

ITEM 3.3 - RESHAPING OUR REGION'S PLANNING - PROPOSED MAJOR (PLANNING SCHEME) AMENDMENT NO.4 - 'MORAYFIELD SOUTH EMERGING COMMUNITY AREA AND DESIGNATED BUSHFIRE PRONE AREAS' - DECISION TO MAKE AMENDMENT AND REQUEST FOR STATE INTEREST REVIEW

| <i>LIST OF SUPPORTING INFORMATION DOCUMENTS</i> | |
|--|--|
| Supporting Information #1 | Morayfield South Engagement Response Report |
| Supporting Information #2 | Morayfield South Emerging Community - Amendment Instrument |

Draft for Council Consideration Morayfield South Planning - Feedback on the Morayfield South Draft Structure Plan


Communication and Engagement Summary

December 2023





Acknowledgement



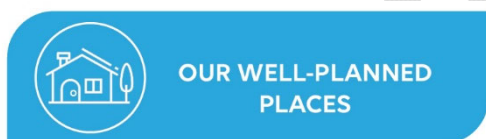
We acknowledge the Kabi Kabi, Jinibara and Turrbal Peoples as the Traditional Custodians of the lands and waterways of the Moreton Bay region, and pay our respects to their Elders, past, present and emerging. We recognise that City of Moreton Bay has always been a place of cultural, spiritual, social 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 city's collective identity.

Alignment with our roadmap

The Morayfield South Planning project 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 <https://www.moretonbay.qld.gov.au/Services/Reports-Policies/Corporate-Plan>

Disclaimer

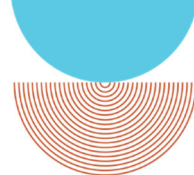
Moreton Bay City Council and its officers accept no responsibility for any loss whatsoever arising howsoever from any person's act or omission in connection with any information, expressed or implied, contained within this document. Nothing in this document should be taken as legal advice.

Contents

| | |
|--|------------------------------|
| Reshaping planning in Morayfield South | 1 |
| How we engaged | 3 |
| Who participated | 4 |
| Feedback review process | 4 |
| Feedback and Council's response..... | 5 |
| Next steps | 31 |
| Appendix A | Error! Bookmark not defined. |



DRAFT



Reshaping planning in Morayfield South

Council is listening to the community and doing more to plan for our City's future growth.

This includes reshaping planning to properly manage future development and ensure roads and services are well planned and located, the community has the services and facilities it needs, and environmental corridors are protected.

Morayfield South is the second largest growth front in the City of Moreton Bay. It is estimated that in time Morayfield South will contain 9,800 dwellings and be home to approximately 26,000 people.

Council responded to significant and increasing development pressure in Morayfield South by implementing the Morayfield South Emerging Community Area Temporary Local Planning Instrument (TLPI) in September 2021, which includes an Interim Structure Plan to guide development. The TLPI has recently been extended for a further two years.

Since the introduction of the Interim Structure Plan, Council has undertaken more land use, infrastructure and environmental investigations. These investigations have informed changes to the Interim Structure Plan, which is now referred to as the updated Draft Morayfield South Structure Plan.

The updated Draft Morayfield South Structure Plan identifies infrastructure and features to support the future growth of Morayfield South, including:

- environmental corridors to support local wildlife
- the need for new or upgraded roads to improve movement opportunities
- proposed locations for new schools to service the growing community
- retail and community hubs that support new residential areas
- locations for open space, park and recreation areas to support community wellbeing.

Engagement snapshot

Between 14 September and 12 October 2023, we asked the community to provide feedback on the Draft Morayfield South Structure Plan (Appendix A).

This engagement summary covers the feedback received during the consultation period. It also states Council's response, including whether a change will be made to the Draft Morayfield South Structure Plan, based on your feedback.

“...environmental corridors need to be wider...for safer movement of wildlife with a reduced risk of contact with cars, people, dogs etc.”

Consultation participant



3,900
Webpage
views



1,071
Document
downloads

94

**Responses
from the
community**



80
Online
surveys
completed



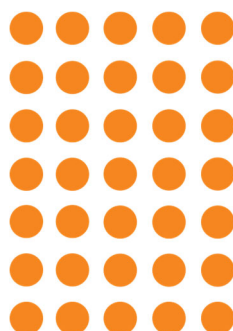
14
Emailed
submissions



3,000+
Letters to
residents



1
Petition
with 445
signatures*



How we engaged

Council engaged to understand the views of the community on changes to the Interim Structure Plan.

Between 14 September and 12 October 2023, community members were invited to provide feedback via an online survey or written submissions via post or email.

To enable informed feedback, the Draft Morayfield South Structure Plan (Appendix A) was published on Council's Your Say Moreton Bay webpage for the project.

The project webpage received over 3,900 views during consultation and there were 1,071 downloads of the Draft Morayfield South Structure Plan.

The opportunity to provide feedback was promoted through a communication campaign that included:

- dedicated project page on Council's Your Say Moreton Bay project website
- social media by Council and the local Councilor's
- a direct mail-out to over 3,000 addresses within and directly adjoining the project area
- an email to subscribers to the project
- the Your Say Moreton Bay electronic newsletters.

“I don't agree on the rezoning from semi rural to smaller blocks of land. I'm definitely against putting in new school as this is going to create even more congestion on roads during peak times, which are currently unable and inadequate to accommodate local traffic let alone thousands more residents.”

Consultation participant

Community survey

The online community survey asked two questions about the proposed changes:

- Do you have any feedback on the proposed changes to the Interim Structure Plan?
Community members were asked to clearly to identify which change their comments related to (for example, replacing the 'Future Urban Investigation Precinct', adjustment to environmental mapping, refinement of transport network or moving district recreation parks)
- Do you have any other feedback that you want to share with Council at this time?

It also asked community members to provide feedback on the engagement process. During the consultation period, the project team met with 15 residents on six separate occasions, at the request of the residents.

“The proposed school needs to be built asap as there is a huge population boom within just a couple of streets...with hundreds...of houses being built in such small space where will all the kids go...”

Consultation participant

“Instead of converting areas to this type of development have multi level developments where houses already exist. A reasonable sized apartment isn't much smaller than 300sqm anyway.”

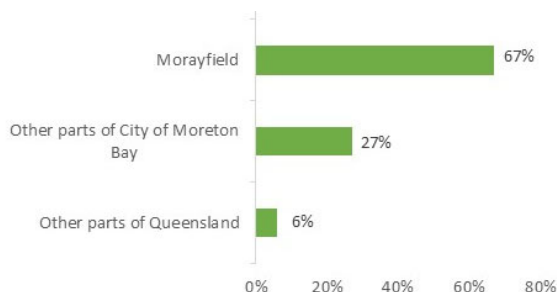
Consultation participant

“It will be good for the Council to dedicate residential areas that will have affordable housing for future residents that will allow investors to build and maintain houses cheaply to meet local needs.”

