840 00008832 00008830 00008825 00008820 00008815 00008808 00008807 00008804 00008799	<p>Off-street parking policy to better reflect demand</p> <p>A number of submissions expressed support for or wanted to see:</p> <ul style="list-style-type: none"> • more off-street car parking • better/ improved on-site parking to: <ul style="list-style-type: none"> ○ reduce congestion; ○ improve liveability; ○ improve safety; and ○ stop cars parking on/ blocking streets; and ○ improved parking in new estates <p>Many of these submissions express concern that current on-site parking requirements are insufficient/ too low and are resulting in or contributing to:</p> <ul style="list-style-type: none"> • congested/ clogged/ overcrowded local streets • cars parked on both sides of the street, across footpaths and on the nature strip • a lack of parking for recreational vehicles • adverse safety and amenity issues; and • reduced property values and crime 	<p>No Change - Amendment Related</p> <p>Support for more off-street/ improved on-site car parking is acknowledged and many of the concerns identified by submitters reflect the basis for the changes proposed by the amendment.</p> <p>The car parking ratio adjustments proposed in the amendment represent an immediate/ interim response to current community concerns by targeting anomalies and inaccuracies that were identified following a review of current off-street car parking policy and issues identified as significant contributors to adverse car parking impacts - particularly within the Next Generation Neighbourhood and Urban Neighbourhood precincts of the General residential zone.</p> <p>Council's review focused on parking policy and off-street parking ratios for Multiple dwellings, Student accommodation, Dual occupancy and Dwelling houses within these precincts.</p> <p>The overall approach in adjusting policy and existing parking ratios for these uses is to ensure car parking ratios better reflect both resident and visitor demand. Existing ratios for the subject uses were found to be low compared to other SEQ councils and misaligned with the Queensland Development Code (QDC) in the case of Dual occupancy and Dwelling houses.</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
1.43	00009326	Off-street parking policy to better reflect demand Concern that double garages are being used as storage facilities and not for parking - resulting in multiple cars parked on the street in new developments (particularly where infill has occurred in older communities).	No Change - Amendment Related Concerns regarding garages being used for storage and potentially compromising on-site car parking are acknowledged. The adverse impacts arising as a result of on-site parking undersupply (particularly within newer, Next Generation neighbourhoods) form the basis for the changes proposed by the amendment. The principal intent of the proposed off-street car parking adjustments advanced by the amendment is ensuring that new development provides sufficient off-street car parking to appropriately cater for resident and visitor needs. In doing so, it is anticipated that parking shortfalls will be addressed and adverse amenity/ character impacts on neighbourhood streets will be reduced.	No
1.44	00009316	Off-street parking policy to better reflect demand Requests all future development have a minimum of 2 parking spaces per dwelling.	No Change - Amendment Related The changes to Dwelling houses and Dual occupancies proposed by the amendment satisfy the submitters request in that they align car parking ratios for both uses with the Queensland Development Code (QDC), requiring 2 spaces per dwelling (1 space can be in tandem). For Multiple dwellings, the amendment proposes the application of a parking ratio based on a 'sliding scale' that increases with the number of bedrooms per dwelling (1/1br, 1.25/2br, 1.5/3br, 2/4br) and introduces a visitor car parking ratio (1 per 4 dwellings) - addressing the current absence of a visitor car parking requirement. These adjustments are considered to better reflect likely car parking demand and directly target current issues of on-site undersupply, balanced against housing affordability considerations.	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
1.45	000008795	<p>Off-street parking policy to better reflect demand.</p> <p>Opposed to increasing off-street car parking ratios.</p> <p>Concerned proposed ratio adjustments don't align with the draft <i>ShapingSEQ 2023 Update's</i> focus on maximum (and not minimum) ratios.</p>	<p>No Change - Amendment Related</p> <p>The opposition to increasing off-street car parking ratios is noted. However, the changes proposed by the amendment are tailored to address specific anomalies and inconsistencies with current parking policy and more specifically, existing off-street car parking ratios for Multiple dwellings, Student accommodation, Dual occupancy and Dwelling houses where these occur in:</p> <ul style="list-style-type: none"> the Next Generation Neighbourhood Precinct/ equivalent Transition precinct; and the Urban neighbourhood precinct. <p>The changes proposed represent 'interim' measures - informed by the current ratios of relevant and comparable SEQ Councils. This tailored response focuses on addressing (in the short term) matters identified by residents as contributing to on-street parking issues and adverse neighbourhood and local road network impacts.</p> <p>It should be noted that Council has recently commissioned a comprehensive car parking ratios review that is investigating car parking ratios for all uses contemplated by the planning scheme. This study is considering demand drivers, demand management and contemporary transport planning considerations to inform future rates. This study will inform future planning scheme updates to off-street car parking policy directions.</p>	No
1.46	00008885 00008867	<p>Multiple dwelling off-street car parking ratios</p> <p>Concern that proposed parking ratio adjustments do not go far enough and are unclear/ impractical.</p> <p>Opposed to minimum car parking ratios for apartments near public transport/ community centres.</p> <p>Concern this removes point of being near centres.</p>	<p>No Change - Amendment Related</p> <p>The proposed changes to Multiple dwelling car parking ratios are intended to better align car parking ratios with the demand generated by this form of development.</p> <p>Multiple dwelling ratios for other SEQ Councils vary, but many include variable ratios that increase with the number of bedrooms per unit. Except for Ipswich and Moreton Bay, most require more parking for dwellings with 2 bedrooms or more. This more closely reflects likely car parking demand,</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
		<p>Considers not having minimums improves opportunities for those without a car - and reduces accommodation costs.</p>	<p>particularly given current car ownership rates in Moreton Bay, and is considered to be a more appropriate interim policy response.</p> <p>Current ratios are an average of 40% less than Sunshine and Gold Coast Councils for 3-bedroom units (30% less for 2-bedroom units and 17% less for 1-bedroom units) and this has been identified as a contributing factor to on-site undersupply and corresponding adverse neighbourhood amenity and road network impacts. All other SEQ Councils also include a visitor car parking ratio requirement, while Moreton Bay does not.</p> <p>It should be noted that the car parking ratio adjustments proposed by the amendment do not apply to in-centre residential development and any reduction in off-street car parking ratios for multiple dwelling type development in proximity to centres will be subject to a case by case merits based assessment as part of future development applications.</p> <p>It should be noted that Council has recently commissioned a comprehensive car parking ratios review that is investigating car parking ratios for all uses contemplated by the planning scheme. This study is considering demand drivers, demand management and contemporary transport planning considerations to inform future ratios. This study will inform future planning scheme updates to off-street car parking policy directions.</p>	
1.47	00009333	<p>Rooming accommodation (Student accommodation) ratios</p> <p>Opposed to proposed parking ratios and consider:</p> <ul style="list-style-type: none"> requirements vastly exceed rates required elsewhere, adding cost. students prefer lower cost transport options (i.e. motorbikes and scooters, bicycles, and other micro mobility devices) and will often utilise vehicle/ ride sharing services. <p>Requests a demand analysis be undertaken (establishing likely requirements/ providing for a wider range of transport options more likely to be used by students - other than car ownership).</p>	<p>No Change - Amendment Related</p> <p>It is important to note that the changes proposed by the amendment represent an 'interim response' that advances 'tailored adjustments' to address particular anomalies and inaccuracies with respect to a limited number of residential uses, including those related to Student accommodation.</p> <p>Arising principally from concerns raised by residents regarding off-stie impacts of Student accommodation development, Council undertook a review. Analysis informing the amendment confirmed that at present CMB requires approximately 60% less car parks for Student accommodation</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
		Concerned Sunshine coast parking rates do not reflect the availability of train transport in Moreton Bay.	<p>development than either the Sunshine Coast or the Gold Coast Councils in comparable settings.</p> <p>The existing planning scheme car parking ratio for Student accommodation appears to be an anomaly, calculating parking based on 'dwellings' as opposed to the number of student beds or rooms within it. This has created difficulties in achieving adequate on-site parking to meet needs, has resulted in unusually low rates of off-street car parks compared to other councils and has contributed to adverse impacts on neighbouring properties and residential streets. The existing maximum parking ratio has also been problematic in this context.</p> <p>Other SEQ Councils typically include a per bed, per student or per room ratio which more accurately aligns and responds to the nature of the use. The proposed amendment seeks to recalibrate to better align with this approach, whilst also maintaining a ratio that is appropriate for the locational characteristics of new student accommodation development.</p> <p>It should be noted that Council has recently commissioned a comprehensive car parking ratios review that is investigating car parking ratios for all uses contemplated by the planning scheme. This study is considering demand drivers, demand management and contemporary transport planning considerations to inform future rates. This study will inform future planning scheme updates to off-street car parking policy directions.</p>	

