

Draft Ferny Hills Precinct Planning Future Directions Report

For Community Consultation March 2026

Acknowledgment of Traditional Custodians

City of Moreton Bay acknowledges the Jinibara, Kabi Kabi and Turrbal peoples and pays respects to Elders, past, present and emerging. Council recognises that the Moreton Bay region has always been a place of cultural, spiritual, social and economic significance to its Traditional Custodians. Council is committed to reconciliation and working in partnership with Traditional Custodians and Aboriginal and Torres Strait Islander communities to shape a shared future for the benefit of all communities within the City of Moreton Bay and beyond.



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Disclaimer

City of Moreton Bay and its officers accept no liability for decisions made based on information, expressed or implied, in this document. Nothing in this document should be taken as legal advice.

Purpose

This Ferny Hills Precinct Planning Future Directions Report has been developed with input from the local community to create a shared vision for future growth and development within the project area. The report outlines how parts of Ferny Hills can best harness the opportunities of population growth in City of Moreton Bay over the coming decades to foster and enhance the distinct leafy local identity of the Hills District.

This report is about creating a safe, connected, and welcoming place for everyone. It looks at ways to thoughtfully guide future growth in parts of Ferny Hills, by considering:

- how land is used
- the kinds of buildings that might be needed and what they should look like
- how future development can contribute to what makes the area special and unique, and
- how people move within the project area.

Through these considerations we aim to support more diverse housing options and affordable living, increase local job opportunities and enhance the local lifestyle through amenities and infrastructure, so people of all ages can continue to enjoy living in the area.

The report also responds to the housing objectives set by the Queensland Government's ShapingSEQ 2023, which outlines that City of Moreton Bay must plan for an additional 308,300 residents and 125,800 new homes by 2046.

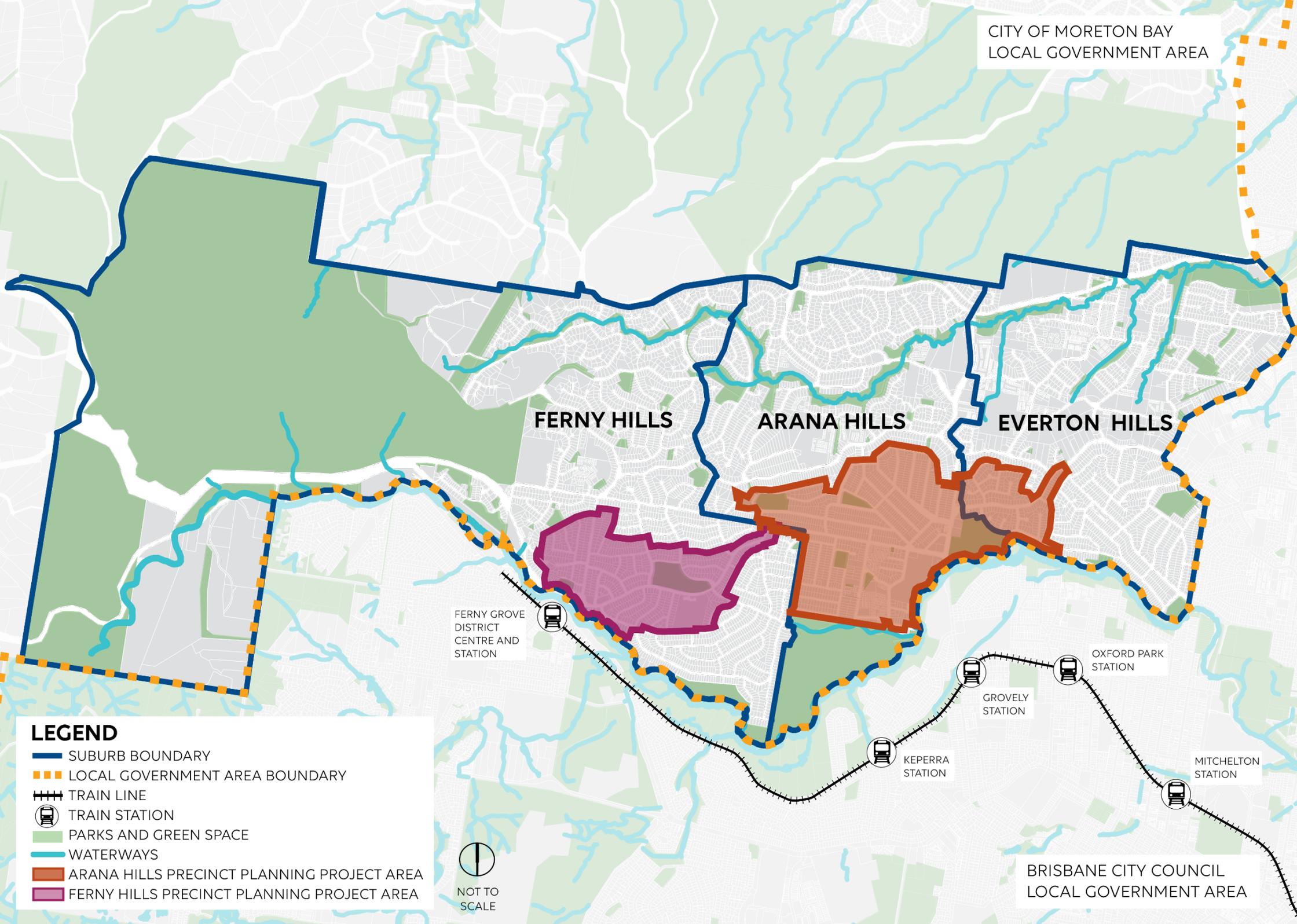
Actions identified in this report will be implemented by changing the local planning rules in the Planning Scheme once the report is completed. Proposed changes to the Planning Scheme will aim to regulate development in accordance with our shared vision and strategies for the area.