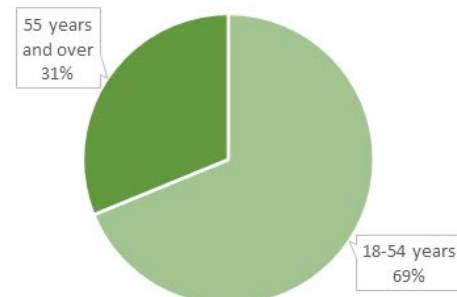
Consultation participant

Who participated

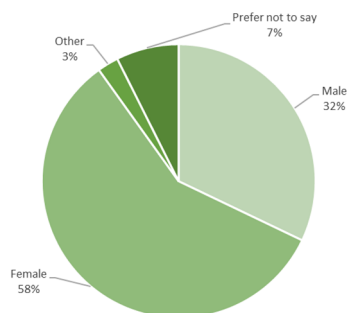
In total, 80 unique survey responses were received, of which 67% came from people living in Morayfield. A further 27% were from other parts of the region and 6% were from outside the region.



Of 76 respondents who provided their age, 64% were aged under 54 years. A further 29% were aged 55 or over.



Nearly twice as many females (58%) responded to the survey as males (32%).



In addition to the survey responses, 11 submissions were also received via email. Email submissions were received from:

- 8 residents
- 4 industry groups

Feedback review process

Each survey and emailed response was allocated a unique identification number. Responses were reviewed in detail and allocated into six categories depending on the matters raised. These categories include:

1. Environment
2. Parks and open spaces
3. Community and place
4. Movement
5. Housing

6. Supporting infrastructure and other matters.

Tables 1 to 6 on the following pages outline a summary of the matters raised against each category, and how Council has responded, including whether a change was made to the Draft Morayfield South Structure Plan as a result of the feedback.

Letters have been sent to submitters providing the unique identification number to search for the response related to matters raised in their submission



Feedback and Council's response

Comments in support

Table 1 provides a summary of the submissions received which included comments in support of the Draft Morayfield South Structure Plan.

Table 1 - Summary of comments in support

| Raised by | Summary of support |
|-------------------|---|
| 32588 | General <ul style="list-style-type: none">Acknowledgement that Council is showing a proactive approach to the future of the area |
| 68163745 | Environment <ul style="list-style-type: none">Support for the increase in the Environmental Corridor |
| 32582 | Parks and Open Space <ul style="list-style-type: none">Support for additional park and open space that is being proposed. |
| 32584 68163745 | Community and Place <ul style="list-style-type: none">Support for the planned commercial and retail development on Oakey Flat RoadSupport the removal of the Future Urban Investigation Precinct |
| 32632 | Movement <ul style="list-style-type: none">Supports Blewers Road becoming a main connection to Oakey Flat RoadSupport the Clark Road to Petersen Road connection |



Category 1 - Environment

A range of submissions raised matters relating to the environment. Table 2 summarises of the key environment matters raised and Council's response to each, including whether changes were made to the updated Draft Morayfield South Structure Plan.

Table 2 - Matters relating to the environment

| Raised by | Summary of matter/s | Response | Changes made |
|---|---|---|--------------|
| 32717 32665 32576 32575 32696 32695 32700 32662 32657 32656 32651 32632 32660 32636 32634 68163414 68153983 68175127 68163767 68163762 68163415 | Environmental mapping and corridors Concern there are not enough areas identified for environmental protection. Concern Council and State Government environmental mapping is inaccurate and has not been applied equitably. Concern the environmental corridors will not be protected during development assessment. Suggestion structure plan show environmental corridors connecting to areas outside of Morayfield South. Concern environmental corridors that intersect and interface with roads will result in wildlife casualties. | <u>Environmental corridors</u> The environmental corridors on the updated Draft Structure Plan seek to protect habitat areas, increase environmental connectivity and avoid fragmentation between Sheep Station Creek Conservation Park, Sheep Station Creek, Gympie Creek and Burpengary Creek. The corridors have generally been based on: <ul style="list-style-type: none"> • Matters of State Environmental Significance (MSES) as mapped in the State Planning Policy 2017 • Matters of Local Environmental Significance (MLES) and High Value Areas as mapped on Overlay map - Environmental areas in the Planning Scheme • Riparian and wetland setback areas as mapped on Overlay map - Riparian and wetland setbacks in the Planning Scheme • Environmental offset receiving areas as mapped on Overlay map - Environmental offset receiving areas in the Planning Scheme • Flood hazard overlay - Medium risk flood hazard areas and High risk flood hazard areas in the Planning Scheme. Detailed environmental investigations have also informed the extent of the environmental corridors on the updated Draft Structure Plan, resulting in expanded areas where opportunities exist for restoration or protection of vegetation to reduce edge effects and increase land available for connected habitat. <u>Development assessment</u> The potential impacts of development on environmental values within the environmental corridors will be assessed in detail | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|----------------------------------|--|--|--------------|
| | | <p>through the development assessment process. Ecological assessment is an integral part of the development assessment process. The results and conclusions allow Council to understand if the proposed development will achieve the outcomes relating to the environmental corridors and areas within the Planning Scheme.</p> <p>The Planning Scheme also seeks to protect Habitat trees. Habitat trees are not spatially represented on mapping but are identified on the ground. The clearing of Habitat trees may attract requirements for a developer to provide environmental offsets.</p> <p><u>Environmental corridors outside of Morayfield South</u> Where outside the Morayfield South Emerging Community Area, environmental corridors and areas are identified and protected through the Planning Scheme's environmental areas and riparian and wetland setback overlay mapping and relevant provisions.</p> <p><u>Protection of wildlife from vehicles</u> Council's 'Green Infrastructure Network Delivery Program' improves road safety for motorists and wildlife by constructing and installing wildlife movement infrastructure including fauna rope bridges, fauna underpasses, roadside (animal exclusion) fencing, animal refuge poles, nest boxes, wildlife road pavement stencils, monitoring equipment, and undertaking compensatory tree planting when road safety upgrades require tree removal. Further information can be found here: https://www.moretonbay.qld.gov.au/Services/Roads/Green-Infrastructure-Network-Delivery-Program)</p> | |
| 32716 32694 32697 32695 | <p>Biodiversity</p> <p>Concerns about cumulative environmental impacts from development across Morayfield South emerging areas is leading to biodiversity loss.</p> | <p><u>Cumulative impacts</u> In developing the updated Draft Morayfield South Structure Plan, Council has undertaken an Environmental Values study with a focus on the identification of areas of high environmental value and matters of environmental significance and the effectiveness of the proposed environmental corridors to protect fauna movements and significant vegetation.</p> | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|-----------|--|---|--------------|
| | <p>Suggestion to adapt the NSW government Biodiversity Assessment Method.</p> <p>Concerns clearing of land is out of balance with environmental offsetting.</p> <p>Mature trees and corridors should be retained and increased in new developments.</p> <p>Concerns green spaces in urban areas are being cleared diminishing benefits such as improved human health, social wellbeing, carbon sequestration, reduced heating and improved soil and air quality.</p> | <p>The study was underpinned by field studies conducted within the Morayfield South Emerging Community Area and guided by the State Government's Terrestrial Vertebrate Fauna Survey Guidelines.</p> <p>The study concluded that the environmental corridor network, including corridor location, was sufficient to capture the identified Matters of National Environmental Significance (MNES), Matters of State Environmental Significance (MSES) and Matters of Local Environmental Significance (MLES) present within Morayfield South. It also informed the extent of the environmental corridor on the updated Draft Structure Plan, resulting in expanded areas where opportunities exist for restoration or protection of vegetation to reduce edge effects and increase land available for connected habitat.</p> <p><u>Environmental mapping - outside of Morayfield South</u> It is acknowledged that the Planning Scheme came into effect in 2016 and reflects broadscale environmental mapping current at that time. However, as noted above, Council have undertaken an Environmental Values Study for the Morayfield South Emerging Community area that has informed the extent of the environmental corridor on the updated Draft Structure Plan.</p> <p>Any broader update to overlay mapping (beyond Morayfield South) would require a major amendment to the Planning Scheme and is outside the scope of this project. However, it is noted that Council has recently established the Reshaping Our Region's Planning Portfolio, tasked with improving development outcomes occurring across the region. A key work program supporting this portfolio is the New Planning Scheme (Review) Program. Further information can be found here: https://www.moretonbay.qld.gov.au/Services/Building-Development/Reshaping-Planning</p> <p>In Queensland, koala conservation legislation and associated mapping is determined by the State Government. Council understands that the State Government's koala planning</p> | |