Theme 3 - Secondary dwellings

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
1.48	00009333 00009303 00009042 00008909 00008906 00008897 00008868 00008857 00008793 00009298	<p>Resolving impacts of overdevelopment from Secondary dwellings</p> <p>Several submitters were concerned with proposed Gross Floor Area (GFA) limitations for Secondary dwellings advanced by the Amendment, requesting instead that GFA should be:</p> <p>In Suburban Neighbourhood settings:</p> <ul style="list-style-type: none"> • 55m² for lots 600m² and above <p>On larger lots:</p> <ul style="list-style-type: none"> • 80m² • 100m² • between 100m² and 120m² • 'larger' for larger lots • Not subject to any GFA limitation <p>On any lot:</p> <ul style="list-style-type: none"> • 10% of lot over 450m²: (up to a maximum of 120m²); or • No limitation <p>While some submitters additionally opposed lot size limitations for Secondary dwelling development in Next Generation Neighbourhood settings, concerned that lot sizes proposed by the Amendment may limit opportunity for loft/ Fonzie flat apartment style development over garages (particularly on laneway lots).</p>	<p>No Change - Amendment Related</p> <p>The proposed changes relating to Secondary dwelling development respond to community feedback regarding adverse neighbourhood character and amenity impacts as a result of inappropriate design and siting. The proposed changes seek to strike the right balance between the need to support housing diversity and viability, with the level of regulation expected and necessary to realise better neighbourhood character, privacy and amenity outcomes across the city.</p> <p>While the current planning scheme does not have a minimum lot size requirement for secondary dwelling development, the scheme instead currently aligns maximum GFA for a secondary dwelling with minimum lot 'frontage' requirements.</p> <p>The proposed recalibration to relate the GFA of a Secondary dwelling to lot size is intended to emphasise smaller development on smaller lots/ larger development on larger lots (thus limiting bulk/ scale/ amenity impacts to neighbours). It is also important to note that the proposed changes only apply to land included in the General residential zone, Next generation precinct (and equivalent Emerging community zone, Transition precinct, as well as equivalent parts of the Caboolture West local plan), Suburban neighbourhood precinct and Coastal communities precinct.</p> <p>Minimum lot size (and frontage) requirements proposed by the amendment were developed through a comprehensive design assessment and analysis, to determine lot sizes capable of accommodating all necessary functions of both a primary and secondary dwelling. Notwithstanding, loft/ Fonzie flat style development on small freehold lots is currently envisaged in Next</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
			<p>generation neighbourhoods as a Dual occupancy outcome, supported by proposed changes to:</p> <ul style="list-style-type: none"> • remove minimum lot dimensions for subdivision within 800m 'Walking distance catchments' of higher order centres and train stations, thereby supporting micro-lot housing typologies (including terrace dwellings) on a broader range of lot sizes; • remove complex dispersal requirements for Dual occupancy development in all locations; and • remove minimum site dimensions for Dual occupancy within the 'Walking distance catchments' of centres and train stations. 	
1.49	00009330	<p>Managing amenity and privacy impacts in established urban neighbourhoods</p> <p>Consider it is contradictory to require open spaces of secondary dwellings to face inwards while also requiring larger boundary setbacks (5m). It would make more sense to locate the outdoor space in the setback area.</p>	<p>No Change - Amendment Related</p> <p>The orientation of certain built-form elements associated with Secondary dwelling development on-site has been identified as contributing to valid concerns regarding 'intrusion'/ loss of privacy, particularly for immediate neighbours in established neighbourhoods.</p> <p>Consequently, the amendment proposes the 'orientation' of primary entry, or any patio, balcony or deck of a Secondary dwelling inwardly within the lot (so that these elements) face the primary dwelling and not adjoining properties. However, this requirement would only apply where the Secondary dwelling is freestanding and in the Suburban neighbourhood or Coastal communities precincts. In these settings it is not proposed to introduce a corresponding 5m rear yard setback requirement, instead continuing to rely on standard QDC standards, given the larger lot sizes in these precincts.</p> <p>It should be noted that the amendment proposes a larger (5m) rear setback for Dwelling houses (but only in a General residential zone, Next generation neighbourhood precinct or the Emerging community zone, Transition precinct, as well as equivalent parts of the Caboolture West local plan). In these settings, Secondary dwelling activity typically occurs as an attached product. The functionality of larger rear yards in these instances and the use of these areas for open space purposes would be unaffected by the amendments</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
			proposed 'freestanding' secondary dwelling siting, design and orientation requirements.	
1.50	00009216	Improving how a Secondary dwelling operates Request more options for secondary dwellings to suit elderly/ aging parents and disabled persons in well-serviced areas.	No Change - Amendment Related The proposed changes are not intended to limit development opportunity or disincentivise secondary dwelling development for any particular sector of the community, nor do they prevent the ongoing supply or delivery of this housing type within well-serviced areas of the city (typically not requiring a development approval where in association with a Dwelling house on an appropriately sized lot). The changes proposed by the amendment seek to strike the right balance between the need to support this form of housing, with the level of regulation expected and necessary to improve neighbourhood character, privacy and amenity outcomes across the city.	No
1.51	00008797	Improving streetscapes by adjusting off-street parking outcomes Concerned about parking for secondary dwellings and adverse amenity impacts arising from cluttered/ congested streets that are difficult to drive down.	No Change - Amendment Related The proposed amendment retains the existing car parking ratio requirement for a secondary dwelling (1 additional space required where a site contains a Secondary dwelling). However, within the Next generation neighbourhood precinct (NGNP) the existing 1 car park requirement for a Dwelling house is proposed to be increased to 2 to better align car parking provision with demand from both residents and visitors. This proposed increase is intended to address concerns about adverse parking issues in residential settings - particularly in Next generation neighbourhoods, where a current low base ratio for dwelling houses has been confirmed as contributing to a car parking undersupply and adverse amenity and local road network impacts.	No
1.52	00008819	Opposes regulation of Secondary dwellings	No Change - Amendment Related	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
		Considers that granny flats should be at the discretion of the property owner.	<p>The changes proposed by the amendment seek to strike the right balance between the need to support this form of housing, with the level of regulation expected and necessary to improve neighbourhood character, privacy and amenity outcomes across the city.</p> <p>Significant growth in the incidence of Secondary dwelling development has occurred within the residential neighbourhoods of the city. While some of this development has occurred in the traditional 'granny flat' form in existing neighbourhoods, concentrations have occurred in 'greenfield' locations - where adverse design, siting and appearance issues have become particularly prevalent in purpose- built new housing product, with an attached Secondary dwelling component.</p> <p>Based on adverse issues identified by the community and confirmed by Council following a comprehensive review, the 'Better Housing' amendment proposes tailored adjustments to already existing planning scheme Secondary dwelling development requirements in order to support improved design, function siting and amenity outcomes.</p>	

