

Consultation Report

Brisbane City Plan 2014

Tailored amendment package – Indooroopilly, Carindale and Nundah major centres

Brisbane City Council

September 2026



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Glossary

Acronym/Abbreviation/Term	Description
City Plan	<i>Brisbane City Plan 2014</i>
the proposed amendment	Tailored amendment package – Indooroopilly, Carindale and Nundah major centres
LDR zone	Low density residential zone
LMR zone	Low-medium density residential zone
MDR zone	Medium density residential zone
HDR zone	High density residential zone

1 Introduction

Statutory public consultation of the proposed citywide *Tailored amendment package – Indooroopilly, Carindale and Nundah major centres* (the proposed amendment) to *Brisbane City Plan 2014* (City Plan) was undertaken between 24 April and 25 May 2026.

Council received a total of 195 submissions. 20 of the submissions supported the proposed amendment, 57 supported parts of the proposed amendment, 119 opposed the proposed amendment and 22 neither supported or opposed the proposed amendment but provided comments.

Matters raised by submitters include:

- General
- Building heights, built form and design
- Roads, traffic and car parking
- Public transport
- Parks, open space and environment
- Connectivity and streetscape
- Infrastructure, community facilities and services
- Business, employment and land use mix
- Housing supply and affordability
- Consultation process
- Other matters
- Out of scope

Every submitter to the draft amendment has been allocated a submitter reference number. Submitters can find out about how Council has responded to their individual submission by searching the submission reference column in the tables in section 3. Submission reference numbers are allocated for identification purposes only and do not represent the total number or order of submissions received.

2 Engagement activities

Council held the following community consultation events during the public notification period:

Talk-to-a-Planner session – in person (Nundah Library)	29 April 2026
Talk-to-a-Planner session – in person (Indooroopilly Library)	30 April 2026
Talk-to-a-Planner session – telephone	5 May 2026
Talk-to-a-Planner session – telephone	6 May 2026
Talk-to-a-Planner session – in person (Carindale Library)	7 May 2026
Talk-to-a-Planner session – telephone	8 May 2026

Council notified the proposed amendment in the following manner:

Newspaper notification	A digital public notice appeared in <i>The Courier-Mail</i> on 24 April 2026.
Council's website	A web page providing detail of the proposed amendment was published and maintained from 24 April 2026.
Signage around affected areas	Tri-fold pole wraps were placed on display across affected areas during the public notification period.
Email	An email was sent to City Plan updates subscribers on 24 April 2026.

3 Submissions by topic

Information about submissions and how Council has considered and responded to submissions is provided in the tables below. Submissions are arranged by topic and centre. A single submission may address multiple items of interest in the proposed amendment and may appear against multiple topics.

3.1 General

3.1.1. All centres

Submission Reference	Submission Summary	Response	Change Required
MCA-049, MCA-051, MCA-068, MCA-169, MCA-180, MCA-189, MCA-193, MCA-194	Submitters support or support in part the proposed amendments across all three major centres for one or more of the following reasons: • Appropriate location for increased heights and density. • Amenity is already established in these centres. • Support for reinforcing a centre focused growth pattern for Brisbane. • Aligned with existing services, amenity, infrastructure, employment concentrations, and high-frequency public transport. • Opportunity to bring more affordable housing to Brisbane. • Promotion of mixed-use outcomes and active frontages. • Support for improved pedestrian permeability and public realm quality.	Support noted.	No change.
MCA-049, MCA-105, MCA-119	Submitters provide the following comments with regards to all centres: • Concerns that all three centres are being treated the same despite their differences. • Amendment should apply to all major and principal centres. • Amendment should have stronger and more explicit controls to create genuinely walkable, car-lite, transit-oriented outcomes, including:	Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. The proposed amendment provides an individual response to each of the three Major centres, with consideration of the	Change to: Carindale centre neighbourhood plan code

Submission Reference	Submission Summary	Response	Change Required
	○ maximum car parking rates and reduced car accommodation; ○ mandating high density, mixed use and strong employment around transit nodes; ○ ensuring fine-grained urban form; and ○ delivering and mandating permeable public street networks. ● Strongly emphasises the importance of integrated precinct planning which is to be discussed amongst Council and various stakeholders.	existing neighbourhood plan provisions, current development and future public transport plans. For example, proposed maximum building heights and the approach to height transitions vary across each centre to respond to the local context, taking into account access to transport, existing capacity in and around the centre, surrounding zoning, existing development, as well as the capacity for sites to deliver suitable amenity and built form design outcomes. After a detailed review of land use mix requirements for Indooroopilly and Nundah it has been determined that the current City Plan provisions are appropriate. In reviewing the requirements for Carindale, more detail and structure planning provisions have been included due to future infrastructure needs and existing large lots. Where the neighbourhood plan codes do not specify a location-specific response, the Centre or mixed use code and the Multiple dwelling code provide further provisions, including design and streetscape requirements. Other planning initiatives, including More Homes, Sooner - Low-medium density residential zone review and reviews of other neighbourhood plans are also being delivered as part of Council's broader strategy for housing supply, set out in <i>Brisbane's Sustainable Growth Strategy</i> and the <i>Housing Supply Action Plan</i>. Recent changes to the minimum on-site car parking rates in 'Key locations' were delivered through More Homes, Sooner and reflect the strategic intent to align parking provision with areas that benefit from proximity to shops, services and public transport, where overall car ownership and reliance is typically lower and a broader range of travel options is available.	

Submission Reference	Submission Summary	Response	Change Required
		To learn about Council's other housing supply initiatives including precinct plans and City Plan amendments, visit Council's website .	
MCA-169	Submitter supports in part the proposed amendment and has provided further recommendations to monitor and track the success of the proposed changes by reviewing the development uptake within the areas subject to the Major centre amendments to ensure that the intended uplift is realised in practice, and consider timely refinements where that is not occurring.	Council regularly reviews the effectiveness of City Plan, including recent amendments, to ensure it remains responsive to changing needs and priorities.	No change.

3.1.2. Carindale

Submission Reference	Submission Summary	Response	
MCA-054, MCA-071, MCA-095	Submitters oppose the proposed amendment to the Carindale major centre without providing further commentary.	Opposition noted.	No change.
MCA-004, MCA-030, MCA-032, MCA-051, MCA-076, MCA-129, MCA-131, MCA-149, MCA-173, MCA-193	Submitters support or support in part the proposed amendment to the Carindale major centre for the following reasons: • High-rise residential buildings surrounding a large major shopping centre are overdue to be built. • It is better to develop the inner-city suburbs as opposed to the outer-city suburbs. • Brisbane needs additional housing close to transport, shopping and services. • The shopping centre, huge parklands and access to public transport make this an ideal location for apartments.	Support noted.	No change.

Submission Reference	Submission Summary	Response	Change Required
	• The proposed amendments will be great for local businesses. • Facilitates an appropriate placement of buildings as it minimises overlooking into yards. • Beneficial to residents due to the proximity to nearby amenities. • Availability of the shopping centre. • Availability of larger open spaces and natural environment. • Availability of underdeveloped areas, particularly for developing appropriate infrastructure to support high-rise development. • Availability of wider roads that are not congested. • Availability of bus interchange, which can be improved and expanded. • Support high density residential uses through taller building heights around transport and amenities offered by the retail core of the centre. • Support the removal of gross floor area caps. • Support the removal of “community expectations” from Performance outcome 1 of the neighbourhood plan code. • The distance-based stepping is a considered response to the interface with adjoining lower-density residential and recreational area and offers a useful precedent that could be applied at other centres.		

Submission Reference	Submission Summary	Response	Change Required
MCA-024, MCA-132	Submitters oppose the proposed amendment but are supportive of the strategic intent to facilitate development in the Carindale major centre for the following reasons: - Expanding upwards, rather than continuing urban sprawl, is an important and necessary strategy for sustainable growth. - Facilitates increase in residential and commercial options around the Carindale shopping centre.	Support for the strategic intent of the proposed amendment is noted.	No change.
MCA-053, MCA-088	Submitters raise the following concerns with the proposed amendment to the Carindale major centre: - Suggest it is not necessary to increase development allowances for the existing development in the area bound by Carindale Street, Winstanley Street and Surbiton Court of the Centre residential precinct due to the age and density of existing development that should remain unchanged. - Concern about the process for development should redevelopment of the complex be proposed by a developer.	The proposed increase to allowable building heights for the Centre residential precinct up to a maximum of 10 storeys, recognises existing development completions or approvals across portions of the Centre residential precinct. This provides an opportunity for incremental increases in density across the precinct in the longer term to contribute to much needed housing supply close to shops and transport. Due to the age and construction type of existing development on land in the Centre residential precinct, it is not envisaged that redevelopment on this site would be likely to occur in the short term. Any proposal for development on the site would require the submission of a development application to Council. A development application requires owner's consent, which, for a development with a body corporate, must be provided through a body corporate resolution. More information on the development assessment process can be found on Council's website. In Queensland, redevelopment of a body corporate site may proceed with 75% owner support where the scheme is deemed economically unviable and legislative requirements are met; otherwise, unanimous consent or a court order may be required.	Change to: Carindale centre neighbourhood plan code

Submission Reference	Submission Summary	Response	Change Required
		In response to issues raised through submissions, Council has made changes to the Carindale centre neighbourhood plan code, by including additional height transition requirements. This involves limiting building height to a maximum of 4 storeys where within 20 metres of the Winstanley Street frontage in the Centre residential precinct.	

3.1.3. Indooroopilly

Submission Reference	Submission Summary	Response	Change Required
MCA-005, MCA-007, MCA-025, MCA-029, MCA-049, MCA-052, MCA-106, MCA-117, MCA-192	Submitters support or support in part the proposed amendment to the Indooroopilly major centre for the following reasons: • The location is appropriate for the proposed height and density as it is a major hub close to public transport, shops and services. • Will unlock potential and support renewal and greater activity, particularly for tired and run down areas. • Will see improvements in transport and maximise the benefits of previous changes and improvements to roads in the area, including Moggill Rd. • Benefits of decentralised retail and employment opportunities from the CBD. • Will contribute to housing supply, housing choice and affordability benefiting current and future residents. • Encouragement of transit-oriented living and capitalising on existing infrastructure, public transport network, employment base,	Support noted.	No change.

Submission Reference	Submission Summary	Response	Change Required
	educational facilities, community services and recreational areas. • Support changes to Performance outcome 1 as the provision has resulted in unnecessary interpretation complexity, particularly around what constitutes 'expectations. • Support opportunities for rail-oriented intensification and increase expectations for employment uses near the station.		
MCA-193, MCA-171 MCA-193, MCA-110, MCA-171	Submitters support or support in part the proposed amendment to the Indooroopilly major centre and provide the following comments about the site area and gross floor area requirements: • Proposed reduction to site area requirements is a pragmatic response to the realities of land assembly in established centres and will open redevelopment opportunities on a wider range of mid-sized parcels previously excluded from the highest height entitlements. • Supportive of the change to site area threshold as it more closely aligns with the land stock available in Indooroopilly, with the previous maximum threshold of 4,000m² applying to very few sites. • Simplification of the table for Areas B and C from four site size thresholds to three thresholds is also supported. • The complete removal of Table 7.2.9.1.3.C—<i>Maximum gross floor area</i> at Indooroopilly is one of the strongest elements of the proposed amendment package. The previous controls, which capped gross floor area at	Support noted.	No change.

Submission Reference	Submission Summary	Response	Change Required
	between 300% and 500% of site area depending on location, operated as an outdated constraint on well-designed development. Removing the table in its entirety will meaningfully improve the deliverability of residential and mixed use development within the centre - Plot ratio controls are an outdated methodology for controlling development and are seldom deployed across the City Plan. This is a practical and simple change that will simplify assessment processes for development complying with the relevant Acceptable Outcome for building height. - Council's decision to remove gross floor area caps is strongly supported as a positive and contemporary planning outcome.		

3.1.4. Nundah

Submission Reference	Submission Summary	Response	Change Required
MCA-006, MCA-010, MCA-019, MCA-021, MCA-022, MCA-036, MCA-062, MCA-108, MCA-098, MCA-111, MCA-116, MCA-160, MCA-193	Submitters support or support in part the proposed amendment to the Nundah major centre for the following reasons: - Established centre. - Strategic location, convenient and well-connected to services, shops, community infrastructure and strong public transport. - Builds on success of Nundah over the last 15 years. And will strengthen the community further with more people will be closer to places to work and play.	Support noted.	No change.

Submission Reference	Submission Summary	Response	Change Required
	• Density and land use mix supports more businesses, vitality and convenience and is catalyst for renewal and long-term centre vitality. • Frontage to Sandgate Road, a key arterial transport corridor. • Walkable, established retail and services core. • Proximity to regional open space, including Kedron Brook. • Robust performance-based framework, including a strong emphasis on streetscape activation and public realm outcomes. • Contribution to housing supply and feasibility and maintains expectations around design quality, subtropical architecture, and active centre outcomes. • Welcome, albeit modest, contribution to Brisbane's housing supply targets. • Podium-based commercial and retail activation; and public realm upgrades is difficult to deliver without sufficient height and yield. • Proposed heights materially improve development feasibility while still being appropriate for the centre. • The uplift is well targeted to the area around Nundah Station and reinforces the transit-oriented outcomes sought for the precinct. • Well-planned increases in residential density in areas with established infrastructure, and strong public transport access.		

Submission Reference	Submission Summary	Response	Change Required
	- Increasing housing supply in strategic centres such as Nundah is an important response to Brisbane's current housing pressures. - Supported high-quality development in Nundah, provided the suburb's character housing, village feel, and access to local facilities are retained and enhanced. - The proposed increase in height and density appropriately recognises Nundah's role as an established, well-serviced centre and is supported in principle as a catalyst for renewal and long-term centre vitality.		
MCA-001, MCA-021	Submitters support or support in part the proposed amendment to the Nundah major centre but emphasised the importance of building quality and design for good outcomes.	The Centre or mixed use code, Neighbourhood plan code and the <i>Subtropical building design planning scheme policy</i> provide requirements for building design and built form outcomes. The National Construction Code and Queensland Development Code set out standards for building quality and materials, which is then enforced by the <i>Queensland Building Construction Commission Act</i> and <i>Building Act 1975</i>. The draft plan strengthens design standards for high-rise towers through tower requirements, setbacks and subtropical design standards to ensure high quality built form outcomes.	No change.

3.2 Building heights, built form and design

3.2.1. All centres

Submission Reference	Submission Summary	Response	Change Required
MCA-049, MCA-051, MCA-068, MCA-169, MCA-180, MCA-193, MCA-194	Submitters support in part the proposed amendments across all three major centres and expressed overall support for: - Proposed increases to the maximum building height and/or density within all of the centres. - Alignment of gross floor area requirements to enable achievement of building heights. - Proposed reductions to minimum site area requirements.	Support noted.	No change.
MCA-189, MCA-194	Submitters support in part the proposed amendments across all the major centres and provide the following recommendations about height and design requirements: - Avoid setbacks and site cover requirements, which can reduce practical building floor area and dwelling yield. - Allow up to 3 stories in proximity to rail stations and centres where lot sizes are adequate and there is not an area with significant character (e.g. 5–10-character dwellings in a row).	Council seeks to balance social, environmental, economic and urban design considerations in making decisions and setting development outcomes. Settings for setbacks and site cover retained or added to the Neighbourhood plan codes are appropriate to maintain amenity for residents and visitors to the centre as well as residential areas and open space in proximity to the centre. The More Homes, Sooner - Low-medium density residential design amendments have also considered proximity to centres and quality public transport in proposing increased heights within the Low-medium density residential zone. Information on that amendment can be found on Council's website by searching for More Homes, Sooner – Low-Medium Density Design. Further city-wide changes to increase height would require rezoning, which is out of scope and unable to be included in this amendment.	No change.

Submission Reference	Submission Summary	Response	Change Required
		To learn about Council's other housing supply initiatives including precinct plans and City Plan amendments, visit Council's website .	
MCA-049	Submitter supports in part the proposed amendments across all centres but raises the following concerns with regards to podium-tower built form: • The requirement may undermine walkability. • It limits fine-grain urban fabric. • Reinforces large-scale, internally oriented developments. • Reduces adaptability and incremental intensification.	Podium-tower built form requirements are intended to manage building bulk and scale and improve streetscape amenity. Walkability and active streetscape outcomes are supported through each respective Neighbourhood plan code and other city-wide development codes, including the Centre or mixed use development code. These codes support walkability through provisions for non-residential uses at ground level, active frontages, landscaping, building separation, pedestrian and cyclist linkages, and management of car parking and vehicle crossover impacts.	No change.

3.2.2. Carindale

Submission Reference	Submission Summary	Response	Change Required
MCA-012, MCA-013, MCA-014, MCA-015, MCA-018, MCA-026, MCA-028, MCA-031, MCA-034, MCA-035, MCA-037, MCA-040, MCA-042, MCA-046, MCA-047, MCA-064, MCA-065, MCA-066, MCA-067, MCA-074, MCA-075, MCA-087, MCA-096, MCA-101, MCA-103, MCA-104, MCA-105, MCA-109, MCA-112, MCA-113, MCA-114, MCA-115, MCA-120, MCA-123,	Submitters support in part or oppose the proposed amendment to the Carindale major centre, and provide the following comments about building heights: • 30 storeys is out of scale, excessive and inappropriate. • Heights are inconsistent with and uncharacteristic of the suburban character of the area. • 30 storeys represents an intensity that is more characteristic of inner-city locations. • Will detrimentally impact on the skyline and obstruct landscape for existing residents. • Heights including the 10, 15 and 30 storeys are not for this area. • Concerns about vulnerable people, such as elderly, navigating emergency scenarios in a	Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our Major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Proposed building heights in Carindale Major centre responds to the Principal Regional Activity Centre designation under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation under City Plan, proximity to public transport, active transport, parkland, commercial and retail centre, community facilities and services. As a growing area with increased employment opportunities and future improvements to public transport,	Change to: Carindale centre neighbourhood plan code

Submission Reference	Submission Summary	Response	Change Required
MCA-124, MCA-125, MCA-126, MCA-137, MCA-146, MCA-156, MCA-158, MCA-162, MCA-164, MCA-165, MCA-166, MCA-168, MCA-170, MCA-172, MCA-176, MCA-178, MCA-183, MCA-189	30 storey setting. 10 storey maximums are more conducive to the residential environment.	Carindale is well placed to support additional higher density living. Built form provisions, including minimum setbacks and tower separation, maximum tower dimensions and site cover, as well as strategic height transitions have been included in the plan to mitigate the impact of taller buildings and ensure that existing development in the plan area as well as adjoining residential areas and parkland maintain access to sunlight and breezes.	
MCA-032, MCA-037, MCA-042, MCA-044, MCA-046, MCA-047, MCA-053, MCA-057, MCA-058, MCA-065, MCA-066, MCA-100, MCA-103, MCA-105, MCA-109, MCA-136, MCA-156, MCA-158, MCA-159, MCA-162, MCA-165, MCA-167, MCA-170, MCA-173, MCA-176	Submitters have recommended the following changes to the proposed maximum building heights in the Carindale major centre: • Submitters suggested a range of heights generally across the precinct including retention of existing 10 storey limits, heights ranging from a maximum of 6 to 8 storeys to maintain mid-rise typology, maximum 10 storeys across the area, as well as suggestions to limit heights to 15 storeys. • Submitters suggested a range of maximum heights specifically for the Centre Core precinct, including retention of the existing 10 storey limit, a maximum of 20 storeys, as well as suggested increases up to 40 storeys. • Submitters suggested a range of maximum heights specifically for the Centre Fringe precinct, including limiting heights to a maximum of 4 storeys, limits to 8 storeys across the precinct, limiting to 10 storeys in the east of the precinct consistent with the retirement village site, as well as setting the maximum height to 20 storeys across the precinct particularly where above the future public transport interchange.	In response to issues raised through submissions, Council has made changes to the Carindale centre neighbourhood plan code, including the following changes to building height: • Maximum building heights in the Centre core and Centre fringe precincts have been reduced to 25 storeys (from 30 storeys). • The height transition for development fronting Creek Road within the Centre core precinct has been altered to allow more flexibility for redevelopment to occur without impacting essential access areas, whilst still ensuring adequate setbacks, tower dimensions and separation to maintain access to natural light and breezes for areas to the west of the Major centre. This change involves limiting development less than 20 metres from the property boundary to Creek Road to 8 storeys (where previously the proposal limited development less than 30 metres from the property boundary to Creek Road to 8 storeys). • Additional height transition requirements have been included. This involves limiting building height to a maximum of 4 storeys where within 20 metres of the	

Submission Reference	Submission Summary	Response	Change Required
	• Submitters suggested a range of maximum heights specifically for the Centre Residential precinct, including limiting the 10 storey maximum for the northern half of the precinct (in alignment with current retirement village site) as well as increases up to 20 storeys whilst including a specific 10 storey transition to adjoining areas. • Submitters also suggested limiting surrounding areas to a maximum of 5 storeys.	Winstanley Street frontage in the Centre residential precinct. Other proposed height limits, transitions and setback requirements remain unchanged from the version that was publicly advertised. Where the Neighbourhood plan code does not address certain design requirements, the Centre or mixed use code and the Multiple dwelling code further address privacy, residential amenity, private open space, active frontage and other built form and servicing criteria.	
MCA-013, MCA-035, MCA-046, MCA-096, MCA-112, MCA-125,	Submitters support in part or oppose the proposed amendment and provide the following comments about height transitions and interface issues in the Carindale major centre: • Abrupt and inappropriate transition in scale. • Unclear how appropriate transitions in height, bulk and scale will be achieved at these interfaces. • Impact on the interface around the shopping centre particularly to Creek Road, Winstanley Street, Carindale Street and nearby residential areas. • Transitions to 10 storeys in residential zones are insufficient to mitigate the loss of privacy and light.		
MCA-017, MCA-032, MCA-037, MCA-042, MCA-046, MCA-057, MCA-065, MCA-078, MCA-087, MCA-103, MCA-170, MCA-176	Submitters support in part or oppose the proposed amendment and provide the following comments about maximum building heights and transitions in the Carindale major centre: • Do not oppose growth and the facilitation of residential development.		