| Raised by | Summary of matter/s | Response | Changes made |
|-----------|---------------------|--|--------------|
| | | <p>framework includes koala habitat mapping which aims to protect a sufficient area of koala habitat to ensure ongoing viability of the koala population in SEQ. However, it is noted that an additional approximate 4,210ha was added to mapping in the LGA Moreton Bay following Council advocacy in 2020. Areas of koala habitat in the Morayfield South Emerging Community Area are known to have been added to the map since 2020.</p> <p>It is noted that the Queensland Government is reviewing the development regulations that were put in place in 2020 to make sure they are effective and continue to appropriately protect koala habitat in SEQ. Further information on the review and recommendations can be found here: https://environment.des.qld.gov.au/wildlife/animals/living-with/koalas/mapping/improving-seq-koala-habitat-regulations</p> <p><u>NSW Biodiversity Assessment Method</u> As noted above, Council has undertaken an Environmental Values study with a focus on the identification of areas of high environmental value and matters of environmental significance and the effectiveness of the proposed environmental corridors to provide sufficient habitat for anticipated load and to protect fauna movements and significant vegetation. This approach appears to be aligned with the intent of the NSW Biodiversity Assessment Method.</p> <p><u>Offsets</u> Both within and outside of mapped environmental areas, Council's planning scheme requires that the quality and integrity of biodiversity and ecological values is not adversely impacted upon but maintained and protected. The application of the <i>Environmental Offsets Act</i> to prescribed Matters of Local Environmental Significance only becomes of relevance if impacts cannot be avoided or mitigated.</p> <p>Supporting planning scheme provisions outline how the environmental corridors identified on the updated Draft Structure Plan are protected from development, rehabilitated, restored, and</p> | |

| Raised by | Summary of matter/s | Response | Changes made |
|---|--|---|--------------|
| | | managed to ensure an effective and connected green network that contributes to local habitat connectivity, priority species sustainability and biodiversity resilience. | |
| 32632 32573 32657 32590 | Flooding - Burpengary Creek and Gympie Creek Concern development will only worsen flooding from Burpengary Creek. Concern solutions for flooding of roads due to Burpengary Creek or Gympie Creek overflowing have not been considered. Suggests upgrades are required to manage flooding in the area. | <p>The Planning Scheme seeks to minimise the risk to life, property, community, infrastructure and the environment from flood hazard by limiting and managing development in areas where flood hazard risk is identified.</p> <p>Many of the current roads in Morayfield South cross creeks and flood-prone areas making them subject to flooding. As development progresses, roads and other critical infrastructure will be provided for and upgraded in accordance with relevant standards and requirements to ensure flood immunity is achieved for current and future residents.</p> | No change |
| 32696 68163762 68163414 68163415 | Flooding - Burbury Road Update flood hazard mapping to reflect nearby recently constructed stormwater infrastructure. | <p>Council recognises the Flood hazard overlay mapping may not appropriately reflect changes in ground level or stormwater infrastructure as a result of recent development approvals. There is an inevitable time lag between development approvals and updates to the planning scheme's flood and stormwater mapping. This time lag is catered for by the <i>Planning Act 2016</i>, noting the development approval overrides the planning scheme to the extent of development covered by the approval.</p> <p>Updates to the Flood hazard overlay mapping have not been considered as part of this specific amendment as those changes form part of broader investigations and technical studies of a wider scope. Council is committed to future flood mapping updates as part of comprehensive city-wide flood reviews that are currently underway. Once completed, this work will inform future updates to the City of Moreton Bay planning scheme.</p> | No change |



Category 2 - Parks and open space

A range of submissions raised matters relating to parks and open space. Table 3 summarises the key parks and open space matters raised and Council's response to each, including whether changes were made to the updated Draft Morayfield South Structure Plan.