Theme 4 - Student Accommodation

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
1.53	00009333	<p>Better management of on-site density and development intensity</p> <p>Opposes new density requirements. Consider that proposed density of 100-300 beds per hectare is:</p> <ul style="list-style-type: none"> • far lower than established student accommodation buildings and doesn't respond to differing building height provisions by encouraging increased density in areas that permit taller buildings. • not comparable to other Councils/ unviable; and • appropriate in inner-city locations but should be double that proposed for locations like Petrie. 	<p>No Change - Amendment Related</p> <p>The planning scheme actively supports student accommodation activity in well serviced locations (in proximity to centres and public transport). However, residents in proximity to recently approved student accommodation facilities have expressed concern regarding increased noise, difficulties with on-street car parking and road network impacts, as well as changes in neighbourhood amenity and character.</p> <p>The overall intent of the proposed Student accommodation density range provision (in combination with proposed open space/ landscaping, building design/ appearance and car parking adjustments) is the minimisation of off-site impacts - given the potential for (increased) on-site student numbers to adversely affect the amenity and character of immediately adjoining properties and neighbouring streets.</p> <p>The proposed change to the density range for Student accommodation development is a recalibration of an existing dwellings/ ha density standard to student beds/ ha, to improve clarity where "dwellings" are not being created. It is considered that the density range continues to be appropriate for the form and location of this land use in the city (i.e., in a Next generation neighbourhood setting at varying distances from train stations/ centres).</p>	No
1.54	00009216	<p>More Student Accommodation</p> <p>Provide increased student accommodation options with water views.</p>	<p>No Change - Amendment Related</p> <p>The current planning scheme contemplates Student accommodation in high or medium density parts of the Residential zone, especially where access to services/ facilities (such as public transport) is required to support the needs of residents is readily available. The</p>	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
			<p>amendment does not propose to alter this overarching development intent.</p> <p>In response to community feedback regarding adverse impacts arising from recent Student accommodation development, the intent of the proposed 'Better Housing' amendment is to support improved design, siting, function and neighbourhood amenity outcomes in these locations.</p>	