Submission Reference	Submission Summary	Response	Change Required
	- Expect a sensible and context-sensitive growth outcome. - Support a moderate increase of maximum building height limits in Carindale. - Suggest a lower maximum height limit and transitions would achieve a better balance. - Requests Council provide justification for identifying Carindale as an appropriate location for the proposed building height increases.		
MCA-112	Submitter opposes the proposed amendment and provides the following comments about design in the Carindale major centre: - Preference for a gradual transition in height with increased setbacks. - High-rise development impacts on private open space, energy efficiency, landscaping, and passive heating.		
MCA-013, MCA-026, MCA-040, MCA-059, MCA-060, MCA-064, MCA-067, MCA-083, MCA-087, MCA-092, MCA-096, MCA-109, MCA-126, MCA-156, MCA-158, MCA-162, MCA-164, MCA-165, MCA-172, MCA-176, MCA-178	Submitters support in part or oppose the proposed amendment to the Carindale major centre, and provide the following comments about scale and intensity: - Preference for sprawling development rather than infill development. - The area will not cope with significant development. - High density living is not needed in Carindale. - Carindale was not planned for high-density development unlike Brisbane CBD or inner-city precincts. - Would set a precedent for further large-scale overdevelopment across the suburb. Already overcrowded area with household numbers beyond capacity.	Council seeks to balance social, environmental, economic and urban design considerations in making decisions and setting development outcomes. Brisbane is growing rapidly, and by 2046, we will need around 210,800 new homes to support a larger and more diverse population. This growth is driven by people moving here from interstate and overseas, as well as natural population increases. Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps	Change to: Carindale centre neighbourhood plan code

Submission Reference	Submission Summary	Response	Change Required
	High density outcomes do not require high-rise towers.	protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services.	
MCA-014, MCA-026, MCA-027, MCA-031, MCA-047, MCA-053, MCA-057, MCA-059, MCA-064, MCA-067, MCA-074, MCA-075, MCA-077, MCA-078, MCA-083, MCA-084, MCA-090, MCA-092, MCA-096, MCA-104, MCA-109, MCA-112, MCA-115, MCA-120, MCA-125, MCA-135, MCA-140, MCA-142, MCA-148, MCA-152, MCA-155, MCA-156, MCA-161, MCA-165, MCA-172, MCA-175, MCA-178, MCA-181, MCA-183,	Submitters support in part or oppose the proposed amendment and provide the following comments about density, character and lifestyle in the Carindale major centre: - Concerns about the population growth in the area. - Not in the best interest of the community and inconsistent with community expectations. - Will result in destruction of the fabric of the community and weakened community cohesion. - Will inconvenience or affect the lifestyle, and quality of life, for existing residents. - Residents have chosen Carindale for its suburban lifestyle offerings and access to nearby services and facilities, not for an overcrowded, inner-city lifestyle. - Will turn a suburban family area into an overcrowded high-density precinct without appropriate planning or infrastructure. - Residents from the retirement village will experience a loss of quality of life and restricted security. - Impacts on existing owner-occupiers and long-term tenants residing in development in the Centre residential precinct. - Council is proposing to create a satellite city through this proposed amendment. - Will impact people's health and wellbeing.	Review of building heights in major centres, including Carindale, is part of Council's broader strategy for housing supply, set out in <i>Brisbane's Sustainable Growth Strategy</i> and the <i>Housing Supply Action Plan</i>. Proposed building heights in Carindale major centre respond to the Principal Regional Activity Centre designation under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation under City Plan, proximity to public transport, active transport, parkland, commercial and retail centre, community facilities and services. As a growing area with increased employment opportunities and future improvements to public transport, Carindale is well placed to support additional higher density living. Built form provisions, including minimum setbacks and tower separation, maximum tower dimensions and site cover, as well as strategic height transitions have been included in the plan to mitigate the impact of taller buildings on existing development in the plan area as well as adjoining residential areas and parkland. Where the Neighbourhood plan code does not address certain design requirements, the Centre or mixed use code and the Multiple dwelling code further address privacy, residential amenity, private open space, active frontage and other built form and servicing criteria. In response to issues raised through submissions, Council has made changes to the Carindale centre neighbourhood plan code, including the following changes to building height:	

Submission Reference	Submission Summary	Response	Change Required
		- Maximum building heights in the Centre core and Centre fringe precincts have been reduced to 25 storeys (from 30 storeys). - Additional height transition requirements have been included. This involves limiting building height to a maximum of 4 storeys where within 20 metres of the Winstanley Street frontage in the Centre residential precinct. In response to other submissions, other changes have also been made to building heights in the Carindale centre neighbourhood plan code: - The height transition for development fronting Creek Road within the Centre core precinct has been altered to allow more flexibility for redevelopment to occur without impacting essential access areas, whilst still ensuring adequate setbacks, tower dimensions and separation to maintain access to natural light and breezes for areas to the west of the Major centre. This change involves limiting development less than 20 metres from the property boundary to Creek Road to 8 storeys (where previously the proposal limited development less than 30 metres from the property boundary to Creek Road to 8 storeys). Other proposed height limits, transitions and setback requirements remain as advertised elsewhere in the Neighbourhood plan area.	
MCA-013, MCA-018, MCA-026, MCA-046, MCA-047, MCA-059, MCA-064, MCA-065, MCA-066, MCA-070, MCA-073, MCA-074,	Submitters support in part or oppose the proposed amendment and provide the following comments about impacts on amenity in the Carindale major centre: Visual dominance and bulk particularly due to requirements for the podium levels, building articulation and height variance.	The proposed amendment responds to the Principal Regional Activity Centre designation in the <i>ShapingSEQ Regional Plan 2023</i> and Major centre designation under City Plan, as well as proximity to public transport, parkland, community facilities and services. As a growing area with increased employment	Change to: Carindale centre neighbourhood plan code

Submission Reference	Submission Summary	Response	Change Required
MCA-075, MCA-078, MCA-081, MCA-083, MCA-084, MCA-087, MCA-090, MCA-092, MCA-096, MCA-099, MCA-109, MCA-103, MCA-112, MCA-113, MCA-114, MCA-115, MCA-120, MCA-123, MCA-124, MCA-125, MCA-126, MCA-128, MCA-132, MCA-136, MCA-137, MCA-139, MCA-140, MCA-142, MCA-146, MCA-148, MCA-156, MCA-159, MCA-161, MCA-162, MCA-166, MCA-167, MCA-164, MCA-165, MCA-168, MCA-170, MCA-175, MCA-181, MCA-183	• Overshadowing, loss of natural light, loss of privacy, and concerns were raised as to whether appropriate sunlight and shadow modelling has been undertaken to assess the impacts of the proposed building heights on surrounding homes and parklands. • Loss of ventilation and breezes, creation of wind tunnels and air pollution. • Loss of views, including views to greenspaces. • Noise, including noise generated during construction of new development and intensified activity of service vehicles. • Loss of suburban character and aesthetics. • Streetscape canyoning and loss of human-scale neighbourhoods.	opportunities, Carindale is well placed to support additional higher density living. The proposed amendment includes design requirements in the Carindale centre neighbourhood plan code for new development to ensure that siting, design and orientation of taller buildings respond sensitively to surrounding lower density residential and recreation areas. Built form provisions, including minimum setbacks and tower separation, maximum tower dimensions and site cover, as well as strategic height transitions have been included in the plan to mitigate the impact of taller buildings and ensure that existing development in the plan area as well as adjoining residential areas and parkland maintain access to sunlight and breezes. In response to issues raised through submissions, Council has made changes to the Carindale centre neighbourhood plan code, including the following changes to building height: • Maximum building heights in the Centre core and Centre fringe precincts have been reduced to 25 storeys (from 30 storeys); • Additional height transition requirements have been included. This involves limiting building height to a maximum of 4 storeys where within 20 metres of the Winstanley Street frontage in the Centre residential precinct. In response to other submissions, other changes have also been made to building heights in the Carindale centre neighbourhood plan code: • The height transition for development fronting Creek Road within the Centre core precinct has been altered to allow more flexibility for redevelopment to occur without impacting essential access areas, whilst still ensuring	

Submission Reference	Submission Summary	Response	Change Required
		adequate setbacks, tower dimensions and separation to maintain access to natural light and breezes for areas to the west of the Major centre. This change involves limiting development less than 20 metres from the property boundary to Creek Road to 8 storeys (where previously the proposal limited development less than 30 metres from the property boundary to Creek Road to 8 storeys). Other proposed height limits, transitions and setback requirements remain as advertised elsewhere in the Neighbourhood plan area. Where the Neighbourhood plan code does not address certain design requirements, the Centre or mixed use code and the Multiple dwelling code further address privacy, residential amenity, private open space, active frontage and other necessary built form and servicing criteria.	
MCA-032, MCA-092, MCA-112, MCA-120, MCA-176	Submitters support in part or oppose the proposed amendment and provide the following comments about construction impacts in the Carindale major centre: - Request information from Council about expected construction timeframes and how disruption to residents will be minimised. - Duration of multi-stage redevelopment projects is often underestimated and may result in long-term community disruption to residents and business, including noise, dust, vibration, heavy vehicle traffic, and reduced pedestrian safety. - Raised concerns about the structural capacity of existing development to support redevelopment.	The timeframe for the proposed amendment if adopted by Council and approved by the State Government would allow for applications to be proposed under the new provisions in late 2026. Council does not control when a development application is lodged or how long construction might take. Impacts on water, sewage, stormwater, flooding and traffic will be assessed as part of any development application in accordance with City Plan. Potential impacts from construction are managed through the development assessment process, including conditions of approval and construction management requirements. More information about building and development complaints can be found on Council's website.	No change.

Submission Reference	Submission Summary	Response	Change Required
		Noise restrictions and complaints: https://www.brisbane.qld.gov.au/laws-and-permits/complaints/noise-restrictions-and-complaints Building and development complaints: https://www.brisbane.qld.gov.au/laws-and-permits/complaints/building-and-development-complaints	

3.2.3. Indooroopilly

Submission Reference	Submission Summary	Response	Change Required
MCA-050	Submitter opposes the overall amendment but supports the increase to 25 storeys in the centre zone in the Indooroopilly major centre.	Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services	No change.
MCA-045, MCA-117, MCA-134, MCA-171, MCA-192	Submitters support in part the proposed amendment to the Indooroopilly major centre and have recommended the following changes to the proposed maximum building heights within the proposed amendment area: • Increase maximum height in Area B* of figure C from 25 storeys to 40 storeys. • Increase maximum height in Mixed use zone area in Area C of figure c, between Stamford Road and Coonan Street from 15 storeys to 25 storeys. • Designate 280 Moggill Road as a Landmark Site and an accompanying building height uplift above 25 storeys. • Increase maximum building height in Mixed use zone between the railway line and Clarence Road, particularly on Lambert Road from 15 storeys to 25 storeys.	Proposed building heights in Indooroopilly major centre respond to the Principal Regional Activity Centre designation under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation under City Plan, proximity to public transport, active transport, parkland, commercial and retail centre, community facilities and services. As a growing area with increased employment opportunities, Indooroopilly is well placed to support additional higher density living. Council has reviewed submissions and has not made changes to the proposed building heights. The proposed building heights are considered to appropriately balance development potential to achieve expected growth in	

Submission Reference	Submission Summary	Response	Change Required
	• Increase maximum building height at 456 Moggill Road, 25 Woodvale Street and 36–65 Finney Road from 5 storeys to 15 storeys. • Increase the maximum height for land south of Station Road and east of Musgrave Road from 5 storeys to at least 15 storeys, with consideration for up to 20 storeys on larger amalgamated sites where appropriate built form outcomes can be achieved. This could be supported by a new sub-precinct with tailored planning controls that respond to the context of the area.	the Indooroopilly centre alongside building height transitions and other built form provisions that avoid amenity impacts to surrounding lower density residential areas.	
MCA-085, MCA-089, MCA-094, MCA-119, MCA-127, MCA-131, MCA-133, MCA-149	Submitters oppose the proposed amendment and provide the following comments about the impact from proposed height increases on the character and identity of the Indooroopilly major centre: • Increased heights are inconsistent with the surrounding area and will negatively impact the local character and identity. • Proposed changes are abrupt or inappropriate shift in built form intensity or scale. • Height increases will change the skyline.	Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Proposed building heights in Indooroopilly major centre respond to the Principal Regional Activity Centre designation under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation under City Plan, proximity to public transport, active transport, parkland, commercial and retail centre, community facilities and services. As a growing area with increased employment opportunities, Indooroopilly is well placed to support additional higher density living. Built form provisions, including minimum setbacks, minimum tower separation and maximum tower dimensions as well as strategic height transitions have been retained from the existing Indooroopilly centre neighbourhood plan to mitigate the impact of taller buildings and ensure that existing development in the	No change.
MCA-050, MCA-086, MCA-089, MCA-131, MCA-127, MCA-133, MCA-147, MCA-149, MCA-177	Submitters oppose the proposed amendment and provide the following comments about impacts on amenity in the Indooroopilly major centre: • Overshadowing, loss of natural light and loss of privacy. • Loss of ventilation and breezes. • Streetscape canyoning, and creation of wind tunnel effects. • Increased noise. • More population and overcrowding		

Submission Reference	Submission Summary	Response	Change Required
	- Urban heat island effects. - Reduced tree canopy and pressures on biodiversity.	plan area and surrounding lower density residential areas maintain access to sunlight and breezes. The proposed amendment also strengthens links to the <i>Subtropical building design planning scheme policy</i>, which supports climate-responsive development and landscaping that helps to improve the microclimate of the site, surrounding public realm and reduce the impact of the urban heat island effect. Where the Neighbourhood plan code does not address certain design and landscaping requirements, the Centre or mixed use code and the Multiple dwelling code further address privacy, residential amenity, private open space, landscaping, active frontage and other necessary built form and servicing criteria.	
MCA-133	Submitter opposes the proposed amendment and raises concerns about construction and foundation risks from development of 25 storey buildings.	The <i>National Construction Code</i> and <i>Queensland Development Code</i> set out standards for building quality and materials, which is then enforced through the <i>Queensland Building Construction Commission Act</i> and <i>Building Act 1975</i> . The proposed amendment strengthens the design of high-rise buildings through tower requirements, setbacks and subtropical design standards to ensure high quality built form outcomes.	No change.
MCA-050, MCA-094, MCA-192	Submitters support in part or oppose the proposed amendment and provide the following comments in relation to height transitions and interface issues in the Indooroopilly major centre: - Poor transition between high-rise and low-rise areas. - Proposed amendments may not achieve the intended graduated built-form outcome, with some 5 storey areas adjoining approved high-density development. - Existing provisions have resulted in poor built-form transitions in some developments.	The proposed amendment works with the existing structure of the Indooroopilly centre neighbourhood plan, which provides for location-specific building heights and transitions using figure c. Where heights are not specified, including for sites 2000m² or greater in Area D, the maximum height defaults to the 'standard' provision of the zone. Building height transitions to Low density residential, Low-medium density residential or Character residential zones are also specified in the Multiple dwelling code and Centre or mixed use code.	No change.

Submission Reference	Submission Summary	Response	Change Required
	- Area D of Figure C does not specify a maximum height for sites 2,000m² or greater. - Rylatt Street and Jackson Street contain low-density residential and character areas directly adjoining a 15 storey precinct. - Introduce special zones near character and low density residential zones (particularly across from Rylatt and Jackson Streets), with requirements similar to Areas E or F or figure C that specify a maximum height of 5 or 4 stories.	Transition provisions are also supported by built form provisions, including minimum setbacks, tower separation and maximum tower dimensions as well as strategic height transitions which have been retained from the existing Indooroopilly neighbourhood plan to mitigate the impact of taller buildings and ensure that existing development in the plan area and surrounding lower density residential areas maintain access to sunlight and breezes. Where the Neighbourhood plan code does not address certain design requirements, the Centre or mixed use code and the Multiple dwelling code address privacy, residential amenity, private open space, active frontage and other built form and servicing criteria. Council seeks to balance social, environmental, economic and urban design considerations in making decisions and setting development outcomes. The proposed changes are appropriate with consideration to existing provisions that mitigate impacts on lower density and character areas surrounding the centre.	
MCA-023	Submitter supports the changes and recommends that a maximum height for sites 2000m ² or greater in Area D of figure C is specified. It was recommended that this be capped at 10-12 storeys to ensure a smooth transition of height from Area B to surrounding lower density residential.		
MCA-050	Submitter opposes the proposed amendment to the Indooroopilly major centre, and provides the following comments in relation to changes to performance outcome 1: - Recommends addition of performance outcome 1 wording from Carindale drafting to specify that any development is "oriented and designed not to create an overbearing appearance or cause undue adverse amenity impact to adjoining development, adjacent parklands and lower density residential areas" - Opposes removal of "community expectations" from performance outcome 1.	The current wording in Performance outcome 1 of Indooroopilly centre neighbourhood plan requires that "development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is designed to avoid a significant and undue adverse amenity impact to adjoining development". Performance outcome 1 wording for the Carindale centre neighbourhood plan was reinforced to emphasise building orientation and design responses due to the development potential of very large sites in that centre and the specific locational context in relation to transitions to lower density zones and adjoining open space.	No change.

Submission Reference	Submission Summary	Response	Change Required
		The criteria regarding “Community expectations” about the number of storeys has been proposed to be removed from Performance outcome 1 of the Indooroopilly centre neighbourhood plan code to reduce interpretation issues in assessment of applications, as building height expectations are set through provisions in City Plan, with amendments made from time to time in consultation with the community.	
MCA-050, MCA-127	Submitters oppose the proposed amendment to the Indooroopilly major centre and provide the following comments about changes to site area requirements and gross floor area provisions: - The proposed changes to the site area requirements, will result in poor built form and lower expectation for amenity outcomes. - Removal of gross floor area requirements could facilitate overdevelopment, increase the number of apartment units per floor, and result in poorer building design and amenity outcomes, particularly when combined with reduced site area requirements.	Submitters opposition is noted. The reduction to site area requirements and removal of gross floor area limits, seeks to improve alignment with other contemporary neighbourhood plans settings and allow for achievement of height limits. Design and amenity criteria still apply to any development proposal. Built form provisions, including setbacks, tower separation and maximum tower dimensions as well as strategic height transitions have been retained from the existing Indooroopilly centre neighbourhood plan to mitigate the impact of taller buildings and ensure that existing development in the plan area and surrounding lower density residential areas maintain access to sunlight and breezes. Where the neighbourhood plan code does not address certain design requirements, the Centre or mixed use code and the Multiple dwelling code address privacy, residential amenity, private open space, active frontage and other necessary built form and servicing criteria to ensure development is appropriate for the area and continue to deliver high quality sub-tropical design and built form outcomes.	No change.
MCA-118, MCA-141	Submitters recommend the following changes outside the proposed amendment area but within the neighbourhood plan area: Increase to height to at least 5 storeys over 108 Clarence Road and the surrounding	The intent of the proposed amendment is to support redevelopment of sites primarily zoned for the Major centre, as well as mixed use, high density residential and medium density residential zones within proximity to the Indooroopilly major	No change.

Submission Reference	Submission Summary	Response	Change Required
	block, bounded by Clarence Road, Cecil Steet, Ward Street and Central Avenue. Areas east of Clarence Road should be included within the proposed amendment. Suggests that this could be extended to Central Avenue or across to Burns Road and south to Ward Street.	centre and within the Indooroopilly centre neighbourhood plan area. Council seeks to balance social, environmental, economic and urban design considerations in making decisions and setting development outcomes. Changes to the proposed amendment area or zone changes where not proposed as part of the proposed amendment, are out of scope and unable to be included in the proposed amendment. Requests for changes to properties outside the neighbourhood plan area, such as those in Taringa Neighbourhood plan area or Toowong-Indooroopilly district neighbourhood plan, are similarly out of scope and unable to be included in this amendment.	
MCA-138, MCA-174	Submitters recommend the following changes outside of the Indooroopilly centre neighbourhood plan: Seeking rezoning of whole block bounded by Swann Road, Cunningham Street and Kings Road for consistency with zoning and development on 28 Swann Road. Seeking rezoning of 113, 115, 117, 121 and 123 Swann Rd from Character zone to Medium density residential zone and removal of the Traditional building character overlay.		

3.2.4. Nundah

Submission Reference	Submission Summary	Response	Change Required
MCA-041, MCA-069, MCA-122, MCA-151, MCA-154, MCA-185	Submitters oppose the proposed amendment and provide the following comments about impacts on amenity in the Nundah major centre: - Overshadowing, loss of natural light. - Visual dominance, bulk and reduced visual openness. - Loss of ventilation, breezes and airflow and creation of wind tunnels. - Loss of views. - Noise.	Proposed building heights in Nundah major centre respond to the Major Regional Activity Centre designation under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation under City Plan, proximity to public transport, active transport, parkland, commercial and retail centre, community facilities and services. As a growing area with increased employment opportunities, Nundah is well placed to support additional higher density living.	No change.