Arana Hills Precinct Planning Project

We are also preparing a precinct planning project for parts of Arana Hills and Everton Hills. While it is a separate project there are similarities with Ferny Hills and therefore some content and outcomes in the reports are the same or similar.



CITY OF MORETON BAY
LOCAL GOVERNMENT AREA



FERNY HILLS

ARANA HILLS

EVERTON HILLS

FERNY GROVE
DISTRICT
CENTRE AND
STATION

GROVELY
STATION

OXFORD PARK
STATION

KEPERRA
STATION

MITCHELTON
STATION

BRISBANE CITY COUNCIL
LOCAL GOVERNMENT AREA

LEGEND

- SUBURB BOUNDARY
- LOCAL GOVERNMENT AREA BOUNDARY
- TRAIN LINE
- TRAIN STATION
- PARKS AND GREEN SPACE
- WATERWAYS
- ARANA HILLS PRECINCT PLANNING PROJECT AREA
- FERNY HILLS PRECINCT PLANNING PROJECT AREA



NOT TO
SCALE

Our growing city

South East Queensland is changing and growing like never before as people continue to move to our beautiful slice of Australia. In response to that, City of Moreton Bay has been earmarked by the Queensland Government as a key piece of the State's growth puzzle to support significant population increases over the coming decades. Through thoughtful planning, we have a unique opportunity to harness that growth to enhance our current lifestyle. At the same time, we can create more diverse and affordable housing options for every stage of life, so that locals can continue to afford to live in the suburbs they grew up in. We must also balance these housing and lifestyle goals with environmental considerations and our commitment to preserve 75% of our city as rural and natural spaces.

The Queensland Government sets a long-term growth plan for South East Queensland through ShapingSEQ 2023 which local governments must work toward. It includes an 'amenity-based' policy framework, which means directing greater housing density and diversity to locations where communities are supported by key features, such as critical access to high frequency public transport, community facilities and open space.

ShapingSEQ 2023 also requires all stages of planning for dwelling supply to consider affordable living. Affordable living isn't just about how much you pay for a home; it's about how everything around you supports a comfortable life. It means having housing options for different needs and budgets, close to jobs, schools, shops, parks, and daily services. This helps lower everyday costs like transport and energy, so people aren't stretched too thin.

We are addressing all these requirements and objectives through different planning mechanisms across the city depending on each area's characteristics. Precinct planning is one tool that gives us an opportunity to create a locally specific planning framework for individual suburbs or areas, so we can guide future development toward a shared vision that supports those unique characteristics.

Ferny Hills has been identified as an area with access to amenities, services and infrastructure capable of supporting increased housing supply and diversity. It has access to existing commercial precincts within walking distance and access to public transport including nearby train stations, which is particularly beneficial when planning for greater density. By putting the right housing options in the right locations, we can make the most of existing infrastructure and provide more affordable living opportunities.