Theme 5 - Warner Investigation Area boundary reduction

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
1.55	00009333 00009289 00009043 00009041 00008869	<p>Boundary update to clarify future growth</p> <p>Support for the proposed Warner Investigation Area (WIA) boundary reduction, noting that the changes will support:</p> <ul style="list-style-type: none"> • koalas and koala habitat areas; and • prevent adverse impacts of further intensification including: <ul style="list-style-type: none"> ○ traffic, pollution, noise, lack of schools, other facilities. 	<p>No Change - Amendment Related</p> <p>Support for the update to the Warner Investigation Area (WIA) boundary is noted - acknowledging that the principal intent of the proposed changes is to:</p> <ul style="list-style-type: none"> • re-clarify Council's position on future urban growth and development within the Warner Investigation Area (including consideration of infrastructure required to support it); • better protect and retain the existing character and amenity of rural residential lots south of Conflagration Creek and south of Warner and Coorparoo Roads; and 	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
			<ul style="list-style-type: none"> protect identified environmental values (including locally refined Koala Habitat Areas) particularly on the investigation area's western boundary and south of Conflagration Creek. 	
1.56	00009130	Boundary update to clarify future growth Considers the WIA boundary has been reduced too much and should be straight across Warner Road.	No Change - Amendment Related The proposed adjustments reflect local community expectations which support the retention of Rural residential zoning (and the character/ amenity) of land south of Conflagration Creek, and south of Warner/ Coorparoo Roads in identified locations without adversely impacting future development opportunity on balance areas of the investigation area. The proposed reduced Warner Investigation Area boundary has been informed by: <ul style="list-style-type: none"> a comprehensive review of current policy settings within both the Regional Plan (ShapingSEQ) and Council's current planning scheme; a review of the earlier 2017 concept structure plan (as revised) for the Warner Investigation Area; consideration of extensive community feedback/ submissions regarding the structure plan; and initial consideration of on-site environmental values across the investigation area (but particularly on its western fringe and south of Conflagration Creek) including a review of updated State koala mapping. Accordingly, Council does not have cause or further detailed analysis that would support a further change to the proposed adjusted WIA boundary at this time.	No
1.57	00008885	Boundary update to clarify future growth Considers the reduction of the Warner Investigation Area (WIA) boundary should go further and not include any area between	No Change - Amendment Related The proposed reduced Warner Investigation Area boundary has been informed by:	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
		Warner Road and Eatons Crossing Road where there are established acreage properties.	<ul style="list-style-type: none"> a comprehensive review of current policy settings within both the Regional Plan (ShapingSEQ) and Council's current planning scheme; a review of the earlier 2017 concept structure plan (as revised) for the Warner Investigation Area; consideration of extensive community feedback/ submissions regarding the structure plan; and initial consideration of on-site environmental values across the investigation area (but particularly on its western fringe and south of Conflagration Creek) including a review of updated State koala mapping. <p>Accordingly, Council does not have cause or further detailed analysis beyond the above that would support further changes to the proposed adjusted WIA boundary at this time.</p>	
1.58	00009312 00009198	Boundary update to clarify future growth Request that the specific site nominated in the submissions (address withheld for privacy reasons) not be located within the Warner Investigation Area, given the presence of a number of trees considered suitable for koala protection.	No Change - Amendment Related The request is noted. However existing planning scheme Environmental Areas Overlay mapping already identifies the site as a high-value area and currently recognises it as important for ecological connectivity. Additionally, State koala regulations provide significant protection for existing on-site vegetation/ koala habitat. The proposed adjusted Warner Investigation Area boundary reflects the outcome of a lengthy and comprehensive investigation that included, among other matters, the careful consideration of on-site environmental values across the investigation area as a whole (but particularly on its western fringe and south of Conflagration Creek) including a detailed review of updated State koala mapping. For these reasons and in order to appropriately manage wider community expectations consistent with commitments Council made to the local community in 2017, Council does not have cause or	No

#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Response	Change proposed in response to submission
			further detailed analysis that would support additional changes to the proposed adjusted WIA boundary at this time.	
1.59	00009296	Boundary update to clarify future growth Consider previous development site encompassing Mayflower, Terben and Lamaur Streets (previously slated for townhouses) could be subdivided into 600 - 800m ² lots in response to the urgent need for more land being made available for housing.	No Change - Amendment Related The request to consider supporting more intensive development activity on rural residential land within the area encompassing Mayflower, Terben and Lamaur Streets is noted. However, the intent of the proposed reduction in the extent of the Warner Investigation Area boundary is to better protect and retain the existing character and amenity of rural residential lots south of Conflagration Creek and south of Warner and Coorparoo Roads and the protection of on-site environmental values across the investigation area (but particularly on its western fringe), consistent with commitments made to the local community by Council in 2017. As a consequence, no change of zone or further subdivision is proposed (or would be supported) within the areas currently included as rural residential and subject to 'no further reconfiguration'.	No

Theme 6 - Support for the Amendments as a whole

#	Matter raised by <i>(refer unique identifier -Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
1.60	00009329 00009325 00009319 00009313 00009311 00009306 00009297 00009293 00009288 00009047 00009046 00008907 00008888 00008886 00008876 00008872 00008866 00008861 00008856 00008855 00008851 00008850 00008849 00008837 00008836 00008826 00008822 00008820 00008817 00008814 00008813 00008812 00008810 00008808	Support for the Amendments as a whole	No Change - Amendment Related Support noted.	No

#	Matter raised by <i>(refer unique identifier -Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
	00008805 00008803 00008802 00008800 00008799 00008798			

Theme 7 - Other Matters - Not Specifically Related to the Proposed Amendment

Other Matters - Not Amendment Related				
#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
1.61	00009324 00009323 00009318 00009314 00009310 00009307 00009297 00009290 00008895 00008894 00008887 00008884 00008883 00008873 00008871 00008864 00008863 00008859 00008856 00008853 00008853 00008852 00008847 00008844 00008843 00008840 00008839 00008838 00008834 00008832 00008831	Lot Sizes Recommends lot sizes be changed due to particular issues/ concerns including: <ul style="list-style-type: none"> • general preference for larger lot sizes • overcrowding and spaces between dwellings • space for backyards and outdoor living such as for kids and pets • space for parking vehicles, caravans, trailers, boats etc. • adverse impacts on privacy, amenity, noise, light and breezes • supporting or maintaining acreage living outcomes; and • multi-generational living spaces 	No Change - Not specifically related to the proposed amendments To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission. Lot size requirements in Next Generation Neighbourhoods are not proposed to be changed as part of the amendment other than for locations inside the 800m walking distance catchments of train stations and centres. In these well-serviced locations standard lot types will no longer be prescribed providing flexibility for innovative housing types that support increased diversity and opportunities for infill growth in line with the State Government's draft ShapingSEQ 2023 Update. A range of other zones in the planning scheme support larger lot living options such as the Rural residential zone and the Suburban neighbourhood precinct in the General residential zone.	No

		Other Matters - Not Amendment Related		
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
	00008830 00008829 00008828 00008825 00008824 00008823 00008821 00008818 00008816 00008815 00008809 00008808 00008807 00008804 00008799 00008796			
1.62	00009322 00009321 00009320 00009319 00009310 00009306 00009302 00009301 00009290 00009216 00008894 00008891 00008884 00008879 00008873 00008856 00008844 00008841	Wider roads/ streets Concerns around roads/ streets not being wide enough for: <ul style="list-style-type: none"> on-street parking cars to drive down the road/ street when cars are parked on the roads/ streets footpaths and walking pets and riding bikes more greenery safety and emergency vehicle access; and refuse collection and service vehicle access 	No Change - Not specifically related to the proposed amendments To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission. The width of or design standards related to roads/ streets within the city are not proposed to be changed as part of the amendment. The amendment addresses concerns around on-street parking, the ability to drive down roads/ streets when cars are parked, access for emergency/ refuse-collection/ service vehicles and adverse amenity impacts on neighbourhood streets generally in other ways including requirements for off-street car parking for certain residential uses to	No