Submission Reference	Submission Summary	Response	Change Required
MCA-041, MCA-069, MCA-091, MCA-097, MCA-121, MCA-151, MCA-154, MCA-179, MCA-185	Increased urban heat effects.	The proposed changes recognise Nundah's established character while accommodating future growth in appropriate locations. Planning controls for building design, height transitions, streetscapes and amenity seek to ensure new development contributes positively to the centre's character, maintain liveability and support a high quality of life for existing and future residents. The proposed amendment also strengthens links to the <i>Subtropical building design planning scheme policy</i>, which supports climate-responsive development and landscaping that helps to improve the microclimate of the site, surrounding public realm and reduce the impact of the urban heat island effect. Where the Neighbourhood plan code does not address certain design requirements, the Centre or mixed use code and the Multiple dwelling code further address privacy, residential amenity, private open space, active frontage and other necessary built form and servicing criteria.	
	Submitters oppose the proposed amendment and provide the following comments about the character and identity of the Nundah major centre: - Proposed maximum building heights are inconsistent, excessive and out of proportion with the surrounding area. - Concerns were raised about the cumulative impacts of existing and approved developments on the area's character and built form. - Loss of established character, aesthetic, liveability and quality of life. - Perception of overdevelopment and overcrowding.		
MCA-098, MCA-121, MCA-151, MCA-184, MCA-185	Submitters raise the following concerns in relation to the protection of historic values in Nundah. - Nundah is a historic part of Brisbane and still has some of its original charm. This proposal will destroy that. - The railway line functions as a crucial boundary, separating the intense commercial high-rise core of Nundah Village from the more historic, lower-scale residential areas to the east. - The western side of Sandgate Road forms part of Nundah's original historic shopping precinct and retains an important low-rise residential	No changes are proposed to the existing neighbourhood plan provisions that protect Nundah's heritage characteristics, including for land west of Sandgate Road. Built form provisions, including minimum setbacks and maximum site cover are also retained from the current neighbourhood plan to mitigate amenity impacts of taller buildings on existing development in the plan area and surrounding lower density residential areas. Protections to local heritage places and pre-1947 housing are provided through the Heritage overlay and Traditional building	No change.

Submission Reference	Submission Summary	Response	Change Required
	and streetscape character and community identity. • Creating a 10 storey building canyon along Nundah Street would fundamentally alter the heritage character of this precinct and diminish solar access to these valued community assets. • Need to protect unique character and village feel of Nundah, including character buildings. • Emphasise the need to recognise and preserve these historic precincts and features, as they collectively form the original identity and cultural character of Nundah Village. • Past developments on Station Street have not appropriately reflected in the design or architectural character of surrounding buildings.	character overlay in City Plan. No changes are proposed to these overlays. The concentration of local heritage places west of Sandgate Road has been considered and no changes were proposed to building heights in that area. Council has reviewed submissions and retained the proposed building heights. The proposed building heights are considered to appropriately balance development potential to achieve expected growth in the centre with building height transitions, heritage requirements and other built form provisions that avoid amenity impacts to surrounding lower density residential areas and heritage features.	
MCA-007, MCA-022, MCA-069, MCA-111, MCA-117, MCA-121, MCA-179, MCA-185	Submitters provide the following comments about alternative building heights for the proposed amendment area: • A range of increased heights were suggested, including: ○ 8-10 storeys, and up to 15 Storeys for centre zoned land west of Sandgate Road. ○ up to 20 Storeys for all centre zoned land east of Sandgate Road. ○ 10-12 storeys in the Mixed use zone within the Nundah Village precinct. ○ 12 storeys for 35-37 Nundah street. • Submitters opposed proposed heights or suggested a range of reduced or limited heights, including:	Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Proposed building heights in Nundah major centre respond to the Major Regional Activity Centre designation under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation under City Plan, proximity to public transport, active transport, parkland, commercial and retail centre, community facilities and services. As a growing area with increased employment opportunities, Nundah is well placed to support additional higher density living.	No change.

Submission Reference	Submission Summary	Response	Change Required
	○ Limit building height increases to the immediate vicinity of Nundah Railway Station. ○ Objection to increased height and density on the western side of Sandgate Road due to importance of historic character and identity. ○ Object to increased height along Ryans Road due to character, amenity, traffic and car parking concerns. ○ Object to increased height in mixed used zones west of the railway line, particularly along Nundah Street due to impacts to visual transition at the suburb's primary commuter gateway and historic features. ○ Maintain current heights for the Village centre, already significant and appropriate for the area.	Built form provisions, including minimum setbacks and maximum site cover are retained from the current Toombul-Nundah neighbourhood plan to manage amenity impacts of taller buildings on existing development in the plan area and surrounding lower density residential areas. City Plan also includes existing provisions that manage building bulk, scale, setbacks and interface outcomes. This includes building height transitions for Centre and mixed use development in proximity to Low density residential, Low-medium density residential or Character residential zones. Council has reviewed submissions and has determined no changes to the proposed building heights. The proposed building heights balance development potential to achieve expected growth in the centre with building height transitions, heritage requirements and other built form provisions that avoid amenity impacts to surrounding lower density residential areas and heritage features. Council acknowledges concerns about character and heritage to the west of Sandgate Road, and notes that no building height increases were proposed to land west of Sandgate Road as part of this amendment.	
MCA-021, MCA-022, MCA-062	Submitters provide the following recommendations about the expansion of areas with increased height limits: • Expand to include properties along Sandgate Road, stretching from Rode Road to the George Bridges Tunnel. • Medium to high density should be considered along train lines, including 5 storeys along Ryans Road towards Northgate station and south of Robinson Road to north of Buckland Road. 3-10 storey buildings should be	The intent of the proposed amendment is to support redevelopment of sites primarily zoned for Major centre, as well as mixed use zones within proximity to the Nundah major centre. Consideration was given to appropriate transitions and interfaces with the existing lower density areas surrounding the centre. Land to the east of the railway line within the Toombul-Nundah neighbourhood plan is in the Oxenham Park sub-precinct and not within the Nundah village precinct. Development to the south of Oxenham Park in the Medium density residential zone	No change.

Submission Reference	Submission Summary	Response	Change Required
	considered along Oxenham Park and within 500m of Northgate station. Inclusion and building height uplift (from 5 to 10 storeys for lots over 1000m²) for land in the Mixed use zone east of the railway line.	is already permitted to reach 8 storeys, however, development to the north, within the Mixed use zone and Medium density residential zone is limited to 5 storeys to limit overshadowing and ensure high amenity outcomes for Oxenham Park. Matters relating to land outside the proposed amendment area are beyond the scope of this amendment. No changes are proposed to the proposed amendment boundary or the zoning within it.	
MCA-009, MCA-111	Submitters support in part the proposed amendments in the Nundah major centre and provide the following recommendations about minimum site area requirements: - Remove minimum site area requirements that do not reflect prevailing lot pattern and discourage reinvestment of underutilised sites or otherwise provide for a code-assessable pathway for resolving small site challenges. - Increase site area requirements on key streets to improve development outcomes, particularly for streetscape.	Minimum site area requirements support the achievement of City Plan performance outcomes by ensuring sites are sufficiently large to accommodate building footprints, open space, landscaping and access requirements while maintaining appropriate site cover and amenity outcomes.	No change.
MCA-097	Submitter opposes the proposed amendments in the Nundah major centre and raises concerns about building quality, defects and lack of enforcement of the building code.	Building quality and defects are not regulated by City Plan. <i>The National Construction Code and Queensland Development Code set out standards for building quality and materials, which is then enforced through the Queensland Building Construction Commission Act and Building Act 1975.</i>	No change.

3.3 Roads, traffic and car parking

3.3.1. All centres

Submission Reference	Submission Summary	Response	Change Required
MCA-049, MCA-068, MCA-194	Submitters support or support in part the proposed amendments across all three major centres and have raised the following concerns about traffic and car parking: - Does not prioritise mode shift away from private cars, retaining strong accommodation of vehicular access. - Should set maximum parking rates. - Should ensure that on-site parking requirements do not impact project viability.	Council's recent changes to the minimum on-site car parking rates for new multiple dwelling development in citywide and Key locations reflect the strategic intent to align parking provision with areas that benefit from proximity to shops, services and public transport, where overall car ownership and reliance is typically lower and a broader range of travel options is available. The Australian Bureau of Statistics indicates that households located in areas with better access to transport services and local amenities are more likely to own fewer vehicles. This finding demonstrates a clear relationship between higher levels of urban accessibility and reduced reliance on private car ownership. Council's long term transport vision supports a shift toward greater use of public and active transport to reduce reliance on private vehicles and associated parking demand. Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services.	No change.

3.3.2. Carindale

Submission Reference	Submission Summary	Response	Change Required
MCA-003, MCA-012, MCA-013, MCA-014, MCA-015, MCA-016, MCA-018, MCA-024, MCA-026, MCA-027, MCA-030, MCA-032, MCA-034, MCA-035, MCA-042, MCA-047, MCA-056, MCA-059, MCA-060, MCA-064, MCA-065, MCA-066, MCA-067, MCA-070, MCA-072, MCA-073, MCA-075, MCA-076, MCA-077, MCA-078, MCA-079, MCA-081, MCA-082, MCA-090, MCA-092, MCA-096, MCA-099, MCA-101, MCA-105, MCA-109, MCA-112, MCA-113, MCA-114, MCA-115, MCA-120, MCA-123, MCA-124, MCA-125, MCA-128, MCA-129, MCA-135, MCA-136, MCA-137, MCA-139, MCA-142, MCA-143, MCA-146, MCA-148, MCA-156, MCA-157, MCA-158, MCA-159, MCA-161, MCA-162, MCA-164, MCA-165, MCA-166, MCA-167, MCA-168, MCA-170,	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments about traffic and road infrastructure: - Existing road network is already congested, operating at or near capacity and is unable to accommodate additional demand generated by future development. - Amendment and population growth will exacerbate congestion and traffic conditions around the area, the shopping centre, Creek Road and Old Cleveland Road, Winstanley Street, Carindale Street and surrounding residential streets. - Increase population and generate higher levels of traffic and servicing activity on the local road network. - Further strain the local road network that is already operating near capacity. - Longer travel times, particularly during peak hour. - Reliance on private vehicles will exacerbate congestion. - Traffic is being caused by the construction of residential developments in the area. - Concerns that the proposed amendments are not accompanied by corresponding road upgrades capable of supporting the anticipated increase in residents. - Contends that required road infrastructure upgrades should be identified and planned before additional development occurs.	Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Council's long-term transport vision supports a shift toward greater use of public and active transport to reduce reliance on private vehicles and associated on-site and on-street parking demand. This strategic direction supports more sustainable travel choices over time and underpins changes to planning controls that respond to evolving travel behaviour and accessibility outcomes. Council acknowledges concerns about the capacity of the transport network to support future growth within major centres. The proposed amendment focuses additional housing and employment growth in locations with existing access to public transport, services and infrastructure to encourage greater use of public and active transport, helping to reduce reliance on private vehicles and make more efficient use of existing infrastructure. Development facilitated by the proposed amendment will continue to be subject to development assessment requirements, including the consideration of traffic and transport impacts where applicable. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure, including transport infrastructure, which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs.	No change.

Submission Reference	Submission Summary	Response	Change Required
MCA-172, MCA-183, MCA-191	• Sought clarification on proposed road infrastructure improvements to improve traffic flow and network connectivity. • Recommended upgrades to road and traffic infrastructure to support increased development and population growth. • Requested the information about traffic modelling and forecasts for key activity hubs, as well as traffic impact assessments and traffic management plans, including during construction phases. • Requested evidence demonstrating that the existing road network can accommodate projected population growth associated with increased building heights.	Infrastructure upgrades are not solely dependent on planning scheme amendments and may be delivered progressively in response to identified needs and available funding. At the development application stage, applicants may be required to provide traffic impact assessments to demonstrate that a proposed development can be appropriately accommodated by the surrounding transport network and to identify any mitigation measures that may be required. Construction-related impacts, including traffic management, are also managed through development approval conditions and other regulatory requirements where relevant.	
MCA-003, MCA-013, MCA-027, MCA-031, MCA-056, MCA-064, MCA-065, MCA-067, MCA-070, MCA-072, MCA-075, MCA-081, MCA-083, MCA-087, MCA-090, MCA-092, MCA-096, MCA-101, MCA-109, MCA-113, MCA-114, MCA-115, MCA-123, MCA-124, MCA-126, MCA-132, MCA-135, MCA-136, MCA-137, MCA-142, MCA-148, MCA-156, MCA-159, MCA-161, MCA-163, MCA-164, MCA-165, MCA-166,	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments in relation to car parking demand and on-street car parking: • Increased residential density will generate additional parking demand, and result in exacerbating parking shortages, increasing pressure on retail, shopping centre and park-and-ride parking, and greater on-street parking spillover into surrounding streets. • Parking pressures are already evident through spillover parking and ongoing impacts of previous developments that did not adequately address parking demand. • Continued reliance on private vehicles will increase parking demand and reduce availability, flow-on impacts for traffic	On-street parking is subject to availability. Additional parking restrictions to manage parking demand and ensure access for public transport, passenger pick-up and set-down, property servicing and emergency vehicles may also limit on-street parking opportunities. On-street parking management, including enforcement, local parking controls and resident parking arrangements, is administered separately from the planning framework and is typically addressed through Council's traffic and parking management processes. Where ongoing parking pressure or safety issues are identified, Council may consider measures such as signage amendments, time-limited parking, permit schemes or other local controls, independent of development approvals. The proposed planning changes do not preclude the use of such tools and are intended to operate alongside Council's broader parking management and regulations to maintain safe, accessible and functional streets.	No change.

Submission Reference	Submission Summary	Response	Change Required
MCA-168, MCA-170, MCA-176	movement, local accessibility, particularly for older people and people with disabilities. Additional parking provision for staff, visitors and commuters, and clarification on how future parking demand, including non-residential demand, will be accommodated under the proposed amendments.	Changes to car parking requirements are not included in the scope of the proposed amendment.	
MCA-027, MCA-033, MCA-035, MCA-065, MCA-083, MCA-087, MCA-099, MCA-144, MCA-164	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments in relation to private vehicle usage: - Varied household arrangements and lifestyles that demand different car ownership requirements and have preference to private vehicle over public transport usage, are not being accounted for. - The proximity to an existing or future planned public transport facility does not remove the need for private vehicle usage, such as for people who value independence in commuting.	Changes to car parking requirements, for residential and non-residential uses, are not included in the scope of the proposed amendment. Council manages requirements for on-site car parking through City Plan which is addressed in <i>Schedule 6.31 Transport, access, parking and servicing planning scheme policy</i>. Car parking rates for Multiple dwellings reflect the size of the dwelling (bedrooms) as well as access to public transport. Similarly, car parking rates for commercial uses will continue to be required based on the defined land use and floor area proposed. Australian Bureau of Statistics (ABS) Census data indicate a steady increase over successive census periods (2011, 2016 and 2021) in the proportion of Brisbane households owning either one car or no car.	No change.
MCA-145, MCA-150	Submitters support the proposed amendment to the Carindale major centre, provided that every residential unit or dwelling should have at least one designated off-street parking provided, along with adequate off-street visitor parking.	ABS Census data also indicates that households located in areas with stronger access to transport services and local amenities are more likely to own fewer vehicles. This finding demonstrates a	

Submission Reference	Submission Summary	Response	Change Required
MCA-027, MCA-033, MCA-034, MCA-037, MCA-056, MCA-065, MCA-066, MCA-072, MCA-083, MCA-113, MCA-124, MCA-126, MCA-132, MCA-135, MCA-166, MCA-176	Submitters support in part or oppose the proposed amendment to Carindale major centre and provide the following comments about car parking requirements: - Concerns about existing and future residential development, particularly high-rise towers, having insufficient or no provision of on-site car parking. - Impacts on visitor parking. - Requested minimum on-site parking requirements for residential development, including a requirement for at least two dedicated parking spaces per dwelling within any new development. - Requested that car parking requirements for development be incorporated in, and mandated by, the City Plan. - Requested visitor parking requirements to accommodate patrons of commercial and recreational uses, service providers, and visitors to residents and businesses. - Concerns about the impact of extensive at-grade parking areas and poorly developed open areas. - Request Council mandate car parking to be underground, subject to appropriate engineering and groundwater studies being undertaken. - Concern that the conversion of garages to habitable rooms is reducing the availability of on-site parking and may further increase parking demand on surrounding streets.	clear relationship between higher levels of urban accessibility and reduced reliance on private car ownership. Council's long-term transport vision supports a shift toward greater use of public and active transport to reduce reliance on private vehicles and associated on-site and on-street parking demand. This strategic direction supports more sustainable travel choices over time and underpins changes to planning controls that respond to evolving travel behaviour and accessibility outcomes. Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Brisbane residents have and will continue to have varying parking needs. The proposed amendment does not alter car parking requirements and new residential developments will continue to require at least one car parking space per dwelling, recognising that residents may rely on a private car for everyday needs such as shift work, school trips, recreation and access to dispersed employment locations. Larger dwellings with multiple bedrooms still require additional spaces depending on size, continuing to accommodate multi-vehicle households.	

Submission Reference	Submission Summary	Response	Change Required
MCA-066	Submitter oppose the proposed amendment to Carindale major centre and recommended that EV charging points need to be mandated in all new buildings and public chargers need to be installed in public car parks e.g. Metro Car park.	In October 2023, the National Construction Code introduced new requirements for mandatory electric vehicle charging infrastructure in new building developments for a percentage of spaces, depending on the building type. The proposed amendment does not include any requirements for electric vehicle parking in new developments.	No change.
MCA-013, MCA-014, MCA-070, MCA-072, MCA-112, MCA-114, MCA-115, MCA-123, MCA-137, MCA-143, MCA-146, MCA-168	Submitters supported in part or opposed the proposed amendment to the Carindale major centre and provide the following comments about road safety and controls: - Concerns about reduced safety for pedestrians, particularly school children and older residents as well as cyclists. - Concerns about reduced safety for motorists particularly when entering or exiting residential driveways. - Request reduced speed limits, enhanced speed enforcement, traffic calming measures and improved pedestrian crossing facilities along Winstanley Street to improve road safety.	To ensure the safety and accessibility of the street network, all community members and road users are expected to comply with lawful parking and traffic requirements. Ongoing safety or access issues can be reported to Council, and longer-term parking pressures may be managed through local parking controls or reviews. On-street parking management, including enforcement, local parking controls and resident parking arrangements, is administered separately from the planning framework and is typically addressed through Council's traffic and parking management processes. Where ongoing parking pressure or safety issues are identified, Council may consider measures such as signage amendments, time-limited parking, permit schemes or other local controls, independent of development approvals. The proposed planning changes do not preclude the use of such tools and are intended to operate alongside Council's broader parking management and regulations to maintain safe, accessible and functional streets.	No change.

3.3.3. Indooroopilly

Submission Reference	Submission Summary	Response	Change Required
MCA-002, MCA-007, MCA-020, MCA-039, MCA-043, MCA-050, MCA-055, MCA-068, MCA-085, MCA-086, MCA-089, MCA-094,	Submitters support in part or oppose the proposed amendment to the Indooroopilly major centre and provide the following comments about traffic and road infrastructure: Existing road network is already congested and operating at or near capacity.	Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. Growing up, not out, in and around our major centres helps	No change.

Submission Reference	Submission Summary	Response	Change Required
MCA-119, MCA-127, MCA-130, MCA-131, MCA-133, MCA-147, MCA-149, MCA-188, MCA-195	• Raised concerns about capacity of road infrastructure to accommodate additional density. • Increased heights and density will exacerbate congestion and traffic conditions around the area. • Contends that required road infrastructure upgrades should be identified and planned before additional development occurs. • Emphasises the need for improved road network planning that is supported by traffic modelling and forecasts. • Concerns about ingress and egress issues from residential properties near the centre.	protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Council's long-term transport vision supports a shift toward greater use of public and active transport to reduce reliance on private vehicles and associated on-site and on-street parking demand. This strategic direction supports more sustainable travel choices over time and underpins changes to planning controls that respond to evolving travel behaviour and accessibility outcomes. Council acknowledges concerns about the capacity of the transport network to support future growth within major centres. The proposed amendment focuses additional housing and employment growth in locations with existing access to public transport, services and infrastructure to encourage greater use of public and active transport, helping to reduce reliance on private vehicles and make more efficient use of existing infrastructure. Development facilitated by the proposed amendment will continue to be subject to development assessment requirements, including the consideration of traffic and transport impacts where applicable. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure, including transport infrastructure, which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. Infrastructure upgrades are not solely dependent on planning scheme amendments and may be delivered progressively in response to identified needs and available funding.	

Submission Reference	Submission Summary	Response	Change Required
		At the development application stage, applicants may be required to provide traffic impact assessments to demonstrate that a proposed development can be appropriately accommodated by the surrounding transport network and to identify any mitigation measures that may be required. This includes consideration of ingress and egress arrangements for new developments. To report current local road safety issues, including for ingress and egress, please contact Council's Contact Centre on 3403 8888, or online at https://www.brisbane.qld.gov.au/about-Council/contact-Council	
MCA-089, MCA-127, MCA-130, MCA-147, MCA-177, MCA-195	Submitters raise concerns and provide the following comments about car parking demand and on-street car parking: • There is a lack of publicly available parking. • Visitor parking is already under pressure, including use by non-residents. • Requested an increase in free public parking space availability, including on-street parking and Council-operated car parks. • Recommended improved management of on-street parking within and around the precinct. • Street parking on narrow streets is a major problem for road users. • Existing infrastructure is not equipped to support this level of intensification, including car parking availability.	On-street parking is subject to availability. Additional parking restrictions to manage parking demand and ensure access for public transport, passenger pick-up and set-down, property servicing and emergency vehicles may also limit on-street parking opportunities. On-street parking management, including enforcement, local parking controls and resident parking arrangements, is administered separately from the planning framework and is typically addressed through Council's traffic and parking management processes. Where ongoing parking pressure or safety issues are identified, Council may consider measures such as signage amendments, time-limited parking, permit schemes or other local controls, independent of development approvals. The proposed planning changes do not preclude the use of such tools and are intended to operate alongside Council's broader parking management and regulations to maintain safe, accessible and functional streets.	No change.
MCA-134, MCA-147, MCA-195	Submitters provide the following recommendations about car parking requirements for new developments:	Changes to car parking requirements, for residential and non-residential uses, are not included in the scope of the proposed amendment. Council manages requirements for on-site car	No change.