Table 3 - Matters relating to Parks and open space

| Raised by | Summary of matter/s | Response | Changes made |
|--|--|---|--------------|
| 32605 32632 68140883 68175127 | <p>District sports park</p> <p>Concern the land would be better off being designated residential.</p> <p>Concern there is no timing for the park.</p> <p>Concern there is no ability for Council to acquire land needed for the park at a fair market rate.</p> <p>Suggestion to expand the Lindsay Road Sports Complex instead of creating a new sports complex.</p> | <p>Parks and open spaces provide recreation and meeting spaces, relaxation, and exercise, while our sports fields offer a range of opportunities for fun, exercise, entertainment, community, and lifestyle opportunities. These are the important spaces that make our suburbs liveable.</p> <p>A comprehensive site selection process was undertaken across the planning area to determine the most appropriate location for a District sports park. In selecting the preferred location, Council considered the following criteria:</p> <ul style="list-style-type: none"> • Council's Desired Standards of Service requirements for District sports parks as defined in the MBRC Local Government Infrastructure Plan; • terrain particularly slope and its impact on the facility; • design and functionality, and construction costs; • site constraints such as vegetation and areas subject to flooding; • site orientation as sporting fields should be orientated north-south; • site layout options as it impacts the number of fields; • relationship to other land use elements in the area including proximity to residential neighbourhoods. <p>The preferred location for the proposed District sports park demonstrates:</p> <ul style="list-style-type: none"> • less impact on environmental constraints; • reduced construction costs because the land is relatively flat; | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|--|--|---|--------------|
| | | <ul style="list-style-type: none"> a number of sporting fields and other facilities that can be located in a more compact design and maintained in a more efficient manner; <p>It is anticipated that some infrastructure within Morayfield South (including parks/ open space) will be delivered by developers as development occurs. Other infrastructure will be delivered by Council through its capital works program, which is prioritised on a regional basis. Council may also seek to preserve the land prior to the park being needed.</p> <p>This infrastructure is not listed in the current 10-year capital works program or the Local Government Infrastructure Plan, which details planned trunk infrastructure upgrades between 2021-2036.</p> <p>Council's preference is to purchase land at a fair market value by agreement with the property owner. Alternatively, Council may acquire the land in accordance with the "<i>Acquisition of Land Act 1967</i>", ensuring there is an equitable acquisition process and compensation.</p> | |
| 32708 32698 32679 32611 68218501 68163767 | <p>District recreation park (Hauton and Conifer roads)</p> <p>Concerns the park should not be proposed on developable land, especially during a housing crisis. It should instead be on a site that cannot be developed for residential purposes e.g. a site with flooding or environmental values.</p> <p>Suggestion for alternate sites are 141-145 Hauton Road, 147-151 Hauton Road, and 155-163 Hauton Road.</p> <p>Concern the proposed timeline of 10-15 years is unsuitable and suggest Council to buy the land now.</p> | <p>Parks and open spaces provide recreation, meeting spaces, relaxation, and passive exercise offering a range of opportunities for fun, exercise, entertainment, community, and lifestyle opportunities. These are the important spaces that make our suburbs liveable.</p> <p>Council has undertaken a detailed investigations to identify the optimal location for all proposed District recreation parks. Multiple options / sites were analysed and the proposed location for the District recreation park at Hauton Road and Conifer Road is recommended. The analysis has considered Council's Desired Standards of Service for District recreation parks, which are outlined in the MBRC Local Government Infrastructure Plan. These standards cover a variety of criteria, such as minimum flood immunity requirements, low environmental constraints and availability of sufficient land to accommodate park infrastructure.</p> | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|-----------|---|---|--------------|
| | | <p>Convenient accessibility, proximity to the community facility and the local centre and Urban Residential neighbourhood, , high level of amenity and design outcomes, appropriate shape and slope levels, good visibility and flood immunity are some of the positive features supporting the proposed location.</p> <p>In addition, parks require suitable safe areas for community needs. Locating the District recreation park in proximity to the community facility and local centre on Hauton Road has the potential to enhance safety aspects and optimise the use of community resources. The proposed location of the park will ensure the residents of Morayfield South have easy and safe access to a high standard of recreation and open space that is centrally located to residential communities.</p> <p>It is anticipated that some infrastructure within Morayfield South (including open space) will be delivered by developers as development occurs. Other infrastructure will be delivered by Council through its capital works program, which is prioritised on a regional basis. Council may also seek to preserve the land prior to the park being needed.</p> <p>This infrastructure is not listed in the current 10-year capital works program or the Local Government Infrastructure Plan, which details planned trunk infrastructure upgrades between 2021-2036.</p> <p>Council's preference is to purchase land at a fair market value by agreement with the property owner. Alternatively, Council may acquire the land in accordance with the "<i>Acquisition of Land Act 1967</i>", ensuring there is an equitable acquisition process and compensation.</p> | |
| 68177304 | <p>District recreation park (Coutts Drive/Adsett Road)</p> <p>Questions about how the proposed location was chosen and whether</p> | <p>Parks and open spaces provide recreation and meeting spaces, relaxation, and passive exercise offering a range of opportunities for fun, exercise, entertainment, community, and lifestyle opportunities. These are the important spaces that make our suburbs liveable.</p> | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|-----------|---|---|--------------|
| | <p>investigations into other sites, including land beside Burpengary Creek, were undertaken.</p> <p>Concern about compensation based on value of land.</p> <p>Suggestion that a site inspection should have occurred prior to the plan being released and that a desktop analysis is inadequate in this instance.</p> | <p>Council has undertaken detailed investigations to identify the optimal location for all proposed District recreation parks. Multiple options / sites were analysed and the proposed location for the District recreation park at Coutts Drive and Adsett Road is recommended.</p> <p>The analysis has considered Council's Desired Standards of Service for District recreation parks, which are outlined in the MBRC Local Government Infrastructure Plan. These standards cover a variety of criteria, such as minimum flood immunity requirements, low environmental constraints and availability of sufficient land to accommodate park infrastructure.</p> <p>The proposed location for the District recreation park has multiple factors meeting this criteria including convenient accessibility, adequate unconstrained area by flooding and environmental areas, proximity to the Next Generation neighbourhood and neighbourhood hub/ community facility. In addition, the park has suitable safe areas for community needs.</p> <p>It is anticipated that some infrastructure within Morayfield South (including open space) will be delivered by developers as a development occurs. Other infrastructure will be delivered by Council through its capital works program, which is prioritised on a regional basis. Council may also seek to preserve the land prior to the park being needed.</p> <p>Council's preference is to purchase land at a fair market value by agreement with the property owner. Alternatively, Council may acquire the land in accordance with the "<i>Acquisition of Land Act 1967</i>", ensuring there is an equitable acquisition process and compensation.</p> | |
| 32695 | District recreation park (Oakey Flat Road) | The updated Draft Structure Plan identifies a local centre on the corner of Oakey Flat Road and Clark Road. This land has been identified to accommodate a local centre since the Planning Scheme came into effect in 2016 and a local centre has since | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|-----------|---|---|--------------|
| | Suggestion to move the district recreation park on Oakey Flat Road further north to the corner of Oakey Flat Road and Clark Road. | <p>been approved in this location. This is an important local centre to service the community as it grows.</p> <p>Furthermore, detailed investigations have determined that the District recreation park's identified location on Oakey Flat Road is a suitable location to provide current and future residents of the central west area of Morayfield South.</p> | |
| 32590 | <p>Park infrastructure</p> <p>Suggestion that play equipment is needed in existing parks in the area or land should be allocated for new parks with children's play equipment.</p> | <p>The updated Draft Structure Plan identifies the need for four District recreation parks to meet demand as the community grows. Local recreation parks will also be delivered as part of individual development proposals. These parks will provide activities and facilities for a range of ages and abilities. You can read about Council's vision and principles of open space provision in the Open Space Strategy 2012-2031. Further information can be found here:</p> <p>https://www.moretonbay.qld.gov.au/files/assets/public/v/1/services/publications/planning-strategies/open-space-strategy.pdf</p> | No change |



Category 3 - Community and place

A range of submissions raised matters relating to community and place. Table 4 summarises the key community and place matters raised and Council's response to each specifying whether changes were made to the updated Draft Morayfield South Structure Plan.