		Other Matters - Not Amendment Related		
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
	00008838 00008832 00008816 00008812 00008796		cater for both residents and their visitors, while limiting any potential adverse off-site impacts. The current planning scheme contains engineering/ design standards that apply to the design of development of local streets and roads. These are identified in Planning Scheme Policy - Integrated Design and Appendix A - Streets, Roads & Utilities.	
1.63	00009336 00009328 00009314 00009310 00009309 00009307 00009305 00009297 00009291 00009290 00009260 00008890 00008877 00008875 00008871 00008863 00008860 00008832 00008816 00008799	Habitat areas, wildlife corridors, greenspaces and tree protection A desire expressed for more habitat areas, wildlife corridors, greenspaces and tree protection such as: <ul style="list-style-type: none"> • habitat areas and corridors for wildlife protection including koalas and other native fauna • protecting and retaining existing trees • allowing for greenspaces and wildlife corridors within, through and around new housing estates such as for wildlife movement. 	No Change - Not specifically related to the proposed amendments To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission. The proposed amendments to the planning scheme focus on improving landscaping, tree-planting, and open space opportunities within urban areas (in Next Generation Neighbourhoods). These outcomes will benefit communities by increasing shade and visual amenity and supporting urban heat reduction. These requirements are separate to existing requirements applying to the protection of areas with environmental values.	No
1.64	00008881	Habitat areas, wildlife corridors, greenspaces and tree protection Concerned people are planting unsuitable and large trees that are not being maintained, can damage buildings/ structures/ infrastructure (pipes, roofs, foundations, pavers, brick walls etc)	No Change - Not specifically related to the proposed amendments Tree planting that is required through development applications such as street tree planting and planting within developments to meet deep planting and frontage landscaping requirements are either: <ul style="list-style-type: none"> • assessed and approved as part of the application process; and/ or 	No

Other Matters - Not Amendment Related				
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
		and attract of unwanted wildlife (e.g. bats, possums, scrub turkeys, cockatoos, snakes).	<ul style="list-style-type: none"> subject to conditions of approval and associated requirements to ensure their appropriate species and locations clear of buildings and infrastructure. <p>Where trees have been planted outside of a development application process the following considerations are relevant:</p> <ul style="list-style-type: none"> Complaints about trees on private property are primarily a civil matter between property owners; and Issues with street trees that require maintenance or have fallen on Council land can be reported to Council at https://www.moretonbay.qld.gov.au/Services/Roads/Trees. 	
1.65	00009294 00009252 00009251 00009244	Habitat areas, wildlife corridors, greenspaces and tree protection Questions how the council has addressed the SEQ koala conservation Strategy?	No Change - Not specifically related to the proposed amendments The South East Queensland Koala Conservation Strategy 2020–2025 (the Strategy), is administered by the Queensland Government and includes actions for habitat protection and improved mapping for Koala areas. Council's role in Koala habitat protection is given effect through the Planning Regulation 2017 (the regulation) where local governments are responsible for assessing development applications involving koala habitat in prescribed circumstances. Council is required to consider and address State interests and relevant policy as part of making an amendment or preparing a new planning scheme, including matters related to environmental and koala habitat protection. In this case, the amendment does not involve changes that impact on existing Koala habitat protection provisions which remain in effect over relevant Koala habitat areas that have been identified by the Queensland Government.	No
1.66	00009295 00009294	Rezoning	No Change - Not specifically related to the proposed amendments	No

Other Matters - Not Amendment Related				
#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
	00009252 00009251 00009244 00009040	A desire expressed to see specific sites or localities (such as Albany Creek and Burpengary) rezoned for alternative outcomes compared to existing zoning.	<p>To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission.</p> <p>Submitter's concerns regarding existing Next generation neighbourhood precinct zoning and its intended outcomes applying to the referenced parts of Albany Creek and Burpengary are acknowledged.</p> <p>Comments on these matters have been provided to the New Planning Scheme Team for reference in any future planning investigations that may be undertaken in this area.</p> <p>You can find out more about Council's future planning commitments on our website which will involve future consultation opportunities: https://www.moretonbay.qld.gov.au/Services/Building-Development/Reshaping-Planning.</p>	
1.67	00009332 00009316	<p>Rezoning</p> <p>A desire expressed to have the current Next Generation zoning at Albany Creek changed to a lower density due to:</p> <ul style="list-style-type: none"> • limited amount of walking tracks; the lack of bridges over creeks to get to other areas of the suburb and surrounding areas (Bridgeman Downs); • no/ limited drinking water taps along existing walkways; • no walking tracks/ bike paths to get to the closest train stations (Strathpine/ Bald Hills); • lack of a footpath on Albany Creek Road between Albany Creek and Bridgeman Downs - which is a safety issue. 	<p>No Change - Not specifically related to the proposed amendments</p> <p>To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to these submissions.</p> <p>By way of clarification, no zoning adjustments/ changes or rezoning of land is proposed as part of the amendment, nor does the amendment propose adjustments/ changes to design standards related to roads/</p>	No

		Other Matters - Not Amendment Related		
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
		<ul style="list-style-type: none"> Concerned that Council has not made it easy to get around Albany Creek, on foot or by public transport and it's now time to make it more liveable. 	<p>streets, active transport (walking paths and footbridges) or park embellishments (taps/ drinking fountains etc).</p> <p>The matters raised by submitters in this instance have been referred to Council's Infrastructure Planning Directorate for further consideration and to inform future infrastructure network planning considerations.</p>	
1.68	00009332 00009316 00009314 00009216 00008824 00008795	<p>Public transport</p> <p>Comments that public transport services are not adequate or comments supporting better public transport services and usage including:</p> <ul style="list-style-type: none"> low frequency of bus service and routes; impacts on car dependency and traffic congestion; and concerns about adequacy of public transport in Albany Creek as well as lack of pedestrian/ cycle access and car parking in proximity to the train station to support its use. 	<p>No Change - Not specifically related to the proposed amendments</p> <p>Public transport is the responsibility of the Queensland government. Council has made commitments to public transport improvements through the <i>Integrated Transport Strategy 2042</i>, which provides a roadmap for actions of Council and our communities to deliver our vision. Council can advocate for improvements in public transport services and car parking at train stations, however, does not directly provide or manage these services.</p>	No
1.69	00009336 00009332 00009316 00009310 00009290 00009260 00008909 00008871 00008865 00008860 00008824 00008801 00008908	<p>Infrastructure</p> <p>Concern that inadequate urban infrastructure (including roads/ traffic planning, walking/ bike paths, footpaths, sewer, stormwater facilities etc) being provided to service or support new development.</p>	<p>No Change - Not specifically related to the proposed amendments</p> <p>The proposed amendment does not change arrangements around infrastructure provision to meet the needs of development in Next Generation Neighbourhoods. Council's Local Government Infrastructure Plan (LGIP) identifies future infrastructure needed to support planned urban development in the city including road, stormwater and open space networks (including public parks and land for community facilities) which Council manage. Unitywater is separately responsible for the delivery and maintenance of sewer and water infrastructure.</p> <p>Council will continue to plan for future infrastructure including upgrades to existing infrastructure through the LGIP. In addition, infrastructure items are planned to meet Desired Standards of Service to ensure minimum acceptable standards for infrastructure provision are achieved</p>	No