Submission Reference	Submission Summary	Response	Change Required
	- Recommend reducing requirements for car parking, including applying City Frame parking rates within the proposed amendment area and providing for above ground car parking options. - Recommended stronger or increased car parking requirements for new development, such as requiring a minimum of two car spaces per dwelling plus an additional space for each bedroom in dwellings with two or more bedrooms. - Emphasised that private vehicle ownership is likely to remain common, with many households owning multiple vehicles, and therefore considered ongoing provision of adequate car parking to be necessary.	parking through City Plan which is addressed in <i>Schedule 6.31 Transport, access, parking and servicing planning scheme policy</i>. Car parking rates for Multiple dwellings reflect the size of the dwelling (bedrooms) as well as access to public transport. Similarly, car parking rates for commercial uses will continue to be required based on the defined land use and floor area proposed. Recent changes to the minimum on-site car parking rates for new multiple dwelling development in citywide and Key locations reflect the strategic intent to align parking provision with areas that benefit from proximity to shops, services and public transport, where overall car ownership and reliance is typically lower and a broader range of travel options is available. Key location car parking rates remain higher than City Core and City Frame rates, recognising that the nature, scale and frequency of transport infrastructure and services varies across the city. Australian Bureau of Statistics (ABS) Census data indicate a steady increase over successive census periods (2011, 2016 and 2021) in the proportion of Brisbane households owning either one car or no car. ABS Census data also indicates that households located in areas with stronger access to transport services and local amenities are more likely to own fewer vehicles. This finding demonstrates a clear relationship between higher levels of urban accessibility and reduced reliance on private car ownership. Council's long-term transport vision supports a shift toward greater use of public and active transport to reduce reliance on private vehicles and associated on-site and on-street parking demand. The proposed amendment focuses additional housing and employment growth in locations with existing access to public transport, services and infrastructure to encourage greater use of	

Submission Reference	Submission Summary	Response	Change Required
		public and active transport, helping to reduce reliance on private vehicles and make more efficient use of existing infrastructure.	
MCA-195	Submitter opposes the proposed amendment to the Indooroopilly major centre and recommended following solutions to improve traffic connectivity through new development: • New builds could be required to provide through access easements, colonnades or arcades. • Any one-way street systems should allow for fronting property access to have easy access to both north and south /east and west directions in and out of the precinct.	Development facilitated by the proposed amendment will continue to be subject to development assessment requirements, including the consideration of traffic and transport impacts where applicable. Structure planning may be undertaken as part of a development application where the site is of sufficient size and there is an opportunity to achieve improved connectivity through the development as an access easement, colonnade or arcade. Transport network planning and infrastructure delivery are undertaken through a range of Council processes and are informed by ongoing monitoring of population growth, travel demand and network performance. Infrastructure upgrades are not solely dependent on planning scheme amendments and may be delivered progressively in response to identified needs and available funding. At the development application stage, applicants may be required to provide traffic impact assessments to demonstrate that a proposed development can be appropriately accommodated by the surrounding transport network and to identify any mitigation measures that may be required. No arcades, colonnades or thoroughfare easements have been identified as part of the proposed amendment.	No change.

3.3.4. Nundah

Submission Reference	Submission Summary	Response	Change Required
MCA-001, MCA-009, MCA-041, MCA-069, MCA-097, MCA-107, MCA-121, MCA-151,	Submitters provide the following comments in relation to traffic: • Current traffic and congestion issues.	Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. Growing up, not out, in and around our major centres helps	No change.

Submission Reference	Submission Summary	Response	Change Required
MCA-154, MCA-179 MCA-184, MCA-185,	• The capacity of road infrastructure to accommodate increased traffic and car parking. • Increasing traffic and congestion issues due to increased density. • Safety of road users and pedestrians. • Increase air pollution from traffic. • The need for upgrades to road infrastructure. • The need for better / more coordinated road planning or supporting traffic studies. • Need for traffic management, including crossings and calming measures.	protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Council's long-term transport vision supports a shift toward greater use of public and active transport to reduce reliance on private vehicles and associated on-site and on-street parking demand. This strategic direction supports more sustainable travel choices over time and underpins changes to planning controls that respond to evolving travel behaviour and accessibility outcomes. Council acknowledges concerns about traffic impacts and the capacity of the transport network to support future growth within major centres. The proposed amendment focuses additional housing and employment growth in locations with existing access to public transport, services and infrastructure to encourage greater use of public and active transport, helping to reduce reliance on private vehicles and make more efficient use of existing infrastructure. Development facilitated by the proposed amendment will continue to be subject to development assessment requirements, including the consideration of traffic and transport impacts where applicable. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure, including transport infrastructure, which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. Infrastructure upgrades are not solely dependent on planning scheme amendments and may be delivered progressively in response to identified needs and available funding.	

Submission Reference	Submission Summary	Response	Change Required
		At the development application stage, applicants may be required to provide traffic impact assessments to demonstrate that a proposed development can be appropriately accommodated by the surrounding transport network and to identify any mitigation measures that may be required. Construction-related impacts, including traffic management, are also managed through development approval conditions and other regulatory requirements where relevant. Air quality is influenced by a range of factors including vehicle technology, fuel standards, weather patterns and land topography which are not changing as a result of the proposed amendment. Council delivers pedestrian safety improvements through a range of planning, design and infrastructure programs. These include upgrades to footpaths, pedestrian crossings, kerb ramps, traffic signals, intersection treatments, lighting, wayfinding and other measures that improve safety, accessibility and connectivity for people walking. Council also prioritises investment in areas with high pedestrian demand, including around public transport hubs, schools, centres, parks and community facilities. To report current local road safety issues, please contact Council's Contact Centre on 3403 8888, or online at https://www.brisbane.qld.gov.au/about-Council/contact-Council	
MCA-009, MCA-011, MCA-069, MCA-098, MCA-121, MCA-122, MCA-151, MCA-154, MCA-156, MCA-179, MCA-184	Submitters raise concerns and provide the following comments about car parking demand and on-street car parking: • Not enough on street parking now or to support increased density. • Safety risks from excessive roadside car parking. • Impacts to businesses, from insufficient public parking availability. • Street parking use from Sunday market, visitors of existing units, people transiting	On-street parking is subject to availability. Additional parking restrictions to manage parking demand and ensure access for public transport, passenger pick-up and set-down, property servicing and emergency vehicles may also limit on-street parking opportunities. On-street parking management, including enforcement, local parking controls and resident parking arrangements, is administered separately from the planning framework and is typically addressed through Council's traffic and parking management processes.	No change.

Submission Reference	Submission Summary	Response	Change Required
	to the city from Nundah train station, overflow from businesses, overflow from churches. • Recommend requiring on-street permit controls for surrounding residential streets. • Reject permit controls as the need to have parking permits for residents diminishes the quality of life.	Where ongoing parking pressure or safety issues are identified, Council may consider measures such as signage amendments, time-limited parking, permit schemes or other local controls, independent of development approvals. The proposed planning changes do not preclude the use of such tools and are intended to operate alongside Council broader parking management and regulations to maintain safe, accessible and functional streets.	
MCA-009, MCA-011, MCA-041, MCA-080, MCA-098, MCA-111, MCA-121, MCA-184	Submitters provide the following comments or recommendations about car parking requirements for new developments: • Recommend reducing required car parking spaces by introducing City Frame requirements or maximum car parking rates. • Recommend increasing or enforcing the required number of car parking spaces to minimise pressure on street parking. • Ensure sufficient on-site parking, most people live in one apartment with 2 vehicles. • Deny “transit-oriented” parking reductions for developments directly on Nundah Street. All new residential builds must provide complete, self-contained parking for residents and visitors, entirely on-site. • Emphasise continued reliance on cars and car ownership, and that public transport does not replace the need for car parking spaces. • Recommend requirements for rideshare and autonomous vehicles for larger developments.	Changes to car parking requirements, for residential and non-residential uses, are not included in the scope of the proposed amendment. Council manages requirements for on-site car parking through City Plan which is addressed in <i>Schedule 6.31 Transport, access, parking and servicing planning scheme policy</i>. Car parking rates for Multiple dwellings reflect the size of the dwelling (bedrooms) as well as access to public transport. Similarly, car parking rates for commercial uses will continue to be required based on the defined land use and floor area proposed. Recent changes to the minimum on-site car parking rates for new multiple dwelling development in citywide and Key locations reflect the strategic intent to align parking provision with areas that benefit from proximity to shops, services and public transport, where overall car ownership and reliance is typically lower and a broader range of travel options is available. Key location car parking rates remain higher than City Core and City Frame rates, recognising that the nature, scale and frequency of transport infrastructure and services varies across the city. Australian Bureau of Statistics (ABS) Census data indicate a steady increase over successive census periods (2011, 2016 and 2021) in the proportion of Brisbane households owning either one car or no car.	No change.

Submission Reference	Submission Summary	Response	Change Required
		ABS Census data also indicates that households located in areas with stronger access to transport services and local amenities are more likely to own fewer vehicles. This finding demonstrates a clear relationship between higher levels of urban accessibility and reduced reliance on private car ownership. Council's long-term transport vision supports a shift toward greater use of public and active transport to reduce reliance on private vehicles and associated on-site and on-street parking demand. This strategic direction supports more sustainable travel choices over time and underpins changes to planning controls that respond to evolving travel behaviour and accessibility outcomes. Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Brisbane residents have and will continue to have varying parking needs. The proposed amendment does not alter car parking requirements and new residential developments will continue to require at least one car parking space per dwelling, recognising that residents may rely on a private car for everyday needs such as shift work, school trips, recreation and access to dispersed employment locations. Larger dwellings with multiple bedrooms still require additional spaces depending on size, continuing to accommodate multi-vehicle households. The proposed amendment does not include specific requirements for rideshare or autonomous vehicles, as these transport modes are continuing to evolve and their long-term infrastructure and operational needs remain uncertain. Performance outcomes for	

Submission Reference	Submission Summary	Response	Change Required
		site specific access, car parking and servicing requirements are assessed as part of the assessment of a development application.	

3.4 Public transport

3.4.1. All centres

Submission Reference	Submission Summary	Response	Change Required
MCA-049	Submitter supports in part the proposed amendment and provides the following comments and concerns about transit-oriented development (TOD) integration: • Mandate minimum densities or employment intensity near transit nodes. • Require car parking reductions tied to proximity to transit. • Establish 'station precincts' as primary density anchors.	Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services Although minimum densities are not mandated, increased building heights in Indooroopilly, Carindale and Nundah major centres respond to their Regional Activity Centre designation under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation under City Plan, proximity to public transport, active transport, parkland, commercial and retail centre, community facilities and services. As a growing areas with increased employment opportunities, high frequency public transport, commercial and community services, these major centres are well placed to support additional higher density living. Recent changes to the minimum on-site car parking rates for new multiple dwelling development in citywide and Key locations reflect the strategic intent to align parking provision with areas that benefit from proximity to shops, services and public transport, where overall car ownership and reliance is typically lower and a broader range of travel options is available. While not identifying 'station precincts' as primary density anchors, the proposed amendment facilitates increased densities in areas with strong public transport accessibility, shops and employment to reduce urban sprawl, improve access to jobs and services, and encourage greater use of public and active transport.	No change.

Submission Reference	Submission Summary	Response	Change Required
		For more information on Council's approach for housing supply, visit Council's website .	

3.4.2. Carindale

Submission Reference	Submission Summary	Response	Change Required
MCA-027, MCA-030, MCA-028, MCA-031, MCA-035, MCA-056, MCA-064, MCA-065, MCA-070, MCA-073, MCA-075, MCA-078, MCA-083, MCA-084, MCA-087, MCA-092, MCA-093, MCA-096, MCA-101, MCA-104, MCA-114, MCA-115, MCA-123, MCA-125, MCA-128, MCA-132, MCA-137, MCA-140, MCA-158, MCA-159, MCA-161, MCA-162, MCA-163, MCA-164, MCA-167, MCA-168, MCA-170, MCA-175, MCA-178, MCA-183,	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments about public transport infrastructure capacity: - The system is already at capacity and there is a lack of infrastructure necessary to support population growth. - Increasing density without a plan for high-frequency transport upgrades or a transport strategy leads to pressure on existing services, and congestion. - Impacts to daily commute and transporting a higher volume of commuters. - Any proposed addition of bus services may result in increased congestion. - High-density development should be located where there is high-capacity public transport infrastructure such as rail corridors or dedicated busways. - Improvements, such as frequency and capacity, should be required before increased density occurs. - Questions on whether the busway will undergo improvements. - Concerns there is no future planning for rail and busway infrastructure.	Concentrating housing in well-served locations makes more efficient use of existing infrastructure, supports the viability of local centres and maximises public transport investment through increased activity and patronage. Council's long-term transport vision supports a shift toward greater use of public and active transport to reduce reliance on private vehicles and associated parking demand. This strategic direction supports more sustainable travel choices over time and underpins changes to planning controls that respond to evolving travel behaviour and accessibility outcomes. Council is also committed to expanding Brisbane Metro across the city and is working with the State and Federal Governments to deliver more turn-up-and-go public transport for the east, north, south and the Brisbane Airport. For more information on Brisbane Metro and future expansion project, please visit Council's website. The proposed eastern corridor is intended to improve public transport capacity, reliability and connectivity between Brisbane's eastern suburbs and the CBD. Network Planners from Council and Translink continually monitor the performance of bus services to ensure they meet both services reliability and passenger demand. Changes to public transport infrastructure, whilst an important consideration, are not included in the scope of the proposed amendment.	No change.

Submission Reference	Submission Summary	Response	Change Required
	Lack of alternative transport options, transport availability, and lack of major investment in public transport infrastructure, will result in car dependency for existing and future residents.	Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. Public transport planning and service delivery is managed by Translink (Queensland Government transport planning agency). Requests for improvements in public transport services (routes and frequency) can be provided to Translink any time via phone on 13 12 30 or online. Park-and-ride facilities are intended to support public transport use by providing access for commuters travelling from areas where walking, cycling or feeder bus services may be less convenient. Flooding and flood risk are important considerations in the planning, design and operation of transport infrastructure. The proposed amendment does not change the location, operation or flood management arrangements of the existing park-and-ride facility. Enforcement mechanisms to discourage residents from using the park and ride facilities are not in scope for the proposed amendment. No changes to the bike parking areas are proposed as part of this amendment. In response to other submissions other changes have been made to the Carindale centre neighbourhood plan code.	
	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments about public transport infrastructure systems and services: • Inadequate, infrequent, unreliable and outdated bus interchange and services. • Lack of rail infrastructure. • Lack of bus drivers. • Lack of sufficient transport options and alternatives to help reduce car dependence. • Non-existent or poor bus connections to other suburbs such as Mt Gravatt and Holland Park.		
	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments about park-and-ride infrastructure: • Concerns that residents will use park-and-ride facility rather than the intended use for commuters. • Concerns about parking availability for commuters who use the bus interchange, and park and ride facilities for new public transport interchange.		

Submission Reference	Submission Summary	Response	Change Required
	- Current park-and-ride facility and future public transport facility is on flood land that is impacted during heavy rain events. - Questions about provision of bicycle parking in the area.		
MCA-007, MCA-024, MCA-037, MCA-066, MCA-093, MCA-101, MCA-105, MCA-172, MCA-176, MCA-178, MCA-181	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following suggestions about changes to public transport infrastructure and services: - Identify land to be preserved for a future rail corridor as a key medium-to-long term planning consideration. - Detailed planning should be undertaken for the future major public transport interchange area. - More public transport options are needed. - Improvements to the drop-off and pick-up facilities. - increased capacity to the park-n-ride facility. - Improvements to the radial busway connections. - Introduce local electric shuttle buses to operate at the bus interchange. - Supports the relocation of and plans to upgrade the bus interchange as a larger multi-purpose transport hub at the site to the western part of the Centre fringe precinct. - Support improved public transport and the future Eastern Busway". - Opposes the relocation of the bus interchange.	Changes to public transport infrastructure, whilst an important consideration, are not included in the scope of the proposed amendment. It is noted that land has been reserved for a major public transport interchange at the corner of Old Cleveland Road and Creek Road. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. Public transport planning and service delivery is managed by Translink (Queensland Government transport planning agency). Requests for improvements in public transport services (routes and frequency) can be provided to Translink any time via phone on 13 12 30 or online.	No change.

Submission Reference	Submission Summary	Response	Change Required
	Extension of the busway to Chandler and Capalaba.		
MCA-008, MCA-015, MCA-017, MCA-024, MCA-027, MCA-034, MCA-053, MCA-066, MCA-067, MCA-070, MCA-072, MCA-099, MCA-105, MCA-113, MCA-114, MCA-115, MCA-120, MCA-123, MCA-124, MCA-129, MCA-132, MCA-135, MCA-136, MCA-137, MCA-148, MCA-155, MCA-161, MCA-162, MCA-166, MCA-167, MCA-168, MCA-176, MCA-178, MCA-181	Submitters expressed concerns and provide the following comments, about future public transport infrastructure and services in Carindale: - Uncertainty around Metro delivery timing and capacity, particularly the ability to accommodate expanded population. - The relocation of the existing bus interchange and the potential impacts to accessibility and connectivity to the shopping centre and key services. traffic, congestion, commuter preferences, car parking and the environment. - Impacts on the park-n-ride facility, increased congestion, insufficient parking, potential on-street parking spillover impacts and pedestrian safety as a result of the future major public transport interchange to the north of the shopping centre. - Concern about moving the interchange to Old Cleveland Road/Creek Road. - Impacts to the connection and accessibility of proposed future major public transport interchange, particularly for elderly residents in the precinct and connection to shopping centre. - Suggestion to build a multi-level park-n-ride facility. - Council should implement levies for certain stakeholders to fund the construction of the Eastern Busway corridor extension.	Council notes the concerns and suggestions about the future public transport interchange, including its location, accessibility, parking, traffic, funding and integration with surrounding development. Where these matters relate to the detailed planning, design, operation and delivery of future transport infrastructure they are outside the scope of the proposed amendment. Minor changes have been made to further clarify and strengthen pedestrian and cyclist connections with the future major public transport interchange.	Change to: Carindale centre neighbourhood plan code

Submission Reference	Submission Summary	Response	Change Required
	- Suggestion to establish a mix of transit-related commercial on the location being proposed to be earmarked as the future major public transport interchange. - Suggestion to connect residential, retail and commercial development to the proposed future major public transport interchange.		

3.4.3. Indooroopilly

Submission Reference	Submission Summary	Response	Change Required
MCA-089, MCA-094, MCA-131, MCA149	Submitters oppose the proposed amendment and provide the following comments about public transport capacity in the Indooroopilly major centre: - Infrastructure is not equipped to support intensification, including public transport capacity. - Limited public transport services contribute to the reliance on car usage. - Indooroopilly is well-served by rail and bus infrastructure, but increased density at the proposed scale will significantly increase travel demand.	Council notes the submitters' concerns about public transport capacity and the ability of existing infrastructure to accommodate future growth. The proposed amendment supports increased density in a location that is currently serviced by significant rail and bus infrastructure and is consistent with strategic planning objectives that focus growth in well-connected centres. Concentrating housing in well-served locations makes more efficient use of existing infrastructure, supports the viability of local centres and public transport services through increased activity and patronage. Council's long-term transport vision supports a shift toward greater use of public and active transport to reduce reliance on private vehicles and associated parking demand. This strategic direction supports more sustainable travel choices over time and underpins changes to planning controls that respond to evolving travel behaviour and accessibility outcomes. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher	No change.

Submission Reference	Submission Summary	Response	Change Required
		order infrastructure which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. While additional development may increase travel demand over time, the planning, funding and delivery of public transport services and infrastructure improvements are considered through separate transport planning processes. Network Planners from Council and Translink continually monitor the performance of bus services to ensure they meet both services reliability and passenger demand. Public transport planning and service delivery is managed by Translink (Queensland Government transport planning agency). Requests for improvements in public transport services (routes and frequency) can be provided to Translink any time via phone on 13 12 30 or online. The Queensland State Government are also responsible for Queensland rail services, station upgrades, and park and ride facilities near railway stations. For further information and/or to provide feedback on railway services and station parking, please contact Queensland Rail on 13 16 17 or visit their website.	

Submission Reference	Submission Summary	Response	Change Required
MCA-007, MCA-055, MCA-106, MCA-131, MCA149	Submitters provide the following concerns and suggestions about bus services and infrastructure in the Indooroopilly major centre: • There is no space for an improved bus interchange. • Bus services aren't convenient to get to all suburbs. • During peak hours and school zones, buses slow to a crawl because there are too many cars and absence of dedicated bus lanes. • Commuters are trapped in congested traffic, specifically from Moggill Road, Coronation Drive, all the way to the city. • Chokepoints centred on Radnor Street and Walter Taylor bridge need to be addressed. • A new express bus line from Indooroopilly Shopping Centre to city via Legacy Way should be considered. • TransLink should use long busses (double rear axle), or articulated busses on the 444 and 443 bus routes to take significant numbers of cars off Moggill Road.	Council notes the concerns about bus network coverage, service capacity and the impact of traffic congestion on public transport reliability, as well as suggestions for improvements to bus services and infrastructure. The proposed amendment supports growth in a location with access to existing public transport services and reinforces the role of Indooroopilly as a major transport hub. Council will continue to advocate for and work with the relevant transport agencies on opportunities to improve public transport capacity, connectivity and network performance as growth occurs. Network Planners from Council and Translink continually monitor the performance of bus services to ensure they meet both services reliability and passenger demand. Public transport planning and service delivery is managed by Translink (Queensland Government transport planning agency). Requests for improvements in public transport services (routes and frequency) can be provided to Translink any time via phone on 13 12 30 or online.	No change.
MCA-055, MCA-131, MCA149	Submitters oppose the proposed amendment and provide the following comments and concerns about train capacity and the Indooroopilly train station: • Train station and the underpass is unsafe, not easily accessible and has limited parking.	Council notes the concerns about train capacity, station operations, safety and commuter parking impacts. Indooroopilly is identified for growth due to its access to existing public transport infrastructure and services. The operation, capacity, maintenance and upgrade of rail infrastructure, including station facilities, service frequency and passenger management, are matters for the Queensland State Government. The proposed amendment does not change the operation of Indooroopilly Station and does not preclude future	No change.