Table 4 - matters relating to community and place

| Raised by | Summary of matter/s | Response | Changes made |
|-----------|---|--|--------------|
| 32697 | <p>Rezoning from semi-rural</p> <p>Concern about rezoning of the area from semi-rural to urban residential with smaller lots. Concern that the semi-rural vibe of the area is being destroyed.</p> | <p>Morayfield South has been identified as an area suitable for future urban development since the Caboolture Shire Plan came into effect in 2005 (now a historic Planning Scheme). In 2016, with the commencement of the Planning Scheme, Morayfield South was included in the Emerging community zone - Transition precinct. This reinforces the role of Morayfield South in being identified to accommodate future growth in the City of Moreton Bay.</p> <p>Morayfield South is currently under significant and increasing development pressure, with some development applications already proceeding as permitted under the Planning Scheme.</p> <p>Council responded to significant and increasing development pressure in Morayfield South in 2021 by introducing the Morayfield South Emerging Community Area Temporary Local Planning Instrument which contains an Interim Structure Plan that will guide development and ensure critical infrastructure is delivered. Development applications have been approved under this Temporary Local Planning Instrument.</p> <p>The State Government has recently released the draft ShapingSEQ 2023 Update. It outlines Moreton Bay's projected population will require an additional 123,000 dwellings between 2021 and 2046. Council has a statutory obligation to plan for this growth. Morayfield South provides an important role in accommodating part of this future growth and will ultimately deliver around 9,800 dwellings which is expected to house approximately 26,000 people.</p> | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|-------------------------|---|--|--------------|
| | | The updated Draft Structure Plan also identifies a Rural residential interface element to reduce potential character and amenity issues and impacts on bordering rural residential areas. The proposed planning scheme amendment includes requirements for urban development that is within 50m (of these locations) to provide wider lot frontages, a minimum 4 metre landscaped buffer area either incorporated within or adjoining the required road reserve, and a maximum building height of 8.5 metres (equivalent to two storeys). | |
| 32670 32668 32664 | Infrastructure Concern that there won't be adequate and proper infrastructure to support all planned development. Concern development will be progressed without prior infrastructure planning. | <p>The updated Draft Structure Plan and supporting amendments to the Planning Scheme will provide a statutory framework to ensure critical transport and community infrastructure expressed on the Structure Plan is delivered in an efficient, timely and cost-effective manner.</p> <p>Council delivers new and upgraded infrastructure in response to increased demand, and individual development proposals are required to upgrade infrastructure networks to respond to anticipated needs and impacts of development. The timing of infrastructure needs to be staged because of the high cost and timeframes for delivery. Large infrastructure projects can take a number of years to plan and design, creating a lead time to delivery.</p> <p>There are also infrastructure projects that are planned by other levels of government, for example state-controlled roads and state schools. Additionally, individual developments are required to contribute to infrastructure.</p> | No change |
| 32590 32707 32697 | Schools Suggestion to build more schools, including a special school. Concern more schools will create even more congestion on roads during peak times, which are currently unable to accommodate local traffic. | <p>The updated Draft Structure Plan identifies the need for three state primary schools and one state secondary school, as advised by the State Government and is consistent with the Interim Structure Plan for the Morayfield South Emerging Community Area Temporary Local Planning Instrument.</p> <p>Proactively selecting appropriate sites on which to establish new schools is an important decision to ensure this critical community infrastructure is well-located and functions as an integrated part of the future community.</p> | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|-----------|---|--|--|
| | Suggestion to have vertical schools for efficient use of land, and for them to be adjacent to community open space and recreation areas. | <p>The State Government designs and delivers state primary and secondary schools. The location, size, shape, topography and provisions of services to a school site are key considerations, as well as access and potential traffic impacts on the surrounding road network.</p> <p>Council will continue engaging with the State Government throughout the proposed planning scheme amendment process to ensure adequate provision of state schools is provided within Morayfield South, including special schools, and explore opportunities for innovative design and co-location solutions were appropriate.</p> | |
| 68163767 | <p>Local Centre - Hanton Road</p> <p>Suggestion to relocate the Local Centre from the eastern side of Hanton Rd to the western side on the corner of Hanton Road and Blewers Road.</p> | <p>The Planning Scheme requires local centres to be located on central intersections with good accessibility and visibility, in locations that support active and public transport opportunities.</p> <p>They should provide a limited range of services, including convenience retail, to a cluster of local neighbourhoods and are located an appropriate distance from other centres to reduce catchment overlap and to establish walkable communities.</p> <p>Local centres adjacent to an environmental corridor presents opportunities to maximise pedestrian and cyclist accessibility to the centre and facilitates the opportunity for uses and activities to overlook the corridor to provide passive and active surveillance.</p> <p>The submitter's proposed location has been investigated for its suitability to accommodate a local centre. In consideration of the locational requirements for local centres in the Planning Scheme and consistent with the intent of the updated Draft Morayfield Structure Plan, the local centre is recommended to be moved from the western side of Hanton Road to the corner of Hanton Road and Blewers Road. In addition, the community facility has also been moved to be co-located with the local centre.</p> | <p>Change</p> <p>Move the Local Centre from the western side of Hanton Road to the corner of Hanton Road and Blewers Road Move the Community Facility on Hanton Road so that it co-locates with the Local Centre on the corner of Hanton and Blewers Road.</p> |
| 32695 | Unnecessary local centres and schools | Local centres are intended to serve a population catchment of 10,000-15,000 people and are generally defined by the presence of a | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|-----------|---|---|--------------|
| | Concern that the Draft Structure Plan identifies too many local centres and schools as there is an adequate number of existing shops and schools in the area. | <p>full-line supermarket. Morayfield South will ultimately accommodate approximately 26,000 people therefore it is considered appropriate that the updated Draft Structure Plan identifies and accommodates two local centres.</p> <p>The updated Draft Structure Plan responds to advice from the State Government which identified the need for three state primary schools and one state secondary school. Council will continue engaging with the State Government throughout the proposed planning scheme amendment process to ensure adequate provision of state schools is provided within Morayfield South.</p> | |
| 32584 | <p>Community centre</p> <p>Suggestion to have a community centre with walking track.</p> | <p>The updated Draft Structure Plan identifies four community facilities locations. These community facilities have been located to ensure easy access to the transport network including the off-road shared pathways identified on the updated Draft Structure Plan.</p> <p>Detailed planning will be undertaken to determine the type, timing and design aspects of these community facilities including pedestrian connectivity.</p> | No change |
| 32589 | <p>Rural residential interfaces</p> <p>Suggests road verges are landscaped between the fence and footpath.</p> | The updated Draft Structure Plan also identifies a Rural residential interface element to reduce potential character and amenity issues and impacts on bordering rural residential areas. The proposed planning scheme amendment includes requirements for urban development that is within 50m (of these locations) to provide wider lot frontages, a minimum 4 metre landscaped buffer area either incorporated within or adjoining the required road reserve. | No change |



Category 4 - Movement

A range of submissions raised matters relating to movement. Table 5 summarises the key movement matters raised and Council's response to each, including whether changes were made to the updated Draft Morayfield South Structure Plan.