		Other Matters - Not Amendment Related		
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
			for the community. Council will also continue to collect infrastructure charges through development to fund future infrastructure. Further detail about Council's LGIP is available at: https://www.moretonbay.qld.gov.au/Services/Building-Development/Planning-Schemes/MBRC/Local-Government-Infrastructure-Plan/Local-Government-Infrastructure-Plan	
1.70	00009332	<p>Infrastructure</p> <p>Concerned about dependence upon private motor vehicle due to limited access to cycle and walking paths within the area encompassed by Sandy Creek to the west, South Pine River to the north and Albany Creek to the east and restricted accessibility to public transport.</p> <p>Considers significant redesign of Leitchs Road South/ Albany Creek Road intersection required to accommodate increased traffic.</p> <p>The rezoning of the area (to support a lower dwelling density) or the reduction of the dwelling density applicable to the area's current Next Generation Neighbourhood Precinct zoning in combination with public transport improvements are changes that should be considered.</p>	<p>No Change - Not specifically related to the proposed amendments</p> <p>To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission.</p> <p>By way of clarification, no zoning adjustments/ changes or rezoning of land is proposed as part of the amendment, nor does the amendment propose adjustment/ changes to the design of existing intersections or design standards related to roads/ streets or cycle and walking paths.</p> <p>Road intersection and active transport (cycle and walking) infrastructure upgrades are planned for, assessed and delivered through Council's Local Government Infrastructure Plan (LGIP), capital works program and the assessment/ conditioning of development approvals. The concerns raised in the submission in respect of access to cycle and walking paths have been referred to Council's Infrastructure Planning Directorate for further consideration and to inform future work program planning considerations.</p> <p>Notwithstanding the above, it is noted that Albany Creek Road is a state government-controlled road. As a consequence, the Queensland Department of Transport and Main Roads would lead the consideration</p>	No

		Other Matters - Not Amendment Related		
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
			<p>of and planning for any proposed upgrade to the Leitchs Road South intersection.</p> <p>Whilst Council can advocate for improvements in public transport services, Council does not directly provide or manage these services. Public transport is the responsibility of the Queensland government.</p> <p>Council recognises the need for increased and improved public transport and active transport through the Integrated Transport Strategy 2042. Further information about the strategy can be found at https://www.moretonbay.qld.gov.au/Services/Reports-Policies/Our-Long-Term-Strategies/Integrated-Transport-Strategy.</p>	
1.71	00009332 00009324 00009318 00009310 00009301 00008873 00008863 00008863 00008842 00008838 00008818 00008796	Parks and facilities Request more parks and more facilities and amenities within parks such as playground equipment, parking, toilets, BBQ areas, water fountains, landscaping and planting.	No Change - Not specifically related to the proposed amendments To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission. The proposed amendment does not change arrangements around the provision of parks and facilities in Next Generation Neighbourhoods. Council's Local Government Infrastructure Plan (LGIP), capital works program and the assessment and conditioning of development approvals work together to deliver open space (including parks and their facilities) across the city in response to demand created by development and long term projected growth needs. For further information refer: https://www.moretonbay.qld.gov.au/Services/Building-Development/Planning-Schemes/MBRC/Local-Government-Infrastructure-Plan/Local-Government-Infrastructure-Plan	No

Other Matters - Not Amendment Related				
#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
1.72	00009294 00009252 00009251 00009244 00009314 00009327	Building height Request for increased building height to help reduce urban sprawl including a particular focus on all Next Generation Neighbourhoods supporting 12m building heights to allow for inter-generational living and improved affordability outcomes.	No Change - Not specifically related to the proposed amendments To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission. Building height requirements for Next General Neighbourhoods are not proposed to be changed as part of the amendment. The maximum building height specified for the Next generation neighbourhood precinct is already 12 meters across a significant majority of the city area (refer to the planning scheme https://www.moretonbay.qld.gov.au/Services/Building-Development/Planning-Schemes/MBRC/Info-Sheets/Overlay-Maps) Minor exceptions to this maximum height exist in limited coastal areas such as Bribie Island and small areas of the Redcliffe Peninsular, where location specific circumstances apply. Existing building height requirements are currently under review as part of two Coastal Building Design Review studies underway for the Redcliffe Peninsula and Deception Bay, and Bribie Island. For more information refer: https://yoursay.moretonbay.qld.gov.au/coastal-building-design-peninsula and https://yoursay.moretonbay.qld.gov.au/coastal-building-design-bribie-island	No
1.73	00009330	Built to boundary walls in Suburban Neighbourhood Precinct Request that built to boundary walls should be permitted within the Suburban Neighbourhood Precinct if developed in accordance with a plan of development.	No Change - Not specifically related to the proposed amendments To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the	No

		Other Matters - Not Amendment Related		
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
			<p>matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission.</p> <p>The planning scheme includes a requirement for mandatory built to boundary walls for lots with a frontage of 12.5m or less as a means of maintaining sufficient space for services, on-street parking, landscaping and street trees.</p> <p>On lots with frontages greater than 12.5m, (as is the case with many lots within the Suburban Neighbourhood Precinct) built to boundary walls are typically not required (or desirable from an amenity/ character perspective) in order to support these aspects.</p>	
1.74	00009314 00009294 00009252 00009251 00009244	Waraba (Caboolture West Local Plan) Concern that Caboolture West is isolated with limited infrastructure. Development needs to be led with all necessary infrastructure before it proceeds.	No Change - Not specifically related to the proposed amendments Neighbourhood Development Plan No.1 (NDP1) for Caboolture West (Waraba) is part of the current planning scheme through the Caboolture West local plan. The preparation of a NDP1 has been informed by careful analysis of the infrastructure demand requirements, associated costs and timing of future growth. This allows for the efficient, effective and timely rollout of supporting infrastructure and services in partnership with the State Government and other infrastructure providers. Overall planning for the remainder of Waraba is being led by the State government outside of the planning scheme, through a planning process which supports the identification and future delivery of necessary road networks, critical community infrastructure such as schools, health and emergency services, sporting facilities and other community facilities. For more information refer: https://www.statedevelopment.qld.gov.au/planning/seq-land-supply/caboolture-west	No