Submission Reference	Submission Summary	Response	Change Required
	- The western railway line is already operating at maximum capacity during peak commuting hours. - Carriages are heavily loaded before they even arrive at Indooroopilly Station.	improvements to rail infrastructure, station facilities or surrounding transport networks. The Queensland State Government are responsible for Queensland rail services, station upgrades, and park and ride facilities near railway stations. For further information and/or to provide feedback on railway services and station parking, please contact Queensland Rail on 13 16 17 or visit their website.	

3.4.4. Nundah

Submission Reference	Submission Summary	Response	Change Required
MCA-041, MCA-069, MCA-107, MCA-154	Submitters provide the following comments and concerns about public transport capacity in the Nundah major centre to support increased density: - Public transport can't handle more residents, proven by gas shortage and current train strikes. - Public transport services, including the Nundah railway station, do not adequately service the growing demand. - Public transport in the area is also not sufficient to justify this level of densification. Trains are already overcrowded during peak periods, buses are unreliable, and surrounding road networks remain heavily car-dependent. - Upgrades to public transport infrastructure and service capacity required before any major increase in residential density could be supported.	Council notes the concerns about public transport capacity and reliability. Nundah is identified for growth due to its access to existing rail and bus services, employment opportunities and community facilities. Concentrating housing in well-served locations makes more efficient use of existing infrastructure, supports the viability of local centres and public transport services through increased activity and patronage. Council's long-term transport vision supports a shift toward greater use of public and active transport to reduce reliance on private vehicles and associated parking demand. This strategic direction supports more sustainable travel choices over time and underpins changes to planning controls that respond to evolving travel behaviour and accessibility outcomes. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the	No change.

Submission Reference	Submission Summary	Response	Change Required
		infrastructure plan informs the development of the annual budget and future infrastructure programs. While additional growth may increase demand for public transport, service planning, network capacity and infrastructure upgrades are matters considered by the relevant transport agencies as part of ongoing transport planning and investment programs. Network Planners from Council and Translink continually monitor the performance of bus services to ensure they meet both services reliability and passenger demand. Public transport planning and service delivery is managed by Translink (Queensland Government transport planning agency). Requests for improvements in public transport services (routes and frequency) can be provided to Translink any time via phone on 13 12 30 or online. The Queensland State Government are also responsible for Queensland rail services, station upgrades, and park and ride facilities near railway stations. For further information and/or to provide feedback on railway services and station parking, please contact Queensland Rail on 13 16 17 or visit their website.	
MCA-041, MCA-188	Submitters provide the following comments and concerns about bus services in Nundah: • Buses are unreliable. • A connection to the Metro network is desirable. This could be achieved by providing a station on the Airport Metro line on the EW Arterial at Toombul.	Council's long-term transport vision supports a shift toward greater use of public and active transport to reduce reliance on private vehicles and associated parking demand. This strategic direction supports more sustainable travel choices over time and underpins changes to planning controls that respond to evolving travel behaviour and accessibility outcomes. Network Planners from Council and Translink continually monitor the performance of bus services to ensure they meet both services reliability and passenger demand. Public transport planning and service delivery is managed by Translink (Queensland Government transport planning agency).	No change.

Submission Reference	Submission Summary	Response	Change Required
		Requests for improvements in public transport services (routes and frequency) can be provided to Translink any time via phone on 13 12 30 or online .	
MCA-069, MCA-184, MCA-185	Submitters provide the following comments about train capacity and the Nundah train station: • Regularly queues at station ticket barriers and tap on/off points. • Trains already overcrowded. • Nundah station is outdated and does not support the area's growing population. • Current timetables, including reduced service frequency and recent disruptions, have resulted in fewer trains servicing the station. • Ongoing safety concerns due to poor passive surveillance, underground access, limited staffing, and vacant surrounding shopfronts. • Train station impacts on-street car parking with people transiting to the city using the surrounding streets.	Council notes the concerns about train capacity, station operations, safety and commuter parking impacts. Nundah is identified for growth due to its access to existing public transport infrastructure and services. The operation, capacity, maintenance and upgrade of rail infrastructure, including station facilities, service frequency and passenger management, are matters for the Queensland State Government. The proposed amendment does not change the operation of Nundah Station and does not preclude future improvements to rail infrastructure, station facilities or surrounding transport networks. The Queensland State Government are responsible for Queensland rail services, station upgrades, and park and ride facilities near railway stations. For further information and/or to provide feedback on railway services and station parking, please contact Queensland Rail on 13 16 17 or visit their website.	No change.

3.5 Parks, open space and environment

3.5.1. Carindale

Submission Reference	Submission Summary	Response	Change Required
MCA-060, MCA-066, MCA-099, MCA-112, MCA-114, MCA-115, MCA-123, MCA-135, MCA-137, MCA-161, MCA-168	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments in relation to parks and open space: - Retaining trees and open space in the area will positively impact on their psychological enjoyment. - Concerns about risk to the recreational and open space that Carindale provides. - Concerns for the degradation of the utility of Carindale's recreational spaces due to overcrowding. - Concerns about loss of green space, removal of mature trees and canopy, and urban heat island effects on Bulimba Creek corridor and koala habitat. - Questions whether sufficient recreational opportunities for play. - Needs to be a certain amount of green space legislated around and between all buildings. - Spaces will be available for children living in higher-density developments.	Council notes the comments about the importance of parks, open space, tree canopy and recreational opportunities in supporting community wellbeing, environmental outcomes and the liveability of the Carindale major centre. The proposed amendment seeks to accommodate growth while retaining and enhancing the centre's landscape, character and open space network. The provision of public open space, landscaping, deep planting, tree retention and recreation opportunities for residents will continue to be considered through the planning framework and the assessment of future development applications. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure, including parks and community facilities, which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. Council manages a large network of parks and open spaces across the city and regularly looks for opportunities to enhance these spaces to better meet community needs. Alongside planning for future parkland, Council also invests in upgrading existing parks to improve their functionality, support a wider range of activities and create more opportunities for people to connect, recreate and enjoy the outdoors. In recognition of changing community needs in Carindale, Council has prepared a concept plan for upgrades to Carindale Recreation	No change.

Submission Reference	Submission Summary	Response	Change Required
		Reserve to support improved access and activation. In 2026/2027 Council plans to commence initial works to progress the delivery of the concept plan. To keep up to date on this project, see the Carindale Recreation Reserve Park upgrade – Carindale page on Council's website. Built form provisions, including minimum setbacks and maximum tower site cover are provided for in the neighbourhood plan to manage amenity impacts as well as to help ensure that there is sufficient space around buildings for the delivery of open space and public realm. Where the Neighbourhood plan code does not address certain design requirements, the Centre or mixed use code and the Multiple dwelling code also provide for design and amenity criteria including requirements for communal and private open space for residents of the development.	
MCA-013, MCA-014, MCA-074, MCA-078, MCA-084, MCA-092, MCA-109, MCA-112, MCA-114, MCA-115, MCA-120, MCA-123, MCA-126, MCA-136, MCA-137, MCA-146, MCA-156, MCA-158, MCA-161, MCA-164, MCA-165, MCA-168, MCA-170,	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments in relation to environmental impacts: - Concerns about impacts of urban intensity, pollution, and reduced amenity due to increase in noise, lighting, traffic volumes and human activity to biodiversity, habitat values, koala movement corridors, water quality and erosion, and the potential displacement of natural wildlife along the Bulimba Creek corridor. - Suggestion to introduce environmental safeguards such as mandatory tree canopy targets, green roofs and stormwater controls. - Raised concerns on impacts of construction and waste management on nearby green	Council seeks to balance social, environmental, economic and urban design considerations in making decisions and setting development outcomes. Protection of environmental values and management of impacts is addressed through City Plan, including relevant overlays and codes such as Stormwater code, Flood overlay and waterway corridor overlay, which require development to manage stormwater runoff quality and quantity, provide lawful points of discharge, manage waterway vegetation and avoid worsening flood or overland flow impacts on surrounding properties. City Plan also includes a suite of biodiversity protections through the Biodiversity areas overlay and Waterway corridors overlay, in addition to the Natural Assets Local Law (NALL), which collectively seek to protect natural habitat, fauna movement corridors and ecological values.	No change.

Submission Reference	Submission Summary	Response	Change Required
	spaces, waterways and wildlife, and considers that insufficient information has been provided on environmental protection measures.	Development will continue to be assessed against these provisions at the development application stage, having regard to site-specific conditions and appropriate mitigation measures. Relevant conditions are imposed where relevant, to manage habitat values and koala movement corridors.	
MCA-056, MCA-087, MCA-092, MCA-099, MCA-103, MCA-109, MCA-112, MCA-113, MCA-120, MCA-124, MCA-126, MCA-156, MCA-165, MCA-166	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments in relation to flooding and stormwater: - Concerns about risks associated with flooding, groundwater systems, stormwater runoff, and waterway pollution. - Insufficient information has been provided about drainage upgrades, flood and stormwater mitigation measures and impacts on surrounding streets.	Flooding and stormwater management are addressed through City Plan's current provisions, including the Flood overlay code and Stormwater code, which require development to manage runoff appropriately, discharge to a lawful point, and ensure there is no worsening of increase in flood levels or flood hazard on upstream, downstream or adjacent premises. These matters are assessed at the development application stage, having regard to site-specific conditions and appropriate mitigation measures. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure, including trunk stormwater infrastructure, which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. No changes to the way flooding is managed or assessed are proposed as part of this amendment.	No change.

3.5.2. Indooroopilly

Submission Reference	Submission Summary	Response	Change Required
MCA-002, MCA-050, MCA-089, MCA-094, MCA-131, MCA-133, MCA-149	Submitters oppose the proposed amendment to the Indooroopilly major centre and provide the following comments about parks and open space:	Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure, including parks and community facilities, which supports Brisbane's growth to 2036. For more information	No change.

Submission Reference	Submission Summary	Response	Change Required
	• Lack of greenspace and increased pressure on existing green spaces to support increased density. • Need more high quality green and public open spaces to support growth. • Proposal does not demonstrate how additional parks and greenspaces will be delivered. • Greenspace, gardens and trees needed to support the local environment, including birdlife. • Broader loss of greenspace across Brisbane, including the loss of Victoria Park. • Inadequate provision of greenspace will result in overcrowding of existing spaces, reduced access to recreation and declining community well-being.	about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. Council manages a large network of parks and open spaces across the city and regularly looks for opportunities to enhance these spaces to better meet community needs. Alongside planning for future parkland, Council also invests in upgrading existing parks to improve their functionality, support a wider range of activities and create more opportunities for people to connect, recreate and enjoy the outdoors. In recognition of the growing community in Indooroopilly, Council has prepared a draft concept plan for improvements to Keating Park, to support increased utilisation and activation. In 2026/2027 Council intends to progress planning and design for this upgrade. To keep up to date on this project, see the Keating Park upgrade project – Indooroopilly page on Council's website.	

MCA-089	Submitter opposes the proposed amendments to Indooroopilly major centre and provide the following comments: - Brisbane is already facing challenges associated with climate resilience and urban heat. - Planning outcomes should prioritise sustainable, human-scale development rather than excessive density concentrated in suburban areas.	Comments about climate resilience, urban heat and development intensity are noted. Brisbane is growing rapidly, and by 2046, we will need around 210,800 new homes to support a larger and more diverse population. Council seeks to balance social, environmental, economic and urban design considerations in making decisions and setting development outcomes. The proposed amendment seeks to accommodate growth in an existing major centre with access to public transport, services and infrastructure, while supporting landscaping, tree canopy, walkability and high-quality urban design outcomes. Concentrating growth in well-connected centres is a key planning approach that supports the efficient use of land and infrastructure while reducing pressure for expansion into other areas. By planning for housing in the right locations growing up, not out, in and around our major centres Council helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Locating housing close to shops and public transport supports convenient access to daily needs, improves travel choice, and can reduce reliance on private vehicles, contributing to more accessible, liveable and well-connected neighbourhoods. The proposed amendment also strengthens links to the <i>Subtropical building design planning scheme policy</i>, which supports climate-responsive development and landscaping that helps to improve the microclimate of the site, surrounding public realm and reduce the impact of the urban heat island effect.	No change.
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3.5.3. Nundah

Submission Reference	Submission Summary	Response	Change Required
MCA-021	Submitter support the proposed amendment to the Nundah major centre and emphasised the importance of quality greenspace for apartments, for children to play and adults to enjoy.	Support noted. Council manages a large network of parks and open spaces across the city and regularly looks for opportunities to enhance	No change.

Submission Reference	Submission Summary	Response	Change Required
		these spaces to better meet community needs. Alongside planning for future parkland, Council also invests in upgrading existing parks to improve their functionality, support a wider range of activities and create more opportunities for people to connect, recreate and enjoy the outdoors.	
MCA-041, MCA-097, MCA-184	Submitters provide the following comments about parks and open space for the Nundah major centre: • Concerns about ability to use public parks and open spaces due to use by homeless population, social issues and safety concerns. • Higher building heights and increased density will place further strain on public amenities, parks and reduce greenspace. • Concerns about increased number of dogs and the poor quality of dog parks.	Council notes the concerns about the capacity, quality and safety of public parks and open spaces. The proposed amendment seeks to accommodate growth while maintaining and enhancing access to parks, open space and community facilities. The detailed provision of public amenities, open space improvements and park infrastructure will continue to be considered through Council planning, infrastructure and service delivery processes. Matters relating to community safety and the management of public spaces are addressed through a range of Council and government programs and are outside the scope of the proposed amendment. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure, including parks and community facilities, which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. Council manages a large network of parks and open spaces across the city and regularly looks for opportunities to enhance these spaces to better meet community needs. Alongside planning for future parkland, Council also invests in upgrading existing parks to improve their functionality, support a wider range of activities and create more opportunities for people to connect, recreate and enjoy the outdoors.	No change.

Submission Reference	Submission Summary	Response	Change Required
		Council employs Public Space Liaison Officers (PSLOs) to link people in with housing and homelessness supports. Council PSLOs can be contacted on 3403 8888. While Council officers play an important role in supporting vulnerable people and helping manage public spaces, behaviour that involves threats, violence, intimidation or criminal offending should be responded to by the Queensland Police Service. Any anti-social or criminal behaviour should be reported directly to Policelink on 131 444 or call 000 in an emergency.	

3.6 Connectivity and streetscape

3.6.1. All centres

Submission Reference	Submission Summary	Response	Change Required
MCA-049	Submitter supports in part the proposed amendment because it promotes active frontages, improves pedestrian permeability and public realm quality, but recommends further improvements, including: • Maximum block lengths. • Public access independent of shopping centres. • Integrated plazas linked by active streets. • Continuous shaded footpaths, weather protection and street trees Minimum % active frontage per street, with limits on non-active uses (e.g. lobbies), minimum tenancy widths, clear glazing, direct street access and prohibit long blank walls or service frontage. • Measurable performance outcomes such as mode share targets, maximum % site area for vehicle access / parking.	Suggestions from the submitters are noted. The proposed amendments retain and reinforce existing provisions in the neighbourhood plans that promote public amenity and walkability. Provisions in the neighbourhood plans work alongside other existing city-wide development codes, including the Centre or mixed use code, to set requirements such as non-residential uses at ground level, active frontages, landscaping, building separation, pedestrian and cyclist linkages, and management of car parking and vehicle crossover impacts. Landscape design, including deep planting, planting dimensions and species selection will continue to be assessed through City Plan codes and planning scheme policies, considering site conditions, infrastructure constraints, pedestrian accessibility and long-term maintenance considerations.	No change.
MCA-194	Support in part and makes general recommendations to: • Avoid planning scheme settings such as restrictive requirements for commercial active frontage at ground level that is away from centre core activity areas. • Avoid deep planting requirements that impinge on useable building space.		

3.6.2. Carindale

Submission Reference	Submission Summary	Response	Change Required
MCA-063	Submitter supports the proposed amendment to the Carindale major centre but provides the following suggestions about the Bulimba Creek corridor: • Improvements to amenity through public realm and street activation to benefit the growing population. • Establishing leisure and dining opportunities on the development facing the parklands particularly at the end of Banchory Court.	Suggestions from the submitter are noted. Construction of new developments containing commercial and retail space are subject to market demand. The proposed amendment includes provisions that require active frontages along Banchory Court and promote an active and attractive interface between the Bulimba Creek corridor and future developments in the Centre fringe precinct. The proposed amendment also requires development in the Centre fringe precinct to provide non-residential uses within the first three floors, which could include new leisure and dining options that take advantage of the parklands and additional residential development above.	No change.
MCA-003, MCA-040, MCA-056, MCA-064, MCA-065, MCA-067, MCA-081, MCA-087, MCA-099, MCA-103, MCA-105, MCA-126, MCA-139, MCA-178, MCA-191	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments in relation to connectivity and streetscape: • Concerns about community safety in and around green spaces, public transport facilities and the broader precinct, including the potential for increased crime and antisocial behaviour. • Requested enhanced public safety measures, including visible policing, passive surveillance, well-lit public spaces and public transport waiting areas, safe pedestrian connections, and improved security around the shopping centre during evening trading hours. • Sought assurance that walking and cycling connections will remain safe, accessible and attractive as development occurs.	Proposed amendments to the Carindale centre neighbourhood plan included provisions to enhance connectivity and active streetscape outcomes, with an emphasis on providing walking and cycling links that are always available and do not rely on access to the shopping centre. This includes new active frontage requirements along Millenium Boulevard and Banchory Court to improve east-west connections across the centre. Minor changes have been made to further clarify and strengthen pedestrian and cyclist connections with the future major public transport interchange. The proposed amendment focuses on creating safe, activated public spaces through improved frontage design, active uses at street level and increased pedestrian activity. The plan also aligns with the <i>Crime prevention through environmental design planning scheme policy</i> in City Plan, to enhance visibility, promote passive surveillance and reduce opportunities for antisocial behaviour. Security and policing matters are outside scope of City Plan. Any	Change to: Carindale centre neighbourhood plan code

Submission Reference	Submission Summary	Response	Change Required
	- Considered that the proposed amendments do not adequately address the movement of people within, through and around the precinct. - Raised concerns that existing road and pedestrian infrastructure is insufficient to accommodate the scale of development proposed. - Considered that Carindale currently lacks the level of walkability typically associated with higher-density urban environments. - Raised concerns that the scale and height of proposed development could diminish pedestrian amenity and reduce the attractiveness of walking and cycling. - While supportive of improved walkability and public realm outcomes in principle, some submitters did not consider these benefits sufficient to justify the proposed building heights and development intensity. - Raised concerns about construction impacts, delivery timeframes and ongoing maintenance of public realm improvements. - Noted that surrounding low-lying flood-prone land can affect accessibility and connectivity within the area.	anti-social or criminal behaviour can be reported directly to Policelink on 131 444, or call 000 in an emergency. Police resourcing and community programs are delivered by the Queensland Government through operational and service provision mechanisms and are not regulated through the proposed amendment. Council is committed to encouraging public and active transport. Future planned road upgrades include provision of high quality pedestrian and cycle infrastructure to support these outcomes. Public transport planning and service delivery is managed by Translink (Queensland Government transport planning agency). Requests related to public transport services can be provided to Translink any time via phone on 13 12 30 or online. Suggested footpath and street infrastructure improvements are noted. Public realm and streetscape upgrades on public land are planned and delivered through Council's citywide capital works, streetscape and maintenance programs, which prioritise works across the city based on need, funding availability and strategic outcomes. The proposed amendments do not allocate funding or establish new upgrade programs, as these matters are considered through Council's budget and capital works processes.	
MCA-093, MCA-136, MCA-161	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments about active transport infrastructure: Raised concerns about the lack of dedicated bicycle lanes along Old Cleveland Road and the limited safe and	Increased development within a centre can contribute to a more active, vibrant and walkable public realm by increasing the number of residents, workers and visitors using streets, parks and public spaces throughout the day and evening. Greater levels of activity can support local businesses, improve passive surveillance and create a stronger sense of safety through the presence of more people in public areas. Concentrating development near services, employment, community facilities and public transport can also encourage walking and reduce	

Submission Reference	Submission Summary	Response	Change Required
	connected cycling infrastructure between Carindale and key destinations. - Increased traffic volumes may further reduce the attractiveness of cycling as a transport option. - Assumptions about increased walking, cycling and public transport use are unsupported by evidence. - Requested improvements to the bicycle lanes and north-south cycleway connections.	reliance on private vehicles, resulting in streets and public spaces that are more connected, accessible and pedestrian-friendly. Potential impacts from construction are managed through the development assessment process, including conditions of approval and construction management requirements. More information about building and development complaints can be found on Council's website. Noise restrictions and complaints: https://www.brisbane.qld.gov.au/laws-and-permits/complaints/noise-restrictions-and-complaints Building and development complaints: https://www.brisbane.qld.gov.au/laws-and-permits/complaints/building-and-development-complaints Flooding and stormwater management are addressed through City Plan's current provisions, including the Flood overlay code and Stormwater code, which require development to manage runoff appropriately, discharge to a lawful point, and ensure there is no worsening of increase in flood levels or flood hazard on upstream, downstream or adjacent premises. These matters are assessed at the development application stage, having regard to site-specific conditions and appropriate mitigation measures. No changes to flood and stormwater management are proposed as part of this amendment.	