Table 5 - Matters relating to movement

| Raised by | Summary of matter/s | Response | Changes made |
|--|--|--|--------------|
| 32706 32671 32669 32666 32665 32664 32658 32655 32654 32653 32652 32649 32648 32645 32644 32640 32617 32613 32614 32612 32610 32608 32607 32606 32587 32695 68153991 | Clark Road/ Petersen Road bridge extension Concerns regarding: <ul style="list-style-type: none"> • Environmental impacts (habitat, fauna, wetland) • Visual amenity impacts • Local access • Expectations that the bridge would not be built • The bridge will devalue surrounding properties. | <p>The City of Moreton Bay Integrated Transport Strategy has identified the need for a transport network which is connected and safe. Further information can be found here: https://www.moretonbay.qld.gov.au/Services/Reports-Policies/Our-Long-Term-Strategies/Integrated-Transport-Strategy</p> <p>The Clark-Petersen Road corridor will provide additional east-west connectivity for local and regional traffic, allowing people to access their neighbourhoods, work, education, services and relaxation places more reliably. This connection is required to be preserved to service future regional growth, including the Morayfield South Emerging Community Area</p> <p>The planning and design process for road corridors examines and mitigates, as far as is practicable, adverse impacts including amenity and environmental impacts.</p> <p>Council recognises there is a high level of community interest in this matter. Responses to this matter will continue to be considered through future infrastructure design and delivery processes.</p> | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|---|---|--|--------------|
| 68163767 | Road network Suggestion that future Blewers Road extension between Hauton Road and Oakey Flat Road be realigned to create a single intersection at Blewers, Hauton and Mavis roads, thereby using the existing Mavis Road reserve. Suggestion for Council to review options for alternative connections from Waraba, with concerns Nairn Road being identified as an Arterial Road. | <p>The Tinney-Petersen-Blewers Road transport corridor is identified as a Road Investigation Corridor in the Planning Scheme. Strategic regional transport modelling has identified this corridor (including the proposed Blewers Road overpass within the updated Draft Structure Plan area) is required to be preserved to service future regional growth, including the Morayfield South Emerging Community Area. It will provide key east west connectivity for transport movement. Higher order roads, such as arterial roads, are better suited to servicing multiple modes than lower order roads.</p> <p>The Tinney-Petersen-Blewers Road transport corridor (including overpass) will be informed by further detailed transport investigations / modelling.</p> <p>It is anticipated that some infrastructure within Morayfield South (potentially parts of the future Blewers Road corridor) will be delivered by developers as development occurs. Other infrastructure will be delivered by Council through its capital works program, which is prioritised on a regional basis. Council may also seek to preserve the land prior to the road being needed.</p> <p>This infrastructure is not listed in Council's current 10-year capital works program or the Local Government Infrastructure Plan, which details planned trunk infrastructure upgrades between 2021-2036.</p> <p>Council recognises there is a high level of community interest in this matter. As noted above, responses to this matter will continue to be considered through future infrastructure planning investigations.</p> | No change |
| 32670 32584 32582 32585 32581 32585 32581 | Train stations Concern no additional train station would strain nearby Burpengary and Morayfield train stations due to increased demand from population growth and lack of public transport, active transport and car parking in the area. | <p>The State Government has not funded, planned and ultimately does support a new train station within the Morayfield South Emerging Community Area. This is due to construction issues associated with topography and the operational impacts on network efficiency given the lack of spacing between the existing Morayfield and Burpengary stations. Furthermore, the proposed location would compromise two major environmental corridors and koala habitat. In response to these matters, the road network on the updated Draft Structure Plan has been refined to ensure future roads in the area are compatible with Department of</p> | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|--|--|--|------------------|
| | <p>Concern walkability is poor between Burpengary and Morayfield train stations due to lack of shaded pathways.</p> <p>Concern liveability in the area would be compromised from lack of transport options impacting local businesses and lifestyle of the community.</p> <p>Suggestion to reposition the Morayfield South train station closer to Robbs Road or a new station along Lindsay Road.</p> | <p>Transport and Main Roads and Translink's requirements for bus services. This road network also supports active transport (cycling and walking) in addition to off-road shared pathways along the edges of environmental corridors.</p> <p>Council will continue to work with the State Government throughout the planning scheme amendment process and into the future to connect centres, schools and other key destinations in Morayfield South to the surrounding bus network and nearby rail stations.</p> <p>As our population grows, both congestion and infrastructure pressures will increase. We are therefore focusing on improving access to active and public transport to replace some car trips with public transport, walking or cycling to reduce congestion. Council's Integrated Transport Strategy guides our advocacy work to help influence collaboration, partnerships and resourcing for our transport networks and communities. Further information can be found here: https://www.moretonbay.qld.gov.au/Services/Reports-Policies/Our-Long-Term-Strategies/Integrated-Transport-Strategy</p> | |
| <p>32697 32675 32632 32590</p> | <p>Road infrastructure</p> <p>Concerns traffic congestion and more development exacerbate the problem.</p> <p>Concern road infrastructure will not cope with population growth and there is a need to have planned upgrades to support development.</p> <p>Concern existing roads in the area are of a rural standard and will need major upgrades to cater for growth.</p> | <p>Council delivers infrastructure upgrades in response to increased demand. Upgrades to the local and regional road network will be of a scale to provide additional capacity for anticipated growth and will respond to both immediate and future demands.</p> <p>The updated Draft Structure Plan identifies a road network, including active transport infrastructure, that is intended to accommodate the ultimate population of Morayfield South.</p> <p>Regarding individual development proposals, the Planning Scheme requires the existing road network be upgraded to meet specific standards in order to respond to anticipated needs and traffic impacts from new development. Further infrastructure planning for major roads will ensure the ultimate design reflects desirable community and operational outcomes.</p> | <p>No change</p> |