Planning for growth isn't just about welcoming more people, it's about enhancing the lifestyle and amenity for locals. Future development should contribute to creating a greener, more connected neighbourhood for everyone. The report sets out how to achieve this by encouraging well-designed buildings that make streets more comfortable and build on the leafy identity that makes the area special. Over time, improvements to street frontages and upgrades will strengthen connections to key destinations, supporting walking, cycling and public transport. By allowing more people to live close to activity hubs, we can support small local businesses such as shops, restaurants and cafes. A thriving local economy creates lively, inviting places where people can eat, relax and spend time together.

Our research in the Housing Needs (Choice, Diversity & Affordable Living) Investigation (HNI), examined where and how we live now, as well as what we need to do to maintain our liveable suburbs as the city grows and changes. The key findings from the HNI report include:

- If current trends continue, there will be a mismatch between the types of housing available in City of Moreton Bay and the types of housing people need in the future.
- City of Moreton Bay's population aged over 65 is growing at twice the rate as the rest of South East Queensland.
- Most new housing is being built in greenfield areas.¹

The report also found most new homes being built in City of Moreton Bay aren't being built in areas conducive to affordable living. This means residents cannot walk to existing public transport, activity centres, job opportunities or schools, and the journey to get to these places adds to the overall cost of living. In addition, many homes in City of Moreton Bay are larger than they need to be, with multiple spare bedrooms, which increases the cost of living including rent. By increasing housing choices around existing centres and public transport such as Arana Hills, more affordable living opportunities will be provided for more people.

City of Moreton Bay supports the outcomes sought in ShapingSEQ 2023 and is committed to sustainably managing growth while preserving 75% of the city as rural and natural landscapes free from urban development. By increasing the supply and diversity of housing in well-serviced neighbourhoods like Ferny Hills, we can meet the population and housing objectives outlined in ShapingSEQ 2023 and provide more affordable living opportunities. This approach is one of Council's strategies to avoid an over reliance on future greenfield expansions to accommodate our projected growth and also reduce the impacts that this would have on our natural, scenic and productive landscapes.

To read ShapingSEQ 2023 visit: <http://moretonbay.link/shaping-seq-2023>

To read the HNI report visit: <http://moretonbay.link/housing-needs>

¹ Infill Housing Expert Panel Recommendations Report, City of Moreton Bay, 2023.

Infrastructure

Infrastructure is planned and delivered by different levels of government and non-government organisations. For example, the Queensland Government's Department of Education is responsible for delivering education services for Queenslanders, Unitywater plans and manages water and sewerage infrastructure networks, Energex are South East Queensland's electricity distribution network provider, and the Queensland Government's Department of Transport and Main Roads in collaboration with Queensland Rail are responsible for railway level crossings.

Land use planning by state and local governments, such as this report, plays a vital role in guiding future growth. By clearly identifying where development can and will occur, this planning supports Council and infrastructure and service providers in preparing for future needs. It enables long-term infrastructure planning and helps monitor the pace of growth. As the population increases, infrastructure providers can respond with upgrades to improve network capacity and efficiency, leading to improved infrastructure, enhanced services and greater opportunities for residents.

City of Moreton Bay's Local Government Infrastructure Plan (LGIP) ([moretonbay.link/lqip](https://www.moretonbay.qld.gov.au/infrastructure)) identifies Council's plans for trunk (higher order) infrastructure to serve future growth in an effective and financially sustainable manner. Council's LGIP is reviewed and amended at regular intervals and community consultation is an important part of this process. This report supports the preparation of future LGIP reviews and amendments by offering a clear plan for growth and promoting development near existing infrastructure and services for parts of Ferny Hills.



About the project area

The project area includes parts of the Ferny Hills suburb encompassing land traditionally cared for by the Turrbal People.

This area is already a great place to live, with easy access to local shops and a range of schools, including Ferny Hills State School on Ferny Way. It's well-connected with Ferny Grove train station making travel simple, and it's close to existing and future services that will continue to grow alongside the community.

The southern edge of the project area is bordered by the natural surrounds of Kedron Brook, offering a peaceful green space that supports local wildlife and adds to the neighbourhood's charm. Nearby, George Willmore Park features district-level recreation facilities, perfect for staying active, enjoying the outdoors, and connecting with others in a healthy, vibrant community.