3.6.3. Indooroopilly

Submission Reference	Submission Summary	Response	Change Required
MCA-043, MCA-094, MCA-131, MCA149, MCA-195	Submitters oppose the proposed amendment to the Indooroopilly major centre and provide the following comments about connectivity and the active transport network: - The proposed height increases should be accompanied by infrastructure upgrades to support additional pedestrian, cycling and vehicle movements. - Raised concerns about inadequate active transport infrastructure and requested safer, more accessible walking and cycling connections. - Additional pedestrian, cycling, scooter and road space will be required to support future growth. - Requested improved connectivity and enhanced active transport infrastructure throughout the area. - Moggill Road creates a barrier to connectivity within Indooroopilly.	Council notes the concern about walkability and active transport. The proposed amendment supports growth in a location with established access to public transport, pedestrian networks and everyday services, and seeks to facilitate a compact, walkable urban form. As development occurs, opportunities to improve pedestrian and cycling connections, accessibility and public realm outcomes will continue to be considered through infrastructure planning and the development assessment process. The proposed amendments retain and support existing provisions in the neighbourhood plan that promote public amenity, walkability and subtropical building design. Provisions in the neighbourhood plan work alongside other existing city-wide development codes, including the Centre or mixed use development code, to set requirements such for commercial and active frontages, landscaping, building separation and management of car parking and vehicle crossover impacts. Council is committed to encouraging public and active transport. Future planned road upgrades generally include provision of high quality pedestrian and cycle infrastructure to support these outcomes. Suggested improvements for footpaths, street infrastructure and the underpass under the railway line are noted. Public realm and streetscape upgrades on public land are planned and delivered through Council's citywide capital works, streetscape and maintenance programs, which prioritise works across the city based on need, funding availability and strategic outcomes. The proposed amendments do not allocate funding or establish new upgrade programs, as these matters are considered through Council's budget and capital works processes. Improvements to the railway line and associated infrastructure are managed by Queensland Rail. Requests for any repairs required to Council infrastructure, including footpaths, should be directed to	No change.
MCA-130	Submitter provides the following recommendations to improve streetscape and walkability: - Upgrades to the pedestrian underpass beneath the railway line. - Cross-block links within larger developments to improve pedestrian permeability. - Upgrades to missing footpaths to improve active transport access and connectivity to public transport.		

Submission Reference	Submission Summary	Response	Change Required
	- Minimise large driveway crossovers and bin service areas to improve street frontage outcomes. - Improved street tree planting and prioritisation of key pedestrian routes for schools and local centres. - Stronger and more consistent application of building design, awning, landscaping and subtropical design standards, such as Buildings that Breathe and Subtropical Design Policy.	Council's Contact Centre on 3403 8888, or online at https://www.brisbane.qld.gov.au/about-Council/contact-Council. The Queensland State Government are responsible for Queensland rail services, station upgrades, and park and ride facilities near railway stations. For further information and/or to provide feedback on railway services and station parking, please contact Queensland Rail on 13 16 17 or visit their website. Street tree planting and landscaping on public land are planned and delivered through Council's citywide capital works, streetscape and maintenance programs, which prioritise works across Brisbane based on need, funding availability and strategic outcomes. The proposed amendment does not allocate funding or establish new planting programs, as these matters are out of scope and are considered through Council's budget and capital works processes. Council approved street tree species list is available online at: Brisbane trees Brisbane City Council. New cross block links are not proposed. Cross block connectivity is considered to be appropriate. The current Indooroopilly centre neighbourhood plan already indicates arcades through the shopping centre site and mid-block between Station Road and Grosvenor Road. The <i>New World City Design Guide - Buildings that Breathe</i> and the <i>Subtropical building design planning scheme policy</i> provides guidance for subtropical design elements and supporting principles to ensure that development for residential and non-residential uses support Brisbane's subtropical character, sustainable lifestyle and exhibit design excellence. The proposed amendment strengthens links with the <i>Subtropical building design planning scheme policy</i> within the neighbourhood plan codes.	

3.6.4. Nundah

Submission Reference	Submission Summary	Response	Change Required
MCA-009, MCA-049, MCA-069, MCA-121, MCA-122	Submitters support in part or oppose the proposed amendment to the Nundah major centre and provide the following comments about walkability and street activation: - Concerns about the lack of a safe pedestrian crossings from the train station. - Requested a traffic mirror on Wood Street to improve visibility around parked vehicles. - Pedestrian and cycling connections across the railway line and Sandgate Road are limited and inconvenient. - Increased density should be supported by significant improvements to pedestrian and cycling infrastructure to maintain walkability, accessibility and liveability. - Recommended strengthening active frontage requirements and further reducing car-dominated streetscapes. - Requested additional guidance on ground-floor activation outcomes. - Enforce an increased front-setback allowance specifically for Nundah Street to allow for deeper landscaped buffers and improve pedestrian safety near the train station. - Requested greater focus on Station Street and Nundah Street to avoid poor frontage outcomes. - Increase minimum site sizes, vehicle crossover restrictions and maximum	Council notes the concern about walkability and active transport. The proposed amendment supports growth in a location with established access to public transport, pedestrian networks and everyday services, and seeks to facilitate a compact, walkable urban form. As development occurs, opportunities to improve pedestrian and cycling connections, accessibility and public realm outcomes will continue to be considered through infrastructure planning and the development assessment process. The proposed amendments retain and support existing provisions in the neighbourhood plan that promote public amenity, walkability and subtropical building design. Provisions in the neighbourhood plan work alongside other existing city-wide development codes, including the Centre or mixed use development code, to set requirements such for commercial and active frontages, landscaping, building separation and management of car parking and vehicle crossover impacts. Council is committed to encouraging public and active transport. Future planned road upgrades generally include provision of high quality pedestrian and cycle infrastructure to support these outcomes. Suggested improvements for footpaths, street infrastructure and connection to the train station are noted. Public realm and streetscape upgrades on public land are planned and delivered through Council's citywide capital works, streetscape and maintenance programs, which prioritise works across the city based on need, funding availability and strategic outcomes. The proposed amendments do not allocate funding or establish new upgrade programs, as these matters are considered through Council's budget and capital works processes. The Queensland State Government are responsible for Queensland rail services, station upgrades, and park and ride facilities near railway stations. For further information and/or to provide feedback on	No change.

Submission Reference	Submission Summary	Response	Change Required
	car parking space requirements to reduce frontage fragmentation along particular streets, including Sandgate Road, Station Street, Nundah Street, Buckland Road and Aspinall Street.	railway services and station parking, please contact Queensland Rail on 13 16 17 or visit their website. The suggestion to introduce deep planting buffer zones along Nundah Street is noted. While landscaping and deep planting can contribute to streetscape amenity, sustainability and urban cooling outcomes, the location and extent of planting must be balanced with other urban design considerations, including pedestrian safety, accessibility and passive surveillance. Excessive setbacks or dense vegetation between buildings and the street can reduce opportunities for overlooking of public spaces, weaken the relationship between building entrances and the footpath, and diminish activity along pedestrian routes. The proposed amendment seeks to support an active and safe public realm, particularly along key pedestrian connections to Nundah Station. Detailed landscaping outcomes, including deep planting requirements and setbacks, will continue to be assessed through the relevant City Plan provisions and the development assessment process. Comments about frontage outcomes along Station Street, Nundah Street and other key streets within the centre are noted. The proposed amendment retains provisions of the neighbourhood plan that support high-quality building design and an attractive pedestrian environment. While the suggested measures may assist in addressing frontage fragmentation, matters such as site consolidation, vehicle access arrangements, frontage design and parking provision will continue to be considered through the neighbourhood plan provisions, relevant City Plan codes and the development assessment process.	

3.7 Infrastructure, community facilities and services

3.7.1. All centres

Submission Reference	Submission Summary	Response	Change Required
MCA-068	Submitter supports in part the proposed amendments across all three major centres but raises concerns about development occurring without corresponding enhancements to local infrastructure, including schools and roads.	The proposed amendment seeks to support additional housing supply and diversity in and around major centres, making the most of existing infrastructure and supporting strong, connected communities over the long term. Growing up, not out, in these centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close to the shops and services. These changes aim to limit urban sprawl, protect green spaces, and reduce long daily commutes. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. Water and wastewater infrastructure across Brisbane is independently managed by Urban Utilities, which works closely with Brisbane City Council on planning and development matters. Planning for these networks is shown in the Urban Utilities Water Netserv Plan. Council engages with Urban Utilities through the State review process for the proposed amendment. Planning for education, public healthcare services and emergency services is a Queensland Government responsibility and is managed by the relevant State Government department. As part of the legislated process to propose the amendment, Council engages with the Queensland Government to ensure they are aware of any proposed increases in dwelling growth. The Queensland State government has undertaken a state interest review of the proposed	No change.

Submission Reference	Submission Summary	Response	Change Required
		amendment. This process involves referral of the proposed amendment to all relevant Queensland Government departments to identify any relevant matters or state interests. In June 2026, the planning minister confirmed that State interests were appropriately integrated into the proposed amendment.	

3.7.2. Carindale

Submission Reference	Submission Summary	Response	Change Required
MCA-087, MCA-112, MCA-120	Submitters oppose the proposed amendment to the Carindale major centre and raised concern that the changes prioritise development yield over infrastructure capacity, balanced and sustainable planning outcomes, and liveability.	The proposed amendment seeks to support additional housing supply and diversity in and around major centres, making the most of existing infrastructure and supporting strong, connected communities over the long term. Growing up, not out, in these centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close to the shops and services. These changes aim to limit urban sprawl, protect green spaces, and reduce long daily commutes. The proposed amendment also includes provisions that support high-quality urban design, walkability, landscaping, public realm improvements and amenity outcomes.	No change.
MCA-014, MCA-016, MCA-026, MCA-035, MCA-040, MCA-046, MCA-064, MCA-067, MCA-070, MCA-074, MCA-083, MCA-084, MCA-087, MCA-092, MCA-096, MCA-099, MCA-103, MCA-105, MCA-109, MCA-112, MCA-113, MCA-115, MCA-124, MCA-125, MCA-126, MCA-128, MCA-129, MCA-135, MCA-132, MCA-136, MCA-139, MCA-140, MCA-144, MCA-155, MCA-156, MCA-157, MCA-158, MCA-159, MCA-164, MCA-165, MCA-166, MCA-167,	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments about general infrastructure: - Current infrastructure does not adequately support additional population growth, and increasing density will further create pressure and strain the network including schools, public transport, services, parks and recreational facilities, and utilities such as water, electricity, telecommunications, sewage and stormwater networks. - Seeks clarification on how existing infrastructure will be upgraded or adapted to accommodate the increase in density.	Planning for and delivery of infrastructure is undertaken through Council, State Government and Urban Utility processes. Future development is required to contribute towards infrastructure in accordance with the applicable planning and funding frameworks. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. Under the Queensland Government's planning framework, Council levies infrastructure charges on new developments that place	

Submission Reference	Submission Summary	Response	Change Required
MCA-170, MCA-172, MCA-175, MCA-178, MCA-181	- Infrastructure needs to be planned for and prioritised before considering additional density. - Any increase in allowable building heights must be conditional upon meaningful upgrades to both road capacity, traffic management systems, and public transport infrastructure. - Developers need to pay a levy for infrastructure outcomes that are sufficient to offset the negative impacts of the proposed changes. - There has been no clear evidence provided that supporting infrastructure would be upgraded sufficiently to cope with this scale of population growth - Proposing a high-density 'mini-CBD' with no clear targets for local school capacity fails to address the needs of current and future residents. - Expressed concern about Council's ability to adequately maintain, upgrade and deliver infrastructure.	additional demand on our existing infrastructure networks. This provides funding for the delivery of trunk infrastructure. Water and wastewater infrastructure across Brisbane is independently managed by Urban Utilities, which works closely with Brisbane City Council on planning and development matters. Planning for these networks is shown in the Urban Utilities Water Netserv Plan. Council engages with Urban Utilities through the State review process for the proposed amendment. Planning for education, public healthcare services and emergency services is a Queensland Government responsibility and is managed by the relevant State Government department. As part of the legislated process to propose the amendment, Council engages with the Queensland Government to ensure they are aware of any proposed increases in dwelling growth. The Queensland State government has undertaken a state interest review of the proposed amendment. This process involves referral of the proposed amendment to all relevant Queensland Government departments to identify any relevant matters or state interests. In June 2026, the planning minister confirmed that State interests were appropriately integrated into the proposed amendment.	
MCA-035	Submitter opposes the proposed amendment to the Carindale major centre and raised the following concerns about water infrastructure for the Carindale major centre: - Residents are experiencing low water pressure issues, and this issue will be exacerbated by increasing the number of dwellings. - Consultation between Council and Urban Utilities should occur to confirm	Water and wastewater infrastructure across Brisbane is independently managed by Urban Utilities, which works closely with Brisbane City Council on planning and development matters. Planning for these networks is shown in the Urban Utilities Water Netserv Plan. Council has engaged with Urban Utilities for the proposed amendment as part of the State review process.	No change.

Submission Reference	Submission Summary	Response	Change Required
	whether the existing water network can support population growth.		
MCA-012, MCA-014, MCA-016, MCA-028, MCA-032, MCA-074, MCA-077, MCA-078, MCA-113, MCA-124, MCA-126, MCA-132, MCA-159, MCA-164, MCA-166	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments in relation to community facilities: • There is insufficient planning for community infrastructure and essential services. • Schools are at capacity and under pressure and there is concern on the increase of competition of places for children. • Healthcare facilities are at capacity and under pressure. • Other community facilities are at capacity and under pressure. • Further intensification without appropriate upgrades will result in overcrowding and reduced access to critical community services. • Additional educational institutions should be considered. • Request for information on future planning for community infrastructure, such as school planning, road upgrades and other supporting infrastructure.	The proposed amendment seeks to support additional housing supply and diversity in and around major centres, through infill development that will take place over time. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure which supports Brisbane's growth to 2036. While not an exhaustive list of all infrastructure, Council's LGIP includes more than 1,000 items for transport, stormwater, parks and land for community facilities. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. Planning for education, public healthcare services and emergency services is a Queensland Government responsibility and is managed by the relevant department. Council has engaged with the State Government as part of this amendment process. As part of the legislated process to propose the amendment, the Queensland Government undertook a state interest review of the proposed amendment. This process involves referral of the proposed amendment to all relevant Queensland Government departments to identify any relevant matters. In June 2026, the Planning Minister confirmed that State interests were appropriately integrated.	No change.
MCA-092	Submitter opposes the proposed amendment to the Carindale major centre and raised concern that increased residential density in an area subject to flooding, storm events and other emergency risks could complicate evacuations,	The Flood overlay code in City Plan applies tailored development requirements depending on the type, frequency and depth of flooding, including overland flow paths. Limited areas along Bulimba Creek and Creek Road are affected by the Creek/waterway flooding area sub-category.	No change.

Submission Reference	Submission Summary	Response	Change Required
	increase the number of people affected by utility outages, and place additional demands on emergency services during response and recovery efforts.	Development within these areas remains subject to Flood overlay assessment, including requirements relating to building siting, minimum floor levels, flood resilience, access and minimisation of flood impacts. The proposed amendment does not remove or alter the operation of the Flood overlay code.	

3.7.3. Indooroopilly

Submission Reference	Submission Summary	Response	Change Required
MCA-002, MCA-020, MCA-038, MCA-050, MCA-055, MCA-068, MCA-089, MCA-094, MCA-119, MCA-130, MCA-131, MCA-149	Submitters provide the following comments about infrastructure and services: - Concern that infrastructure and services do not have capacity to support the scale of increased density. - The need to upgrade infrastructure and services to support increased density. - Necessary infrastructure should be supplied or committed to before any changes occur. - Requests for further information, planning and evidence base supporting infrastructure and services planning. - Liveability and quality of life impacts from increasing density without adequately addressing the supporting infrastructure. - Indooroopilly and surrounding suburbs already face increasing pressure on schools, childcare centres, medical services, and community facilities.	Concerns about the capacity of existing infrastructure and services to support future growth, including community facilities, education, health services and recreation opportunities are noted. The proposed amendment supports growth in Indooroopilly as an established major centre with access to existing infrastructure, services and public transport where development that will take place over time. As redevelopment occurs, it can facilitate improvements to the public realm, including upgraded footpaths, enhanced landscaping, new pedestrian connections and more active street frontages, contributing to a more vibrant, walkable and accessible centre. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. Planning for education, public healthcare services and emergency services is a Queensland Government responsibility and is managed by the State Government. Council has engaged with the State Government as part of this amendment process.	No change.

Submission Reference	Submission Summary	Response	Change Required
	• The proposed amendment does not clearly demonstrate how it will deliver community facilities and social infrastructure beyond retail-based amenities. • Insufficient explanation of the evidence base underpinning the decision, including impacts on commercial facilities and education. • Inadequate provision of community infrastructure results in overcrowding, reduced access to recreation, and declining community wellbeing.	Water and wastewater infrastructure across Brisbane is independently managed by Urban Utilities, which works closely with Brisbane City Council on planning and development matters. Planning for these networks is shown in the Urban Utilities Water Netserv Plan. Council has engaged with Urban Utilities as well as other relevant Queensland Government departments through the State review process for the proposed amendment. As part of the legislated process to propose the amendment, the Queensland Government undertook a state interest review of the proposed amendment. This process involves referral of the proposed amendment to all relevant Queensland Government departments to identify any relevant matters. In June 2026, the Planning, Minister confirmed that State interests were appropriately integrated.	
MCA-002, MCA-020, MCA-028, MCA-050, MCA-068, MCA-089, MCA-094, MCA-131, MCA-133, MCA149, MCA-153	Submitters raise the following concerns about the capacity of existing schools around the Indooroopilly major centre: • Raised the need for new schools in the area to support increased residents. • Schools of Indooroopilly State High, Indooroopilly State School, and Ironside State School already over capacity. • People will want access to state schools but there's no room to build any more in this area and large classes aren't applauded. • School green space is at risk of being eliminated to the detriment of PE lessons and other outdoor activities required for healthy living and mental health stability.	Planning for education, public healthcare services and emergency services is a Queensland Government responsibility and is managed by the relevant department. As part of the legislated process to propose the amendment, Council has consulted with the Queensland Government who undertook a state interest review of the proposed amendment. This process involves referral of the proposed amendment to all relevant Queensland Government departments to identify any relevant matters. In June 2026, the Planning, Minister confirmed that State interests were appropriately integrated.	No change.

Submission Reference	Submission Summary	Response	Change Required
	• No clear commitment to additional public spaces, particularly schools. • State schools in the area are some of the largest in Brisbane with Indooroopilly High School well over capacity for a number of years. • a thorough search was made in late 2024, 2025 to find another site for a primary school, the suggested locations were inadequate and they could not find any available land to build another school. • The residential uplift of the proposed amendment is not reconcilable with the Queensland Government's planning for Indooroopilly State high School to a medium-to-long-term enrolment target of approximately 2500 which is below actual current enrolments. • Requests that Department of Education not approve amendment until they have confirmed capacity of schools, including Indooroopilly High School can be aligned with increases to residential density proposed. • Requests that Council advocate to the Department of Education and that a joint position on schools capacity uplift be aligned.		

3.7.4. Nundah

Submission Reference	Submission Summary	Response	Change Required
MCA-001, MCA-009, MCA-041, MCA-081, MCA-091, MCA-122, MCA-182, MCA-186	Submitters provide the following comments about general infrastructure capacity, including: • Raised concern that Nundah centre's infrastructure will not support additional population. • Lack of sufficient supporting infrastructure including sewerage, water, drainage and stormwater infrastructure. • Clear commitment to major infrastructure investment is needed before density increases. • Existing infrastructure within the Nundah Village precinct has reached capacity. • Financial beneficiaries of any high-density development must bear a proportionate responsibility for ensuring that the infrastructure needed to support that development is funded and delivered. • Expressed support provided that infrastructure including sewerage, roads, water and drainage has adequate capacity.	Council notes the concerns about infrastructure capacity and the need for supporting infrastructure to accommodate future growth. The proposed amendment supports growth in Nundah as an established centre with access to existing infrastructure, services and public transport. Infrastructure planning, funding and delivery will continue to be addressed through Council, Urban Utilities and State Government processes, including developer contributions where applicable. Council plans for infrastructure in City Plan through the Local government infrastructure plan (LGIP), which sets out the higher order infrastructure which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. Water and wastewater infrastructure across Brisbane is independently managed by Urban Utilities, which works closely with Brisbane City Council on planning and development matters. Planning for these networks is shown in the Urban Utilities Water Netserv Plan. Council engages with Urban Utilities through the State review process for the proposed amendment. Planning for education, public healthcare services and emergency services is a Queensland Government responsibility and is managed by the relevant department.	No change.
MCA-011, MCA-041 MCA-154	Submitters oppose the proposed amendment to the Nundah major centre and raise concerns about the capacity of community facilities and services to support population increases.	As part of the legislated process to propose the amendment, the Queensland Government undertook a state interest review of the proposed amendment. This process involves referral of the proposed amendment to all relevant Queensland Government departments to identify any relevant matters. In June 2026, the Planning, Minister confirmed that State interests were appropriately integrated.	
MCA-041, MCA-186	Submitters raise concerns about previous flooding in the area flood resilience and	Flooding and stormwater management are addressed through City Plan's current provisions, including the Flood overlay code and	

Submission Reference	Submission Summary	Response	Change Required
	infrastructure upgrades needed to support additional development.	Stormwater code, which require development to manage runoff appropriately, discharge to a lawful point, and ensure there is no worsening of increase in flood levels or flood hazard on upstream, downstream or adjacent premises. These matters are assessed at the development application stage, having regard to site-specific conditions and appropriate mitigation measures. Council plans for infrastructure in City Plan through the Local Government Infrastructure Plan (LGIP), which sets out the higher order infrastructure, including trunk stormwater infrastructure, which supports Brisbane's growth to 2036. For more information about the LGIP, refer to Council's website. Council undertakes citywide reviews of the LGIP regularly and the infrastructure plan informs the development of the annual budget and future infrastructure programs. There are several stormwater projects under the current Long Term Infrastructure Plan (LTIP) around Bridge Street in Nundah, along with LGIP projects at Melton Road and Nellie Street. These items can be seen on Council's online mapping by selecting Stormwater network PFTI under LGIP and Stormwater network (LTIP) under Other Plans. There is also a project included in the annual budget under the Suburban Works Program relating to drainage construction and resilience along New Street, Nundah. Water and wastewater infrastructure across Brisbane is independently managed by Urban Utilities, which works closely with Brisbane City Council on planning and development matters. Planning for these networks is shown in the Urban Utilities Water Netserv Plan. Council has engaged with Urban Utilities through the State review process for the proposed amendment.	