| Raised by | Summary of matter/s | Response | Changes made |
|-------------------------|---|--|--------------|
| 32697 32584 32667 | <p>Public transport</p> <p>Concern about not having efficient public transport to service current population.</p> <p>Concerns for needing to expand public transport to service growing population.</p> <p>Concern those without private vehicles will be disadvantaged.</p> | <p>Council's Local Government Infrastructure Plan identifies and prioritises trunk (higher order) infrastructure needed to service and support current and future urban development and growth (the demand expected by 2036) including the transport network (roads and active transport). The Local Government Infrastructure Plan is reviewed regularly.</p> <p>Transport infrastructure projects are also planned by other levels of government. Additionally, individual developments are required to contribute to infrastructure. These projects and contributions are not reflected in Council's Local Government Infrastructure Plan but do require coordination with Council infrastructure and projects.</p> <p>Our growing city places significant demand on our transport system. We are therefore focusing on improving access to active and public transport to replace some car trips with public transport, walking or cycling to reduce congestion. Council's recently released Integrated Transport Strategy looks to strengthen our advocacy for improved transport outcomes across our city. Further information can be found here: https://www.moretonbay.qld.gov.au/Services/Reports-Policies/Our-Long-Term-Strategies/Integrated-Transport-Strategy</p> <p>The road network on the new Draft Structure Plan has been updated to ensure, amongst other things, that the future roads in the area are compatible with Department of Transport and Main Roads and Translink's requirements to accommodate a future for bus network.</p> <p>Council will continue to work with the State Government throughout the planning scheme amendment process and into the future to ensure the centres, schools and other key destinations in Morayfield South are connected to the surrounding bus network and nearby rail stations.</p> | No change |
| 32667 32590 32585 | <p>Active transport</p> <p>Suggestion to include details of active transport connections (pedestrian and cycle pathways).</p> | <p>The updated Draft Structure Plan identifies a road network (with pedestrian pathways and cycle lanes) to support safe and efficient movements throughout Morayfield South. The active transport network will utilise the proposed road network as well as off-road shared pathways (identified on the updated Draft Structure Plan) to connect residential neighbourhoods with key destinations such as centres, schools, parks and community facilities. The proposed planning scheme amendment includes changes to</p> | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|-------------------|--|--|--------------|
| | Suggestion for expansion of active transport infrastructure to connect from Clark Rd to Morayfield Rd, Morayfield Rd to Burpengary, Lindsay Rd to Morayfield or Oakey Flat Rd to Narangba. | <p>Overlay map - Active transport to ensure it reflects the active transport outcomes expressed on the updated Draft Structure Plan.</p> <p>The detailed design and exact location of the active transport network in Morayfield South will be provided in accordance with the Planning Scheme and relevant standards called up in the desired standards of service for active transport network.</p> | |
| 32615 68158103 | <p>Blewers Road Overpass</p> <p>Concern with the relevancy of the overpass considering the State Government Bruce Highway Western Alternative.</p> <p>Suggestion the overpass be removed.</p> <p>Suggestion that the timing of the overpass and the proposed impacts to existing properties along the corridor on Blewers Rd.</p> | <p>The Tinney-Petersen-Blewers Road transport corridor is identified as a Road Investigation Corridor in the Planning Scheme Strategic Framework. Strategic regional transport modelling has identified this corridor (including the proposed Blewers Road overpass within the updated Draft Structure Plan area) is required to be preserved to service future regional growth, including demand from Morayfield South Emerging Community Area.</p> <p>The Tinney-Petersen-Blewers Road transport corridor (including overpass) alignment, scale, timing, and staging will be informed by detailed transport investigations. This corridor will perform a key function of providing improved east-west connectivity to and from the Bruce Highway and the Bruce Highway Western Alternative when it is constructed.</p> <p>It is anticipated that some infrastructure within Morayfield South (including potentially parts of the future Blewers Road corridor and overpass) will be delivered by developers as development occurs. Other infrastructure will be delivered by Council through its capital works program, which is prioritised on a regional basis. Council may also seek to preserve the land prior to the road being needed.</p> <p>This infrastructure is not listed in Council's current 10-year capital works program or the Local Government Infrastructure Plan, which details planned trunk infrastructure upgrades between 2021-2036.</p> | No change |
| 32590 | <p>Desired local road connection - Clark Road to Blewers Road</p> <p>Suggestion the road connection between Clark Road and Blewers Road be removed.</p> | The Desired Local Road Connection between Clark Road and Blewers Road is intended to be a local collector road. These types of roads connect neighbourhoods and distribute traffic within and between them, and are typically low speed with a posted speed limit of 50km/h. This connection is important in servicing the growing community. | No change |



Category 5 - Housing

A range of submissions raised matters relating to housing.

Table 6 summarises the key housing matters raised and Council's response to each, including whether changes were made to the updated Draft Morayfield South Structure Plan.

Table 6 - Matters relating to housing

| Raised by | Summary of matter/s | Response | Changes made |
|-----------|--|--|--------------|
| 32581 | <p>Housing diversity - multi-story apartments</p> <p>Suggestion to re-zone more land for attached multi-story apartment developments rather than new greenfield areas.</p> | <p>The State Government has recently released the draft ShapingSEQ 2023 Update. It outlines Moreton Bay's projected population will require an additional 123,000 dwellings between 2021 and 2046 to accommodate this population growth. Council has a statutory obligation to plan for this growth.</p> <p>To meet this requirement, Council has identified a number of future greenfield/ expansion areas which are either recognised by the State Government in ShapingSEQ and planned for in the Planning Scheme, or are coming under pressure to be developed for further residential development. Morayfield South is the City's second largest greenfield/expansion area and provides an important role in accommodating part of this future growth ultimately delivering around 9,800 dwellings which is expected to house approximately 26,000 people.</p> <p>In terms of infill/ consolidation development (i.e. redevelopment of existing older areas), the Planning Scheme generally supports delivering higher density and mixed-use developments in and adjoining higher order centres (i.e. Caboolture-Morayfield, North Lakes, Redcliffe, Strathpine), and at public transport nodes and along corridors. Furthermore, the updated Draft Structure Plan identifies an Urban neighbourhood sub-precinct that supports a higher density form of housing in proximity to services, community infrastructure and public transport.</p> | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|-----------|---|--|--------------|
| 32588 | <p>Housing diversity - affordable housing</p> <p>Suggestion for Council to dedicate a portion of residential areas to affordable housing.</p> | <p>Our communities have told Council to prioritise affordable living to meet housing needs and ensure our city's future prosperity.</p> <p>One of the ways we are trying to achieve this is through supporting more diverse housing types and sizes in well-served areas of our neighbourhoods, close to existing shops, services, jobs, public transport (bus network) and amenities. These areas support more affordable living because the cost and time to get to and from home are lower, infrastructure is generally already in place, and residents have a greater choice of housing to suit their needs.</p> <p>In regard to Morayfield South, the updated Draft Structure Plan identifies an Urban neighbourhood sub-precinct intended to be located in proximity to future services, community infrastructure and public transport. These areas will provide the most suitable opportunities for affordable living within Morayfield South.</p> <p>Council is also currently waiving development fees and charges for eligible community housing providers for building social and affordable housing in the city through its Attraction of Affordable Social Housing Policy. Further information can be found here: https://www.moretonbay.qld.gov.au/files/assets/public/v/1/services/policies/attraction-of-affordable-social-housing-development-policy.pdf. This applies to the Morayfield South Emerging Community Area.</p> <p>Council will continue to advocate for federal and state investment in initiatives that support affordable housing and meet housing needs within Morayfield South and across the city.</p> | No change |
| 32589 | <p>Housing diversity - bigger lots</p> <p>Requests that lots in Morayfield South be larger than those in the Affinity residential development.</p> | <p>The State Government has recently released the draft ShapingSEQ 2023 Update. It outlines Moreton Bay's projected population will require an additional 123,000 dwellings between 2021 and 2046 to accommodate this population growth. Council has a statutory obligation to plan for this growth.</p> <p>To support this growth, the updated Draft Structure Plan and supporting planning scheme amendments intends to facilitate a diversity of housing options from small lot detached houses to duplexes, townhouses and</p> | No change |

| Raised by | Summary of matter/s | Response | Changes made |
|----------------------------|--|---|--------------|
| | | apartments to provide the desired diversity of housing in suitable locations. | |
| 32590 32641 68175127 | <p>Built form and streetscape outcomes</p> <p>Concern housing is built too close to the street with not enough room for pedestrian and cycle movement, planting of trees for shade and amenity, and on-street parking.</p> <p>Suggestion to have design liveability focused, climate responsive and trees planted along street frontage.</p> <p>Concern lot sizes are not large enough for spacious backyards to accommodate uses such as productive sustainable gardens.</p> <p>Concern new housing does not have adequate backyard or garage space to store private vehicles.</p> | <p>In response to concerns raised by residents about the liveability of neighbourhoods, Council has progressed the Better Housing Amendment.</p> <p>These amendments seek to deliver the following:</p> <ul style="list-style-type: none"> • 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. <p>Once commenced, the Better Housing Amendment will apply to housing, lot design and streetscape outcomes relevant to new residential neighbourhoods in the Morayfield South. Further information can be found here: https://yoursay.moretonbay.qld.gov.au/better-housing-amendment</p> <p>Council is also progressing a Comprehensive Off-Street Car Parking Investigation. That project will investigate and identify appropriate future off-street car parking rates for development occurring in all areas of the city.</p> | No change |

Supporting infrastructure and other matters

Table 7 summarises feedback on supporting infrastructure and other matters regarding the updated Draft Morayfield South Structure Plan.