		Other Matters - Not Amendment Related		
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
1.75	00008878	<p>Cost of living</p> <p>Concerns about costs of living and equitable access to housing.</p>	<p>No Change - Not planning scheme related</p> <p>To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission.</p> <p>Council has completed the 'Housing Needs (Choice, Diversity and Affordable Living) Investigation' (HNI) which provides an understanding of the housing needs in our city and we are aware of emerging factors leading to cost of housing and rentals. The HNI is a contemporary investigation, the findings of which will inform future planning policy on improved housing capacity to meet future demand for housing.</p> <p>The key findings from the HNI report include:</p> <ul style="list-style-type: none"> • If current trends continue, there will be a mismatch between the types of housing available in Moreton Bay, and the types of housing people need. • Moreton Bay's population aged over 65 is growing at twice the rate as the rest of South East Queensland. • Most new housing is being built in greenfield areas. • Most new homes are being built in areas that are not considered to support affordable living. • Moreton Bay is on-track to meet the State Government's 2041 dwelling supply benchmark and has a theoretical capacity beyond 2051, if development occurs generally in-line densities assumed in Council's October 2019 Planning Assumptions. <p>To help Council to better understand these and other housing issues, Council has assembled an Infill Housing Expert Panel. The CEO will</p>	No

Other Matters - Not Amendment Related				
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
			<p>shortly be considering the panel's findings, and this will inform Council's next steps to supporting more housing supply and diversity in the city.</p> <p>A copy of the HNI report can be viewed on-line at: https://www.moretonbay.qld.gov.au/Services/Building-Development/Planning-Schemes/Regional-Planning-Program</p> <p>Council has a vital interest in housing affordability and in addition to the above, has implemented a range of other initiatives to assist in addressing affordability including:</p> <ul style="list-style-type: none"> the 'Attraction of Affordable Social Housing Policy' to waive development application fees and infrastructure charges for eligible projects in a bid to incentivise construction of affordable and social housing - https://www.moretonbay.qld.gov.au/files/assets/public/v/1/council/meetings/2023/gm20230301-supinfo-2-2.pdf an amended Community Leasing Policy to enable leases on Council land for social, affordable and crisis accommodation housing - https://www.moretonbay.qld.gov.au/files/assets/public/v/9/services/policies/community-leasing-policy.pdf 	
1.76	00009314 00009294 00009252 00009251 00009244	<p>Draft <i>ShapingSEQ</i> (Regional Plan) 2023 Update</p> <p>Questions how the council has addressed the Draft <i>ShapingSEQ</i> 2023 Update document.</p>	<p>No Change - Not specifically related to the proposed amendments</p> <p>Council recently made a submission on the State governments' Draft SEQ Regional Plan 2023 Update and Draft Infrastructure Supplement 2023.</p> <p>Council's submission was considered at a Special Meeting of Council on Friday 6 October 2023. The meeting minutes and supporting material can be accessed via Council website at: https://www.moretonbay.qld.gov.au/Council/Meetings</p>	No

		Other Matters - Not Amendment Related		
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
			Council will consider any obligations arising from the Draft <i>ShapingSEQ</i> 2023 Update upon its approval by the Queensland Government.	
1.77	00008860	Flood-prone land Concerned Council is allowing housing development to occur on flood prone land.	No Change - Not specifically related to the proposed amendments Council has a robust flood assessment process when assessing development applications against the planning scheme. The mapped flood and coastal hazard areas are shown on Council's Overlay maps. A link to our interactive map viewer is available should you wish to view the overlays: https://www.moretonbay.qld.gov.au/Services/Building-Development/Planning-Schemes/MBRC/Maps The overlay maps are further explained in information sheets available online: https://www.moretonbay.qld.gov.au/Services/Building-Development/Planning-Schemes/MBRC/Info-Sheets . Council also has an FAQs page that outlines how flood and coastal hazard mapping is addressed in the planning scheme: https://www.moretonbay.qld.gov.au/Services/Building-Development/Planning-Schemes/MBRC/FAQs Flood check property reports and flood check development reports can also be generated on our website at: https://www.moretonbay.qld.gov.au/Services/Property-Ownership/Flooding	No
1.78	00008842	Healthcare Wants more healthcare in the Moreton Bay area to support the growing population.	No Change - Not specifically related to the proposed amendments The strategic planning and delivery of health care services and capacity is addressed by the Queensland Government and private healthcare providers.	No

		Other Matters - Not Amendment Related		
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
			The planning scheme provides the opportunity for private healthcare provision through supportive zoning. However, legislative mechanisms also exist outside of local government planning controls and development assessment processes for the State government to designate land for community infrastructure and expedite its delivery where community need dictates, including provision of public or private hospitals etc.	
1.79	00008818 00008796	Improved architecture and building standards Wants: <ul style="list-style-type: none"> • houses built to last; and • encouragement for sustainable/ interesting architecture for new builds to visually improve the streetscape. 	No Change - Not specifically related to the proposed amendments Material requirements and construction standards are contained in the National Construction Code (NCC) and the Queensland Development Code (QDC). These requirements are assessed by private building certifiers rather than Council. The planning scheme (and proposed amendments) are prevented by legislation from regulating matters for building work contained in the NCC and QDC. Notwithstanding, the proposed Better Housing Amendment does include changes that seek to improve the visual amenity of streetscapes through requirements for: <ul style="list-style-type: none"> • the provision of street trees; • subdivision layouts to include breaks between narrow housing lots; • higher density developments to provide better open space and deep planting outcomes; and • using balconies (as part of student accommodation development) to support improved building design and building articulation outcomes. 	No
1.80	00009291	Lighting and reflective glass impacts Wants improved lighting design and reflective glass to avoid adverse impacts on native animals.	No Change - Not specifically related to the proposed amendments To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not	No