The Hills District

Ferny Hills is part of the area known locally as the 'Hills District', consisting of surrounding hills suburbs. As the population of this area grows, we know more community infrastructure will be needed to maintain liveability, and we are focused on finding innovative ways to meet this demand. For example, we have recently:

- refreshed the Master Plan for James Drysdale Reserve that will cater for the sport and recreation needs of the community now and for years to come
- called for industry feedback to find the most efficient and effective ways to deliver community infrastructure at Dawson Parade, Arana Hills as part of 'The Hills District Community Place' project at Leslie Patrick Park
- progressed the concept design to expand the All-abilities Playground at Leslie Patrick Park to include a new inclusive play space for children and adults who are blind or have low vision.



Approx 10 - 15 min
walk to Train
Station and
Ferny Grove
District Centre

Approx 1km

Approx 35 min
train ride to
Brisbane CBD

LEGEND

- PROJECT AREA
- LOCAL GOVERNMENT AREA BOUNDARY
- TRAIN LINE
- WATERWAYS
- PARKS AND GREEN SPACE
- FERNY GROVE DISTRICT CENTRE (BCC LGA)
- KEY DESTINATIONS

Not To
Scale

What you told us

This report has been shaped by feedback from the local community at various points over recent years. We conducted city-wide *Moreton Says* surveys in April 2021, March 2022 and July 2022 that addressed planning and future development. We also conducted targeted community engagement in Ferny Hills and Arana Hills in May 2025 to inform the development of this report.

We heard the following from people who responded to the *Moreton Says* surveys in Ferny Hills:

- **77%** of Ferny Hills participants agreed or strongly agreed they **prefer new development in existing urban areas** over rural and natural areas
- **59%** agreed or strongly agreed **it is better to have higher density in existing areas** than new small lot housing estates on the city's urban edges
- **77%** agreed or strongly agreed **higher density living is acceptable in the right location** (i.e. a centre or close to a train station or the city's coastal edges).
- **87%** of participants believe when choosing a place to live **the natural beauty** of the region is a very important or extremely important characteristic.

Moreton Says data is collected and managed by an independent consultancy firm and is publicly available on the *Moreton Says* data page <https://yoursay.moretonbay.qld.gov.au/moreton-says/moreton-says-findings-reports>.

In May 2025, the Ferny Hills Precinct Planning project commenced by asking the local community what they love about Ferny Hills and what makes it special to them. People who live, visit and work in the area were invited to share their ideas and insights through an online pin map and vision wall. These are the things that people told us they loved about the area:

- leafy character, mature trees, close connection to surrounding bushland, including the Kedron Brook waterway and the fact that these areas support wildlife and birds
- green spaces like George Willmore Park and smaller parks scattered throughout the area, as well as the Ferny Hills Aquatic Centre are valued for family time, play, and social connection
- proximity to Ferny Grove train station that offers easy access to jobs, education and the broader region including Brisbane City
- access to convenient local shopping and services
- safe, quiet, family friendly area with a strong sense of connection.

Community feedback was vital in shaping our understanding of the area and keeping what makes it special and unique front of mind. It directly informed the vision for the report and inspired *Theme 1: A neighbourhood shaped by the landscape*. This input served as a guiding compass for the project, helping focus efforts on locally specific ways to:

- encourage greater housing choice for families, workers, and downsizers
- improve movement and connectivity to key destinations across the area
- create vibrant, safe public spaces where people can meet, interact, and feel welcome
- celebrate and strengthen local identity through thoughtful design and planning.

"We love that Ferny Hills has the best of both worlds; trees and space but also great amenities and transport into the city."

Vision wall participant



Community members also provided feedback and suggestions on several matters. Here is a snapshot of those comments:

- revitalise neighbourhood shopping strips to improve the look and feel, and foster a more vibrant hub with cafes, restaurants, and community gathering spaces to create a village-style atmosphere drawing inspiration from destinations like Blackwood Street (Mitchelton) and Everton Plaza (Everton Hills)
- upgrade road infrastructure to ease congestion, remove level crossings, and improve traffic safety. Roads like Samford Road, Dawson Parade, and Ferny Way were identified as being under pressure
- increase bus frequency and connectivity to surrounding suburbs and better align bus timing with trains
- improve pathways to provide better connectivity and safety for walking and cycling
- local primary and secondary schools are valued as assets, but concerns were raised about congestion associated with school times, student capacity, and access.