3.8 Business, employment and land use mix

3.8.1. All centres

Submission Reference	Submission Summary	Response	Change Required
MCA-194	Submitters support in part the proposed amendments and makes general recommendation to avoid dwelling diversity quotas or required residential and non-residential land use mix percentages.	Submitter feedback is noted. The proposed amendment does not prescribe dwelling diversity quotas or specific percentages for individual land uses. Rather, it provides a planning framework that supports a mix of residential, commercial, community and employment-generating uses, while retaining the role of the major centre as important employment and service hubs.	No change.

3.8.2. Carindale

Submission Reference	Submission Summary	Response	Change Required
MCA-003, MCA-012, MCA-073, MCA-092, MCA-099, MCA-126, MCA-140	Submitters oppose the proposed amendment to the Carindale major centre and provide the following comments and suggestions in relation to business, employment and land use mix: - Seeks assurance that retail services, hotel, restaurants, grocery stores and the library will continue to be provided within the precinct and protected through appropriate mixed-use requirements. - Businesses and services, such as those in and around the shopping centre, are operating beyond capacity and more services such as bakers, butchers, chemist and medical clinics are needed to support more people.	Council notes the comments about the ongoing provision of retail, commercial, community and employment uses within the Carindale major centre. The proposed amendment supports a mixed-use centre that continues to accommodate a diverse range of services, facilities and employment opportunities while providing for additional housing. The proposed amendment is intended to strengthen Carindale's role as a major centre and does not propose to replace existing retail, commercial or community functions. Matters relating to shopping centre expansion, commercial rents, business operations and individual tenancy arrangements are outside the scope of the proposed amendment. Proposed land use mix requirements in Carindale major centre respond to the Principal Regional Activity Centre designation under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation	No change.

Submission Reference	Submission Summary	Response	Change Required
	- Concerns about displacement of local businesses. - Concern about the scale of employment-generation as a result of the proposed increase of population in the area. - Concerns about business viability, high commercial rents and existing challenges faced by retailers within the centre. - Raised questions on what plans are in place for the expansion of the shopping centre.	under City Plan, proximity to public transport, active transport, parkland, commercial and retail centre, community facilities and services. As a growing area with increased employment opportunities and future improvements to public transport, Carindale is well placed to support additional higher density living. The proposed amendment includes land use mix provisions requiring non-residential uses at the ground and lower levels to support more activity and employment within the major centre. The exact mix of services within commercial and retail spaces are subject to market demand. Any development should demonstrate how it fits within the context of the site and the broader surrounding area, where structure planning is to be undertaken in accordance with the <i>Structure planning planning scheme policy</i> to achieve coordinated development outcomes. Council provides business support programs for local operators. More information can be found at: https://www.brisbane.qld.gov.au/business/business-support	
MCA-105	Submitter provides the following comments and suggestions in relation to future businesses and land use mix in Carindale: - Redevelopment should not reduce the functionality of the shopping centre, which can be achieved by building above-ground residential development in the Centre core precinct. - Redevelopment should occur through coordinated planning involving Council, State Government, developers and major landowners, rather than a standalone residential intensification approach. - Suggests retention and strengthening of existing shopping centre and large-format retail (home-maker precinct), with residential on top. - Suggests additional health and banking services and other		

Submission Reference	Submission Summary	Response	Change Required
	commercial, retail and leisure developments.		

3.8.3. Indooroopilly

Submission Reference	Submission Summary	Response	Change Required
MCA-130	Submitter questions what will be done to support renewal of the smaller neighbourhood retail centres in the area to limit car travel and support local business.	Council notes the comment about the role of Neighbourhood Centres in supporting local businesses and reducing the need for car travel. The proposed amendment relates specifically to the Indooroopilly major centre and does not propose changes to surrounding neighbourhood centres. Brisbane's centres hierarchy recognises the important role of neighbourhood centres in providing local goods, services and employment opportunities close to where people live, and existing planning provisions will continue to support their ongoing function and renewal. Council also provides business support programs for local operators. More information can be found at: https://www.brisbane.qld.gov.au/business/business-support	No Change

3.8.4. Nundah

Submission Reference	Submission Summary	Response	Change Required
MCA-041, MCA-097, MCA-107, MCA-151, MCA-154, MCA-182	Submitters raise the following concerns businesses and land use mix: - Nundah's retail and service capacity is limited, and services and key facilities like Woolworths cannot cope with current or increased population. - More people will place further strain and be detrimental to existing businesses.	Council notes the concern about the capacity of existing retail and service uses to support future growth. Nundah is an established mixed-use centre that is intended to accommodate a range of retail, commercial, community and service-based activities to meet the needs of a growing population. Increased population can support the viability and expansion of local businesses and services over time by increasing demand and customer patronage. The proposed amendment continues to support a diverse mix of uses within the centre and reinforces Nundah's role as a local employment and service hub.	No Change

Submission Reference	Submission Summary	Response	Change Required
MCA-001	Submitter supports in part the proposed amendment to the Nundah major centre, and raises concerns about current access to services including Woolworths but looking forward to increased patronage in the area driving new and interesting retail and hospitality options in the broader village space.		
MCA-069	Submitter opposes the proposed amendment to the Nundah major centre and expressed concern that existing commercial activities already generate adverse impacts, including litter, overflowing waste, and noise from deliveries and waste collection. They consider that additional mixed-use and high-rise development with increased ground-floor commercial activity will exacerbate these issues and reduce community wellbeing for nearby residents.	The suggested comments are noted. The City Plan already contains requirements about hours of operation and measures to mitigate noise and odour impacts in mixed use environments. To report an issue, the submitter is encouraged to contact Council's Contact Centre on 3403 8888 or via: https://www.brisbane.qld.gov.au/aboutCouncil/contact#mail .	No Change

3.9 Housing supply and affordability

3.9.1. All centres

Submission Reference	Submission Summary	Response	Change Required
MCA-051, MCA-194	Submitters support in part the proposed amendments and provide the following comments about housing choice and affordability across all centres: • Additional housing choice is needed to respond to the critical housing supply and affordability crisis facing the region • Brisbane needs more entry-level, basic, affordable and reliable housing around the \$600k price point.	With demand for housing exceeding supply, the cost of owning and renting a home continues to increase. We need a strong and continuous pipeline of homes being built, or the cost of housing will continue to increase as demand exceeds supply. Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Council supports opportunities to increase housing supply and diversity through the planning scheme. Delivery of affordable housing is influenced by broader housing policy, funding and investment mechanisms, which are primarily the responsibility of the State and Federal governments. Council is addressing housing diversity, affordability and choice through a range of initiatives including: • facilitating suburban renewal precinct plans to increase housing supply; • supporting community housing providers to deliver affordable housing developments in the city; • supporting multigenerational family households by enabling secondary dwellings (e.g. granny flats) to be constructed within residential areas; • facilitating a wide range of homelessness support initiatives;	No Change

Submission Reference	Submission Summary	Response	Change Required
		offering 100% reduction in infrastructure charges for social and affordable housing multiple dwelling developments through the Brisbane Housing Supply Incentive Policy. To learn about Council's other housing supply initiatives including precinct plans and City Plan amendments, visit Council's website.	
MCA-180, MCA-169, MCA-194, MCA-193	Submitters support in part the proposed amendments and provide the following comments about development feasibility and housing delivery: - The proposed amendment is too limited to materially shift housing supply. - Planning policy changes alone do not unlock housing; commercial feasibility is the real constraint for the housing typology being sought. - Council should pursue broader and more ambitious housing reforms, especially lower and medium scale infill options. - The combination of plot ratio, setbacks, site coverage requirements and transitional controls may limit the ability of the proposed amendments to achieve their stated objectives, even in areas identified for increased height and intensity. - Requirements in the Multiple dwelling code that are not addressed through the proposed amendment package (eg building transition requirements, and tower controls and site cover requirements in High Density Residential pockets) are likely to	Council notes the comments about housing supply and delivery. The proposed amendment forms one part of a broader suite of initiatives being progressed by Council to increase housing supply and diversity across Brisbane. These include implementation of <i>Brisbane's Housing Supply Action Plan</i>, the <i>Sustainable Growth Strategy</i>, precinct planning, and a review of the Low-medium density residential zone to deliver more homes sooner. The proposed amendment is intended to contribute to housing supply by facilitating additional housing opportunities in well-connected major centres, while balancing other planning considerations such as amenity, urban design, infrastructure and centre function. Council will continue to monitor housing delivery and consider further planning reforms where appropriate. In preparing planning scheme amendments, Council undertakes a comprehensive process of research, analysis and stakeholder engagement to ensure that proposed changes are evidence based, achievable and aligned with strategic planning objectives. This research involves review of many factors, including plot ratio, site over, setback requirements, car parking rates and increased height. For more information on Council's approach for housing supply, visit Council's website.	No Change

Submission Reference	Submission Summary	Response	Change Required
	constrain delivery and relaxation should be considered. - Requirements related to car parking, commercial active frontage, dwelling diversity quotas or land use mix percentages, setbacks, site cover and deep planning should be avoided to further assist housing delivery. - Recommend further work to monitor and track the success of these changes by reviewing the development uptake within the amended areas to ensure that the intended uplift is realised in practice and consider timely refinements where that is not occurring.		

3.9.2. Carindale

Submission Reference	Submission Summary	Response	Change Required
MCA-003, MCA-027, MCA-031, MCA-056, MCA-067, MCA-081, MCA-087, MCA-104, MCA-109, MCA-125, MCA-129, MCA-136, MCA-139, MCA-140, MCA-146, MCA-155, MCA-156, MCA-158, MCA-159, MCA-163, MCA-165, MCA-172, MCA-175, MCA-178	Submitters support in part or oppose the proposed amendment to the Carindale major centre and provide the following comments about housing supply and affordability: - The cost of required engineering and transport infrastructure upgrades will increase housing costs and reduce affordability. - Future high-rise development in Carindale is unlikely to deliver affordable housing outcomes, particularly for first-home buyers and local residents. - The proposed increase in housing supply would not meaningfully reduce property prices or improve housing affordability in Brisbane.	With demand for housing exceeding supply, the cost of owning and renting a home continues to increase. We need a strong and continuous pipeline of homes being built, or the cost of housing will continue to increase as demand exceeds supply. Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Proposed building heights in Carindale Major centre responds to the Principal Regional Activity Centre designation under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation under City Plan, proximity to public transport, active transport, parkland, commercial	No change.

Submission Reference	Submission Summary	Response	Change Required
	• Questioned whether the proposed development would deliver social or affordable housing outcomes. • The proposed high-density development strategy lacks clear affordable housing targets and may not meet the needs of current and future residents. • Social and affordable housing, particularly in well-serviced locations, is not adequately addressed by the proposed amendments and may not align with broader housing affordability objectives. • The proposal may be driven by development and financial interests rather than community benefit. • Noted the absence of publicly available affordability modelling, dwelling yield analysis, housing diversity assessments, or mechanisms to secure affordable housing outcomes. • Recommended measures to limit short-term accommodation, such as Airbnb, to support housing availability and affordability.	and retail centre, community facilities and services. As a growing area with increased employment opportunities and future improvements to public transport, Carindale is well placed to support additional higher density living. In preparing planning scheme amendments, Council undertakes a comprehensive process of research, analysis and stakeholder engagement to ensure that proposed changes are evidence based, achievable and aligned with strategic planning objectives. This research involves review of many factors, including plot ratio, site over, setback requirements, car parking rates and increased height. Social and community housing and support services are out of scope of the proposed amendment. The delivery and management of social and community housing is the responsibility of the Queensland Government in conjunction with community housing providers. Council will continue to work with other levels of government and advocate for change where necessary to ensure additional social and community housing supply can be delivered in Brisbane using all available mechanisms. The proposed amendment forms one part of a broader suite of initiatives being progressed by Council to increase housing supply, diversity and affordability across Brisbane. including: • facilitating suburban renewal precinct plans to increase housing supply; • supporting community housing providers to deliver affordable housing developments in the city; • supporting multigenerational family households by enabling secondary dwellings (e.g. granny flats) to be constructed within residential areas; • facilitating a wide range of homelessness support initiatives;	

Submission Reference	Submission Summary	Response	Change Required
		offering 100% reduction in infrastructure charges for social and affordable housing multiple dwelling developments through the Brisbane Housing Supply Incentive Policy For more information on Council's approach for housing supply, visit Council's website. The proposed amendment does not include changes to the existing levels of assessment for short-term accommodation uses. Changes to short-term accommodation is out of scope for the proposed amendment.	

3.9.3. Indooroopilly

Submission Reference	Submission Summary	Response	Change Required
MCA-069, MCA-089, MCA-094, MCA-127	Submitters oppose the proposed amendment to the Indooroopilly major centre and provide the following comments about housing supply, affordability and growth: - High-rise development has higher construction costs per square metre, and requires complex structural, fire, and vertical transport systems, which leads to higher ongoing body corporate costs. Costs are passed on to residents. - There are other alternatives and increased height does not necessarily equate to affordable housing outcomes. - Support lower density across broader range of suburbs, rather than concentrating high density. - Support for gradual and balanced infill development and diverse housing typologies.	Council is committed to improving housing affordability and supporting a balanced mix of housing types, facilitating homes that reflect community needs and demand across all life stages. Council is also committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Proposed building heights in Indooroopilly major centre respond to the Principal Regional Activity Centre designation under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation under City Plan, proximity to public transport, active transport, parkland, commercial and retail centre, community facilities and services. As a growing area with increased employment opportunities, Indooroopilly is well placed to support additional higher density living.	No change.

Submission Reference	Submission Summary	Response	Change Required
	• Preference for well-designed medium-density / low-rise apartment development, townhouses and mixed-use precincts. • More apartments that are suitable for families should be provided, including significantly larger average unit sizes and minimising or eliminating studio and one-bedroom units. • Measures that target genuinely affordable housing supply.	Council supports opportunities to increase housing supply and diversity through the planning scheme. However, the delivery of affordable housing is influenced by broader housing policy, funding and investment mechanisms, which are primarily the responsibility of the State and Federal governments. Council is addressing housing diversity, affordability and choice through a range of initiatives including: • facilitating suburban renewal precinct plans to increase housing supply; • supporting community housing providers to deliver affordable housing developments in the city; • supporting multigenerational family households by enabling secondary dwellings (e.g. granny flats) to be constructed within residential areas; • facilitating a wide range of homelessness support initiatives; • offering 100% reduction in infrastructure charges for social and affordable housing multiple dwelling developments through the Brisbane Housing Supply Incentive Policy. To learn about Council's other housing supply initiatives including precinct plans and City Plan amendments, visit Council's website.	
MCA-110, MCA-192, MCA-193	Submitters support in part the proposed amendment to the Indooroopilly major centre but provide the following comments about housing supply and feasibility in the Indooroopilly major centre: • Additional height has been allocated to sites with limited redevelopment potential. • Maximum height entitlements should be distributed surrounding the shopping centre, on mid-sized parcels under fragmented ownership where the	Council seeks to balance social, environmental, economic and urban design considerations in making decisions and setting development outcomes. The reduction to site area requirements and removal of gross floor area limits, seeks to improve alignment with other contemporary neighbourhood plans settings and allow for achievement of height limits. Council has reviewed submissions and retained the proposed building heights. The proposed building heights are considered appropriate to allow for uplift whilst maintaining amenity for residents	No change.

Submission Reference	Submission Summary	Response	Change Required
	reduced site area thresholds have improved feasibility. • Increase in building height for the shopping centre parcel is supported, but should not be relied upon for dwelling targets. • 30 to 40 storeys is economically favourable for a build to rent building. • Feasibility is increasingly affected by cost and construction time associated with basement car parking. • Amendments should allow for balanced inclusion of above ground car parking options to ensure that development remains feasible. • Retention of “no change” height areas to the south, north and west represents a missed opportunity to accommodate future growth over the next 10–15 years.	and visitors to the centre as well as residential areas and open space in proximity to the centre. Changes to car parking requirements, including car parking design, are not included in the scope of the proposed amendment. Council manages requirements for on-site car parking through City Plan which is addressed in <i>Schedule 6.31 Transport, access, parking and servicing planning scheme policy</i>. Car parking rates for Multiple dwellings have just been reviewed and updated as part of the More Homes, Sooner amendment.	

3.9.4. Nundah

Submission Reference	Submission Summary	Response	Change Required
MCA-069, MCA-098	Submitter support in part or oppose the proposed amendment but provide the following comments with regards to housing supply and affordability in the Nundah major centre: • New apartments are likely to be targeted toward the luxury end of the market so unlikely to be affordable for young families.	Council is committed to improving housing affordability and supporting a balanced mix of housing types, facilitating homes that reflect community needs and demand across all life stages. The planning framework provides opportunities for a range of housing types and dwelling sizes, however, the specific mix, size and configuration of dwellings delivered through development are generally determined by market demand, project feasibility and developer response to housing needs.	No change.

Submission Reference	Submission Summary	Response	Change Required
	• recommends medium density development to resolve housing supply and sensible urban growth. • Well-designed buildings of around five storeys can increase housing availability while still maintaining sunlight, airflow, green space, walkability, and community character. • Medium-density allows infrastructure and services to expand in a more manageable and sustainable way, reducing pressure on transport infrastructure, parks, and community facilities. • Council should prioritise medium-density in more suburbs, rather than concentrating excessive high-rise development in small number of neighbourhoods at the expense of residents' quality of life.	Council is also committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Medium-density development alone would not fully realise the role of Nundah as a major centre. Major centres are intended to accommodate a significant share of population and employment growth in locations with access to high frequency public transport, services, jobs and community facilities. Concentrating higher density development in these well-connected centres supports the efficient use of infrastructure, reinforces the centre's role as a mixed-use destination and helps reduce pressure for comparable growth in lower-density suburban areas. Proposed building heights in Nundah major centre respond to the Major Regional Activity Centre designation under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation under City Plan, proximity to public transport, active transport, parkland, commercial and retail centre, community facilities and services. As a growing area with increased employment opportunities, Nundah is well placed to support additional higher density living. It is noted that there are existing areas of Low medium density residential zoning surrounding the Nundah major centre which are outside the focus area for this amendment. The More Homes Sooner - Low-medium density residential design amendments have also considered proximity to centres and quality public transport in proposing increased heights within the Low medium density residential zone. Information on that amendment can be found on Council's website by searching for More Homes Sooner – Low Medium Density Design.	

Submission Reference	Submission Summary	Response	Change Required
		To learn about Council's other housing supply initiatives including precinct plans and City Plan amendments, visit Council's website .	
MCA-048	Submitters support in part the proposed amendment to the Nundah major centre and provide the following comments about the changes not being ambitious enough to achieve housing supply and growth aims: • The area designated for increased density remains tightly confined to the existing core of already developed higher density housing, thus severely limiting how many more apartment buildings could be built. • The amended area allowing 15 story buildings already has the majority of its area taken up by three existing apartment blocks and a mid rise office block all built within the last 15 years. • This amendment does not address the fundamental lack of high and medium density zoning opportunities across Nundah and BCC.	Council seeks to balance social, environmental, economic and urban design considerations in making decisions and setting development outcomes. The proposed heights are considered appropriate to allow for uplift whilst maintaining amenity for residents and visitors to the centre as well as residential areas and open space in proximity to the centre. The proposed amendment is one of several planning scheme amendments being implemented by Council to increase housing supply, provide greater housing choice and accommodate population growth in appropriate locations across Brisbane. It is noted that there are existing areas of Low medium density residential zoning surrounding the Nundah major centre which are outside the focus area for this amendment. The More Homes Sooner - Low-medium density residential design amendments have also considered proximity to centres and quality public transport in proposing increased heights within the Low medium density residential zone. Information on that amendment can be found on Council's website by searching for More Homes Sooner – Low Medium Density Design. To learn about Council's other housing supply initiatives including precinct plans and City Plan amendments, visit Council's website.	No change.