Other Matters - Not Amendment Related				
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
			<p>specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission.</p> <p>Potential amenity impacts on native wildlife from proposed adjoining urban land uses and activities are assessed through the development application process to ensure impacts on environmental values are minimised. When assessable development occurs on land identified within the mapped Environmental Areas Overlay, the planning scheme calls up guidelines for the preparation of ecological assessment reports to support the assessment of development applications with potential impacts on environmental values. Under the Council guidelines in Schedule 6 of the planning scheme, applicants need to provide wildlife friendly lighting measures for development proposals both within and adjacent to wildlife movement corridors and generally where lighting may spill or reflect into habitats of susceptible wildlife (e.g., turtles, shorebirds).</p>	
1.81	00009331	<p>Noise</p> <p>Concerns about noise regulation in residential areas (e.g., air conditioning, heat pump hot water systems and pool pumps). Noise from neighbouring properties means windows need to be closed.</p>	<p>No Change - Not specifically related to the proposed amendments</p> <p>The <i>Environmental Protection Act 1994</i> sets noise laws in Queensland. However, the regulatory authorities responsible for enforcing these requirements vary according to the source and location of the noise.</p> <p>Council is responsible for investigating breaches of noise regulations for some sources including air conditioning equipment, pool and spa pumps, and refrigeration equipment.</p> <p>A full list of sources of noise that Council is responsible for investigating can be found at: https://www.moretonbay.qld.gov.au/Services/Licences-Regulations/Noise</p> <p>Concerns about adverse noise impacts arising from one or more of the sources Council is responsible for investigating should be directed to</p>	No

Other Matters - Not Amendment Related				
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
			<p>Council at council@moretonbay.qld.gov.au or by calling (07) 3205 0555.</p> <p>Other noise concerns, such as noise from musical instruments and security alarms (particularly when these occur in the late evening or early morning) should be directed to the Queensland Police Service.</p>	
1.82	00009318	<p>Parking at schools</p> <p>Seeking adequate parking at schools with limits on school parking in surrounding streets.</p>	<p>No Change - Not specifically related to the proposed amendments</p> <p>To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission.</p> <p>The planning and delivery of public schools (including associated parking) is undertaken by the Queensland Government however, Council will continue to work with the State Government to ensure services and infrastructure are delivered in an efficient and effective manner.</p> <p>The planning scheme contains siting, design and other development requirements for private educational establishments (including primary, secondary and special education facilities). Management of the impacts these developments may have (including matters such as access and parking) will be considered by Council as part of the assessment of any associated development application.</p> <p>For more information about parking requirements and Council responsibilities, please visit our website: https://www.moretonbay.qld.gov.au/Services/Licences-Regulations/Parking</p>	No

		Other Matters - Not Amendment Related		
#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
1.83	00009045	Private land subdivision Request to subdivide land in the Rural residential zone below minimum lot size category.	No Change - Not specifically related to the proposed amendments To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission. The proposed amendments do not involve changes to the planning scheme relevant to development in the Rural residential zone. All enquiries relating to site specific subdivision proposals, should be directed to our Development Services team. You can contact Council to request advice or make a request for a pre-lodgement meeting to discuss the details of any proposal. Please refer to the online pre-lodgement portal for further information: https://www.moretonbay.qld.gov.au/Services/Building-Development/DA-Lodgement/Pre-Lodgement-Advice	No
1.84	00009260 00008832	Urban heat Concerns about urban heat arising from roofing and fencing materials.	No Change - Not specifically related to the proposed amendments To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission. Materials requirements and construction standards (including to meeting energy efficiency and thermal performance requirements) are contained in the National Construction Code (NCC). These	No

		Other Matters - Not Amendment Related		
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
			<p>requirements are assessed by private building certifiers rather than Council. The planning scheme (and proposed amendments) are prevented by legislation from regulating matters for building work contain in the NCC.</p> <p>While the Better Housing Amendment does not involve changes to construction materials and related standards, other outcomes to help reduce urban heat impacts are proposed including requirements for:</p> <ul style="list-style-type: none"> the provision of street trees; subdivision layouts to include breaks between narrow housing lots; higher density developments such as multiple dwellings to provide better open space and deep planting outcomes; and increased rear setbacks to support access to breezes and improved opportunities for backyard planting and shade. 	
1.85	00009044	<p>Requirements for sheds in Mango Hill Infrastructure Development Control Plan</p> <p>Requests requirements for sheds are changed to remove the requirement for materials to match an existing structure.</p>	<p>No Change - Not specifically related to the proposed amendments</p> <p>To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission.</p> <p>To discuss specific building requirements in the Mango Hill Infrastructure DCP area please refer to the online pre-lodgement portal for further information: https://www.moretonbay.qld.gov.au/Services/Building-Development/DA-Lodgement/Pre-Lodgement-Advice</p>	No
1.86	00008848	Retain Rural residential zoning	No Change - Not specifically related to the proposed amendments	No

		Other Matters - Not Amendment Related		
#	Matter raised by (refer unique identifier - Document Set ID)	Summary of issue	Draft Response	Change proposed in response to submission
		Request retention of existing rural residential zoning at Burpengary and surrounds.	<p>To ensure appropriate community consultation and transparency around changes to the planning scheme, the Queensland Governments Minister's Guidelines and Rules (MGR) includes limits around the matters Council can change post consultation. As this matter does not specifically relate to the proposed amendments, Council has determined no change can occur at this time in response to this submission. The proposed amendment does not involve changing existing zoning of any land.</p> <p>Much of Burpengary East has been included in an Emerging community zone and is predominantly in the Transition precinct, in order to support future urban residential development. Land further to the east remains in a Rural residential zone and there are no plans to make any changes to this zoning at this time.</p> <p>For further information regarding Burpengary East refer: https://www.moretonbay.qld.gov.au/Services/Building-Development/Planning-Schemes/MBRC/Info-Sheets/Burpengary-East-Emerging-Community-Area</p>	
1.87	00008835	<p>Short-term rental accommodation in strata titled complexes</p> <p>Request short-term rentals be prevented in small, strata titled gated complexes.</p> <p>Concerns about safety of elderly residents.</p>	<p>No Change - Not specifically related to the proposed amendments</p> <p>Council's planning scheme has limited powers regarding tenure and letting arrangements within residential complexes. Often such tenure and letting arrangements are within the remit of a property manager or rental letting agent.</p> <p>Council is responsible for investigating breaches of noise regulations for some sources including air conditioning equipment, pool and spa pumps, and refrigeration equipment.</p> <p>A full list of sources of noise that Council is responsible for investigating can be found at: https://www.moretonbay.qld.gov.au/Services/Licences-Regulations/Noise</p>	No

		Other Matters - Not Amendment Related		
#	Matter raised by <i>(refer unique identifier - Document Set ID)</i>	Summary of issue	Draft Response	Change proposed in response to submission
			<p>Concerns about adverse noise impacts arising from one or more of the sources Council is responsible for investigating should be directed to Council at council@moretonbay.qld.gov.au or by calling (07) 3205 0555.</p> <p>Other noise concerns, such as noise from musical instruments and security alarms (particularly when these occur in the late evening or early morning) should be directed to the Queensland Police Service.</p>	

For more information on our new Corporate Plan and Pillars
scan the QR code or visit moretonbay.qld.gov.au