Table 7 - Supporting infrastructure and other matters

| Raised by | Summary of matter/s | Response | Changes made |
|---|---|--|--------------|
| 32717 32697 32694 32668 32663 32660 32657 32636 32633 32625 32615 32614 32595 32587 32586 32585 32581 32609 32688 68175127 | Engagement Consultation should have occurred on the interim structure plan. Concern engagement did not reach landowners / residents directly impacted. Concern engagement timeframes were not sufficient. Concern engagement did not include detailed planning or sufficient supporting information. Concern engagement findings will not to be used. Concern community will not continue to be engaged in next steps. | <u>Consultation on the Morayfield South Emerging Community Area Temporary Local Planning Instrument</u> In 2016, with the commencement of the Planning Scheme, Morayfield South was included in the Emerging Community Zone - Transition Precinct as a future growth area. Morayfield South is currently under significant and increasing development pressure, with some development applications already proceeding as permitted under the Planning Scheme. Council responded to significant and increasing development pressure in Morayfield South in 2021 by introducing a Temporary Local Planning Instrument. The Temporary Local Planning Instrument includes a temporary land use plan for the area known as the Interim Structure Plan. A Temporary Local Planning Instrument is a temporary planning solution that can be put in place quickly to guide better planning and development outcomes in all or part of a local government area. It allows Council time to complete more detailed planning investigations to shape a holistic, long-term plan for the area through the preparation of a planning scheme amendment. <u>Early community consultation on the Draft Structure Plan</u> Council was not required to undertaken consultation at this stage of the project but did so to provide affected community members with an opportunity to have early input to the planning process. Information about engagement activities during this early, non-statutory consultation on the Draft Morayfield South structure plan can be found in the 'How did we engage' and 'Who participated' sections of this report. | No change |

| | | | |
|-------|---|---|-----------|
| | | <u>Future community consultation</u> Feedback gathered during early, non-statutory consultation will help inform the planning scheme amendment. Once the amendment has been reviewed by the State Government, there will be another chance for the community to have a say during a statutory consultation period expected to occur around mid-2024. | |
| 32632 | Electrical infrastructure Seeks clarity on whether the electricity network will be transferred underground as development occurs. | The Planning Scheme requires the provision of underground electricity within new urban developments during the development assessment phase. | No change |
| 32634 | Amendment timeframes Concern implementation timeframes have not considered landowners who have development on hold. | The Draft Morayfield South structure plan will be updated to consider and reflect community feedback gathered during early (non-statutory) consultation. The proposed planning scheme amendment will be provided to State Government for State Interest Review in late 2023 with formal statutory community consultation on the planning scheme amendment anticipated to occur in mid-2024. The adoption of the planning scheme amendment is anticipated to be in early 2025, subject to State Government approval. | No change |
| 32585 | Dog parks Concern there are no dog parks identified on the Draft Structure Plan. | The updated Draft structure plan identifies the location and number of District recreation parks to ensure existing and future residents of Morayfield South have access to a range of recreation and open space opportunities. The detailed design and type of embellishments/ facilities within these parks will be determined as the need for the park arises. Under Council's desired standards of service, dog off leash areas are supported within District recreation parks. | No change |
| 32589 | Community garden Suggestion there should be a community vegetable garden in a common area. | Council supports the establishment of community gardens in appropriate locations across the city. For more information on community gardens, including a list of existing gardens and a community garden guide, please visit: https://www.moretonbay.qld.gov.au/Services/Community-Support/Community-Gardens | No change |
| 32663 | Park and open space maintenance Concern parks and open space are not maintained | Council has a dedicated team who ensure parks and open space are kept tidy and safe. Residents are encouraged to contact Council if they have any concerns or requests relating to the maintenance of Council-owned land. Council contact details can be found at: https://www.moretonbay.qld.gov.au/Contact | No change |

| | | | |
|-------|--|---|-----------|
| 32688 | Land acquisition Concern that Council will resume private property. | <p>Council decides when land will be acquired based on:</p> <ul style="list-style-type: none"> • anticipated timeframe for delivery of the infrastructure item • current and emerging demand for the infrastructure • Council's budget and long-term financial planning • other special circumstances that may be affecting specific land parcels. <p>Council is committed to fair and reasonable land acquisition negotiations with landowners when the decision is made to purchase or acquire land for the purposes of delivering infrastructure. Each property acquisition is done on a case-by-case basis that considers the unique circumstance of the landowners and current market valuations.</p> <p>The updated Draft Structure Plan and supporting planning scheme amendment apply only to land within the Morayfield South Emerging Community Area.</p> | No change |
| 32688 | Road closures Concern road upgrades in the area have taken too long affecting current residents. | <p>The delivery of essential infrastructure will sometimes necessitate a temporary road closure. These road closures may be required to facilitate the completion of not just roads but also sewer and water infrastructure. Road closures are the responsibility of the landowner, who engage experts to manage the closure, from planning to setup and ongoing management. Council understands the inconvenience that road closures can cause to affected residents and make every effort to minimise disruptions throughout the course of the closure. Please note that the road closures may change without notice to facilitate the construction schedule. For more information, please contact the contractors of the relevant development directly.</p> | No change |
| 32590 | Health Suggestion to expand and upgrade health services e.g. Caboolture hospital. | <p>The strategic planning and delivery of health services and capacity is addressed by the State Government and is outside of the responsibility of Council.</p> <p>Council acknowledges the ongoing major redevelopment of the Caboolture Hospital and the recently completed Caboolture Satellite Hospital undertaken by the State Government to increase capacity and services to healthcare in the local area.</p> <p>Regarding private healthcare facilities, the proposed amendment supports healthcare services and related land uses to establish within Morayfield South where located within a local centre.</p> | No change |

Next steps

Thank you to everyone who provided feedback on the Draft Morayfield South Structure Plan.

The updated Draft Structure Plan will inform future work to update the Planning Scheme. The community will have another chance to have a say during this future work with consultation expected to occur around mid-2024.

Appendix A: Draft Morayfield South Structure Plan used for consultation