3.10 Consultation process

Submission Reference	Submission Summary	Response	Change Required
MCA-035, MCA-059, MCA-089, MCA-091, MCA-066, MCA-070, MCA-081, MCA-084, MCA-087, MCA-088, MCA-103, MCA-113, MCA-119, MCA-120, MCA-124, MCA-126, MCA-128, MCA-129, MCA-135, MCA-136, MCA-144, MCA-161, MCA-162, MCA-166, MCA-176, MCA-181, MCA-191, MCA-195,	Submitters provide the following comments about the consultation and submission process: - Community feedback is not genuinely considered and that decisions may already be predetermined. - Proposals of this scale are being progressed without adequate consultation, broad community support, or meaningful opportunities for residents to influence outcomes. - Requests for further consultation before decisions are made. - Request that major planning changes be supported by transparent engagement, independent planning analysis, detailed impact assessments, and a stronger evidence base. - Information provided to the community inadequate or unclear. - Heights map is not enough to gain understanding of visual impact of the proposed height limits on the suburb, streetscape, surrounding homes and open spaces. - Lack of 3D renderings or visualisations demonstrating the height limits from key viewpoints from adjacent residential streets, the bus interchange and the Bulimba Creek corridor. - Booking requirements for consultation sessions were not clearly communicated, resulting in confusion	The proposed amendment was advertised in accordance with the requirements of the <i>Planning Act 2016</i> and the <i>Minister's Guidelines and Rules</i> (the Guideline) for a period of 20 business days. In addition, the proposed amendments were reported in other media channels including via online advertisements and via signage in key locations throughout the neighbourhood plan areas. The consultation process allowed residents an opportunity to have their say on the proposed changes that may affect their property or neighbourhood. The public notification period was an opportunity for communities, residents and local groups to provide feedback on the proposed amendment based on their own local knowledge and understanding. Feedback on the online submission and consultation booking process is noted. Council will consider this feedback for potential future updates. Council encourages submissions and engagement from the community on all proposed amendments to the City Plan. Other options were also available for the community to make a submission, including emailing the project team and writing to Council. Technical or Planning Scheme knowledge is not required to submit a properly made submission in support or opposition to proposed amendments Council is required, in accordance with the <i>Planning Act 2016</i> and the <i>Minister's Guidelines and Rules</i>, to consider all properly made submissions on a proposed amendment to City Plan. In reviewing submissions, Council must consider all information provided and seeks to balance social, environmental and economic considerations in making decisions. Changes are regularly made to proposed amendments to City Plan following public consultation. Council is making changes to the	Change to: Carindale centre neighbourhood plan code

Submission Reference	Submission Summary	Response	Change Required
	and residents being unable to participate as expected. • The consultation period was insufficient, residents had limited time to prepare submissions. • Process relied too heavily on online engagement and did not cater for elderly, people with disabilities, or limited digital access or skills. • The formal submission process was difficult to navigate, believing that specialised planning knowledge was required to participate effectively. • Challenges in navigating Council's website and understanding key planning concepts, including the implications of the proposed rezoning. • Limited information about anticipated dwelling numbers, population growth, planning assumptions, and supporting technical investigations. • Council officers were unable to adequately address concerns raised during consultation sessions. • Detailed visual material, modelling, infrastructure assessments, capacity analysis, and other evidence should be released to inform community understanding. • Concern that the consultation material contains inconsistencies between the advertised graphics and the proposed Carindale centre neighbourhood plan code provisions, noting that Section 7.2.3.4.2.B identifies a maximum building height of 10 storeys for all	proposed amendment in response to submissions where appropriate and those changes are identified in this Consultation Report. As part of the legislated process to propose the amendment, Council engages with the Queensland Government to ensure they are aware of any proposed increases in dwelling growth. The Queensland State government has undertaken a state interest review of the proposed amendment. This process involves referral of the proposed amendment to all relevant Queensland Government departments to identify any relevant matters or state interests. In June 2026, the planning minister confirmed that State interests were appropriately integrated into the proposed amendment. In response to issues raised through submissions, Council has made changes to the Carindale centre neighbourhood plan code, including the following changes to building height: • Additional height transition outcomes have been included to support the existing overall outcomes. This involves limiting building height to a maximum of 4 storeys where within 20 metres of the Winstanley Street frontage in the Centre residential precinct.	

Submission Reference	Submission Summary	Response	Change Required
	development within NPP-003, while the consultation material depicts a 4-storey transition along Winstanley Street. Submitter also questioned the removal of the “community expectations” wording. • Concern that advice from key infrastructure and government agencies has not been publicly released, making it difficult to assess whether the proposal is supported by the organisations responsible for delivering and managing essential infrastructure.		

3.11 Other matters

Submission Reference	Submission Summary	Response	Change Required
MCA-190	Submitter provides commentary on the urban planning approach in Brisbane, particularly the way it focuses on concentrating high-density growth in selected precincts, while maintaining low-density protections elsewhere. It argues that this creates fragmented urban outcomes, infrastructure strain, and worsening housing affordability due to land banking and reliance on high-rise supply, while limiting meaningful community input. The proposed increases in allowable building height and density to Carindale and Indooroopilly are used to exemplify this approach and the associated risks.	Review of building heights in major centres is part of Council's broader strategy for housing supply, set out in <i>Brisbane's Sustainable Growth Strategy</i> and the <i>Housing Supply Action Plan</i>. Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Other planning initiatives, including More Homes, Sooner and reviews of other neighbourhood plans and are also being delivered as part of Council's broader strategy for housing supply, set out in <i>Brisbane's Sustainable Growth Strategy</i> and the <i>Housing Supply Action Plan</i>. To learn about Council's other housing supply initiatives including precinct plans and City Plan amendments, visit Council's website.	No change.
MCA-193	Submitter supports in part the proposed amendments across all three major centres and recommends zoning changes within City Plan to create MDR or LMR buffer zones between HDR and LDR zoned land to avoid direct interface issues between HDR and LDR zones.	Submitter comments are noted. Changes to the allocation of residential zones are out of scope of the proposed amendment. The proposed amendment includes changes to the development requirements that apply to the selected amendment areas of the Carindale centre neighbourhood plan area, Indooroopilly centre neighbourhood plan area, and Toombul—Nundah neighbourhood plan area to support additional housing supply and diversity, as well as the creation of jobs.	No change.
MCA-088	Submitter opposes the proposed amendment to the Carindale major centre and raised the	Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and	No change.

Submission Reference	Submission Summary	Response	Change Required
	question as to why the other side of Carindale shopping centre on Creek Road (on the side of Belmont Hospital) was not considered as part of the proposed amendments. The submitter is of the view that this area currently comprising of low-density housing should be included for the potential relocation of the bus terminal.	supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services.	
MCA-102	Submitter opposes the proposed amendment to the Carindale major centre and requested for medium density zoning to expand further to major traffic corridors such as Meadowlands Road and Winstanley Street.	The proposed amendments in the Carindale Major centre includes changes to development requirements that apply to the Carindale centre neighbourhood plan area to support additional housing supply and diversity, as well as the creation of jobs. Changes to the zoning or development outcomes for particular sites and areas outside the Carindale centre neighbourhood plan area are out of scope of the proposed amendment.	
MCA-026, MCA-027, MCA-031, MCA-078, MCA-079, MCA-082, MCA-089, MCA-104, MCA-105, MCA-113, MCA-124, MCA-139, MCA-158, MCA-164, MCA-166, MCA-167, MCA-172, MCA-175, MCA-178	Submitters support in part or oppose the proposed amendment and provide the following comments with regards to alternative locations for density: • Submitters drew comparisons with other locations to emphasise the potential density outcomes because of an increase in building heights. • Submitters identified alternative locations for accommodating 30-storey development, citing factors such as proximity to the CBD, access to public transport, land availability, and the presence of existing higher-density development. • Submitters suggested to concentrate growth on Indooroopilly and Nundah. • Other suggested locations included corridors such as Sandgate Road and Gympie Road, suburbs such as	Submitter comments are noted. Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our Major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Proposed building heights in the Carindale, Indooroopilly and Nundah Major centres responds to the Regional Activity Centre designations under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation under City Plan, proximity to public transport, active transport, parkland, commercial and retail centre, community facilities and services. As a growing area with increased employment opportunities and future improvements to public transport, Carindale, Indooroopilly and Nundah is well placed to support additional higher density living.	No change.

Submission Reference	Submission Summary	Response	Change Required
	Bulimba, Chandler, Camp Hill, Cannon Hill, Carina, Coorparoo, Corinda, Geebung, Jindalee, Mt Gravatt, Morningside, Murarrie, Oxley, South Brisbane, Stones Corner, Woolloongabba as well as the cities of Logan and Ipswich.	Changes to the development outcomes for areas outside the Carindale centre neighbourhood plan, Indooroopilly centre neighbourhood plan, and Toombul—Nundah neighbourhood plan are out of scope of the proposed amendment. Review of building heights in major centres, including Carindale, Indooroopilly and Nundah, is part of Council's broader strategy for housing supply, set out in Brisbane's <i>Sustainable Growth Strategy</i> and the <i>Housing Supply Action Plan</i>.	
MCA-002	Submitter opposes the proposed amendment to the Indooroopilly major centre and expressed that there is an opportunity to plan for well-designed, connected growth areas, similar to Springfield or North Lakes, rather than focusing predominantly on high-density apartment living.	Springfield and Northlakes were planned as greenfield developments, whereas Brisbane is an established, infill local government area, with limited opportunities for outward expansion. As a result, planning for future growth needs to maximise the efficient use of existing infrastructure, services and public transport by directing development to well-connected locations, such as major centres. This approach supports a more sustainable urban form, makes efficient use of public investment and helps protect the character and function of established suburban areas. Review of building heights in major centres, including Carindale, Indooroopilly and Nundah, is part of Council's broader strategy for housing supply, set out in <i>Brisbane's Sustainable Growth Strategy</i> and the <i>Housing Supply Action Plan</i>.	No change.
MCA-094	Submitter opposes the proposed amendment to the Indooroopilly major centre and contended that the proposed amendment in its current form appears to prioritise yield over integrated planning outcomes and is not aligned with Brisbane City Plan or the <i>Sustainable Growth Strategy</i> in relation to well serviced, liveable communities, ensuring infrastructure supports growth or maintaining neighbourhood character.	The proposed amendment has been prepared having regard to the strategic intent of the City Plan and the <i>Brisbane's Sustainable Growth Strategy</i> , which seek to direct growth to well-connected centres with access to employment, services, community facilities and public transport. The proposed amendment supports this approach by focusing additional housing and employment opportunities within major centres, while retaining provisions relating to neighbourhood character, urban design, amenity and centre function. Accommodating growth in established centres also supports the efficient use of existing infrastructure and services,	No change.

Submission Reference	Submission Summary	Response	Change Required
		consistent with Brisbane's approach to managing growth as an infill city.	
MCA-001, MCA-006, MCA-011, MCA-021, MCA-041, MCA-107, MCA-121, MCA-154	Submitters support or support in part the proposed amendment but raised the following concerns and objections with regards development in the Nundah major centre: • The Toombul shopping centre site should be planned for. • the Toombul shopping centre site should accommodate 30-storey buildings, similar to the Carindale plan. • Reopening the services at Toombul should be a priority. • Redevelopment at Toombul should be finished before any further growth supported in Nundah. • The proposed amendment does not adequately consider the loss of retail and infrastructure with the closure of Toombul shopping centre. • Concerns about flood resilience and stormwater at Toombul. • Intensive residential development should not be pushed into narrow, high friction streets around Nundah's train precinct before resolving planning for Toombul. • Redevelopment of Toombul should not justify further increases in height for Nundah	Changes to the development outcomes for the Toombul shopping centre area are out of scope of the proposed amendment. The Nundah major centre is well suited to accommodate additional growth due to its access to rail, bus services, employment, retail, community facilities and an active main street environment. Nundah also has a fine-grained urban structure and a mixed-use centre that supports increased residential development within walking distance of services and public transport.	No change.

Submission Reference	Submission Summary	Response	Change Required
MCA-002	Submitter contended that the proposed amendment has no clear commitment to community benefit.	The proposed amendment seeks to balance the community's priorities about safeguarding local character and identity, with the requirement to deliver additional housing and employment within the Carindale, Indooroopilly and Nundah major centres. Active and vibrant mixed-use centres provide a range of community benefits by bringing housing, employment, services, recreation and public transport together in one location. Concentrating a mix of uses within walkable centres can support local businesses, create employment opportunities, increase access to shops and services, and reduce the need for longer car trips. Increased activity throughout the day and evening can also improve passive surveillance, contribute to perceptions of safety and support a more attractive and livelier public realm. By accommodating growth in well-connected centres, mixed-use development helps make efficient use of existing infrastructure while creating more accessible, inclusive and liveable communities. Council acknowledges that the current housing challenges and cost of living pressures have been influenced by multiple factors, including population growth, housing supply constraints, construction and financing costs, labour availability and broader economic conditions. Planning scheme amendments can help facilitate additional housing opportunities, but they are only one component of a broader housing response.	No change.
MCA-014	Submitter expressed concern about the poor planning outcomes which are reflected through the excessive townhouse approvals in other nearby suburbs.		
MCA-026	Submitter emphasised that planning decisions should prioritise safety, functionality and long-term liveability of the area.		
MCA-084	Submitter expressed a lack of confidence in the ability of local government to effectively manage growth and address emerging issues, citing previous planning outcomes and broader concerns about whether decision-making adequately reflects community interests.		
MCA-175	Submitter raises concerns that planning system inefficiencies, including delays and administrative processes, have contributed to current housing challenges, declining liveability and cost-of-living pressures.		
MCA-079	Submitter made suggestions to Carindale about creating dual zoning with commercial on ground and apartments on top.	City Plan sets out planning provisions which aim to facilitate development outcomes within a neighbourhood plan area and/or zone, and any development proposals are initiated through development applications lodged by applicants. Dual zoning is not required for mixed use development. The proposed amendments include stronger requirements for building design and land use mix to ensure new development is well-designed	No change.
MCA-175	Submitter made suggestions to Carindale and suggested repurposing existing buildings rather than expanding suburban density.		
MCA-024	Submitter provides suggestions to Council for redevelopment on Carindale, such as a function centre with short term accommodation,		

Submission Reference	Submission Summary	Response	Change Required
MCA-176	recreational outdoor areas, and extra parking provisions.	and appropriate for its setting. The proposed land use mix outcomes focus on ensuring mixed-use developments include non-residential uses at the ground and lower levels to support more activity and employment within the major centre. Council acknowledges the role that adaptive reuse and repurposing of existing buildings can play in providing housing opportunities. However, the conversion of existing buildings to residential use can be constrained by factors such as building design, floor plate configuration, structural requirements, building code compliance, servicing upgrades, accessibility requirements, fire safety standards and development feasibility. In many cases, existing buildings were not designed for residential occupation, and significant modifications may be required to achieve acceptable living outcomes. While adaptive reuse may contribute some additional housing supply, it is unlikely to provide sufficient housing at the scale required to accommodate Brisbane's projected population growth. City Plan identifies the range of supported land uses within each neighbourhood plan area and zone. Detailed configuration of the proposed development is to be established at the development application stage. Development applications for proposals in the Carindale centre neighbourhood plan area will be assessed against the applicable provisions of the City Plan. The planning framework provides opportunities for short-term accommodation and function facilities within District Centres; however, whether and where these uses are ultimately delivered is driven by market demand, investment decisions and development feasibility.	
	Submitter sought clarification on the proposed building heights and whether high-rise development is intended above the existing Carindale shopping centre.		

Submission Reference	Submission Summary	Response	Change Required
		The heights proposed are as shown on the map and could be proposed above the existing shopping centre, noting the complexity of design and construction for development over an existing centre.	
MCA-036	Submitter supports in part the proposed amendment in the Nundah major centre but raises concerns about the cumulative impacts of large-scale or commercialised short-term accommodation operations within residential apartment buildings located in centre zones.	The proposed amendment does not include changes to the existing levels of assessment for short-term accommodation uses. It also does not address the design of short-term accommodation uses more broadly. Changes to short-term accommodation is out of scope for the proposed amendment.	No change.
MCA-067	Submitter raises concerns about whether increased building heights in Carindale impact on the flight path and conflict with aviation height restrictions, and sought clarification on any consultation undertaken with Air Services Australia and the feedback received.	Council has consulted with the State Government on matters of state interest throughout the preparation of the proposed amendment. This includes consideration of Brisbane Airport operations, aviation safety requirements and applicable building height restrictions associated with aircraft flight paths. The proposed amendment has been developed having regard to these requirements and does not override applicable aviation safeguarding provisions or existing City Plan overlay requirements. The Airport environs overlay code will continue to apply to sites that are mapped within these overlays. The overlay code includes requirements to ensure that future development is compatible with or is designed to respond to and mitigate risk.	No change.
MCA-119	Submitter raises concerns about construction delays, capacity issues, and compounding pressures from supply chain disruptions and Olympic infrastructure projects.	Council notes the comments about construction sector capacity, construction timeframes, supply chain pressures and competing demand associated with major infrastructure projects. These matters are influenced by broader economic conditions, industry capacity and government investment decisions, and are outside the scope of the proposed amendment. The proposed amendment is intended to provide a planning framework that supports additional housing opportunities over the long term and does not determine the timing or delivery of individual development projects.	No change.
MCA-006	Submitter supports the proposed amendment to the Nundah major centre but raises concerns	Public consultation for the <i>More Homes Sooner – Low-medium density residential design and Car parking in Multiple Dwelling unit</i>	No change.

Submission Reference	Submission Summary	Response	Change Required
	about the introduction of generic 400m walking distances as part of the More Homes Sooner initiative.	amendments was undertaken between 20 February to 20 March 2026. These amendments have also considered proximity to centres and quality public transport in proposing increased heights within the Low medium density residential zone. Information on that amendment can be found on Council's website by searching for More Homes Sooner – Low Medium Density Design. The proposed amendment does not propose any changes in this regard.	
MCA-097, MCA-154	Submitters raise the following questions and suggestions about locations proposed for changes in the Nundah major centre: • Questions why the proposal is limited to the western side of the railway line. • Any increase in residential building heights may be more appropriately considered on the Virginia side of Toombul Road, extending toward Virginia Station. • Small scale development can bring refreshed vibrancy and the cultural village atmosphere across many suburbs along the northern train line that would be appreciated. • Young people and young families living in northern suburbs would find this urban renewal in their area a bonus.	Changes to development outcomes for sites outside of the Nundah village precincts are out of scope and are unable to be included in this amendment. Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. To learn about Council's other housing supply initiatives including precinct plans and City Plan amendments, visit Council's website.	No change.
MCA-182	Submitter raises the following questions and suggestions about locations outside the Nundah major centre: • Chermside, with its substantially larger commercial, retail, transport, and	Changes to development outcomes for sites outside of the Nundah village precincts are out of scope and are unable to be included in this amendment.	No change.

Submission Reference	Submission Summary	Response	Change Required
	community infrastructure base, may be more appropriate locations to accommodate further large-scale density increases.	To learn about Council's other housing supply initiatives including precinct plans and City Plan amendments, visit Council's website .	
MCA-098	Submitter supports in part the proposed amendment to the Nundah major centre but expressed concern that future zoning changes could enable high-rise apartment development within their street, potentially altering the existing character of the area and negatively impacting their quality of life.	Changes to the zoning or development outcomes for particular sites and areas are out of scope of the proposed amendment. The proposed amendment includes changes to the development requirements that apply to the selected amendment areas of the Toombul—Nundah neighbourhood plan area to support additional housing supply and diversity, as well as the creation of jobs.	No change.
MCA-091, MCA-097, MCA-184, MCA-185	Submitters oppose the proposed amendment to the Nundah major centre and raise concerns about existing social issues including homelessness, crime and antisocial behaviour.	Council notes the concerns about homelessness, crime and antisocial behaviour. The proposed amendment is focused on land use, built form and centre planning outcomes, and does not alter the legislative, operational or service delivery frameworks through which community safety, social support and homelessness are addressed. Council employs Public Space Liaison Officers (PSLOs) to link people in with housing and homelessness supports. Council PSLOs can be contacted on 3403 8888. While Council officers play an important role in supporting vulnerable people and helping manage public spaces, behaviour that involves threats, violence, intimidation or criminal offending should be responded to by the Queensland Police Service. Any anti-social or criminal behaviour should be reported directly to Policelink on 131 444 or call 000 in an emergency.	No change.
MCA-008, MCA-056, MCA-092, MCA-103, MCA-135, MCA-162, MCA-167	Submitters made the following comments about property values in Carindale: Concerns about property values when high-rise development is built as there is potential to destabilise residential investment expectations, particularly due to amenity impacts.	Brisbane is growing rapidly, and by 2046, we will need around 210,800 new homes to support a larger and more diverse population. This growth is driven by people moving here from interstate and overseas, as well as natural population increases. Council is committed to planning for housing in the right locations. This approach helps make the most of existing infrastructure and	No change.

Submission Reference	Submission Summary	Response	Change Required
	Financial implications such as land valuation should be properly considered and administered fairly, as it only benefits certain stakeholders.	supports strong, connected communities over the long term. This includes looking at building heights to support more homes, more jobs, and a greater mix of uses. Growing up, not out, in and around our major centres helps protect Brisbane's suburban neighbourhoods while providing well-designed housing close employment, shops and services. Review of building heights in major centres, including Carindale, is part of Council's broader strategy for housing supply, set out in <i>Brisbane's Sustainable Growth Strategy</i> and the <i>Housing Supply Action Plan</i>. Proposed building heights in Carindale major centre respond to the Principal Regional Activity Centre designation under the <i>ShapingSEQ 2023 Regional Plan</i> and Major centre designation under City Plan, proximity to public transport, active transport, parkland, commercial and retail centre, community facilities and services. As a growing area with increased employment opportunities and future improvements to public transport, Carindale is well placed to support additional higher density living. Built form provisions, including minimum setbacks and tower separation, maximum tower dimensions and site cover, as well as strategic height transitions have been included in the plan to mitigate the amenity impacts of taller buildings on existing development in the plan area as well as adjoining residential areas and parkland maintain. While apartment supply can influence market conditions in some locations, impacts vary by property type and context, and no single planning approach determines property value outcomes.	

3.12 Out of scope

Submission Reference	Submission Summary	Response	Change Required
MCA-061	Submitter opposes a specific development in Upper Mount Gravatt.	Changes to Upper Mount Gravatt are not included in the proposed amendment and are out of scope.	No change.
MCA-187	Submitter recommends urine separation toilets and street paving that doesn't show chewing gum.	The suggested comments are noted but are outside the scope of the proposed amendment.	No change.

4 Conclusion

The submissions received have been considered in the development of the final package of amendments.

It is important to note that the proposed amendment may be subject to further changes required by the Queensland Government during the Minister's consideration period.