It's important to see precinct planning as one part of a broader response to community and development needs. While not all issues can be addressed directly through this project, the report aims to respond to community feedback wherever possible by:

- supporting the continued growth of Ferny Hills by encouraging nearby residential development and introducing locally specific design requirements that enhance local identity. This strengthens local economic sustainability, and supports the creation of a welcoming, accessible place for residents to gather and enjoy
- providing a clear plan for growth to help Local and State Government, along with other infrastructure providers, prepare for future needs. It supports long-term planning and helps monitor the pace of growth so upgrades can improve network capacity and efficiency as the population increases
- promoting active, people-friendly streets with better access, improved safety, and enhanced native landscaping that is well-suited to the local area. It encourages new development to complement the area's bushland backdrop, blending natural beauty with thoughtful urban design.

For more information on consultation and engagement activities undertaken for this project visit <https://yoursay.moretonbay.qld.gov.au/ferny-hills-precinct-planning-project>.

Our Vision

Ferny Hills is nestled around bushland while having convenient city access.

It is a vibrant, family-friendly neighbourhood where natural areas and green spaces like George Willmore Park are important gathering places that are celebrated. Easy walking and cycling fosters safety and connection to many parks and the centrally located Ferny Hills State School.

Housing choice is provided by different types and sizes of homes for every stage of life, with more affordable living options near the Ferny Grove train station, parks and schools.

Ferny Hills is an inclusive community where all are welcome and feel at home.

Understanding housing choices

This report uses terms like diverse living, mid-rise living and elevated living to describe the different types of housing planned for various parts of the project area. A description of what each housing type will look like over time and how these translate to the current zone precincts in the Planning Scheme are outlined below.

Detached living

- Characterised primarily by detached houses, with occasional duplexes or small-scale townhouses.
- Low-rise, generally in single or double storey buildings.
- Currently referred to as the Suburban Neighbourhood Precinct in the Planning Scheme with a maximum density of 15 dwellings per hectare.
- Detached living opportunities in Ferny Hills remain unaffected outside the project area.

Diverse living

- Characterised by a mix of housing types, such as detached houses on a range of lot sizes, duplexes, townhouses or smaller apartments or units.
- Also referred to as 'gentle density', describing the gradual, incremental approach to development at a scale that does not include abrupt changes in existing streets.
- Low-rise with buildings generally up to 3 storeys.
- Currently referred to as the Next Generation Neighbourhood Precinct in the Planning Scheme. This report recommends this housing type have a minimum density of 25 dwellings per hectare.

Mid-rise living

- Characterised primarily by apartments.
- Medium-rise with buildings generally up to 8 storeys.
- Currently referred to as the Urban Neighbourhood Precinct in the Planning Scheme. Generally located within a short distance of retail and commercial centres or train stations. This report recommends this density type have a minimum density of 100 dwellings per hectare.

Elevated living

- Characterised primarily by apartments.
- High-rise buildings generally up to 12 storeys.
- Currently referred to as the Urban Neighbourhood Precinct in the Planning Scheme. Generally located close to retail and commercial centres and train stations. This report recommends this housing type have a minimum density of 150 dwellings per hectare.

Centre living

- Characterised primarily by apartments above street or podium-level retail, community and commercial uses that provide a wide range of services and facilities.
- The building height and density for residential uses will be reflective of the surrounding residential area.
- Currently referred to as Neighbourhood Hub's in the Planning Scheme.



** Areas include neighbourhood centres

Themes, strategies and actions

The following themes, strategies and actions provide a framework for identifying priorities for future development and growth within the project area. The actions involve proposed changes to the Planning Scheme to introduce locally specific development benchmarks. The proposed locally specific development benchmarks will work with the existing benchmarks (local planning rules) in the Planning Scheme to regulate future development.

Theme 1: A neighbourhood shaped by the landscape

The local identity of the area is characterised by leafy green streets, parks, and natural spaces including the Kedron Brook and surrounding native bushland. Locals value these natural features and the wildlife these places support. The aim is for future development to celebrate and contribute to the leafy green feel and continue to connect people with nature. Future housing will respond to environmentally sensitive areas and improve streetscapes. Shaped by the landscape (SL) strategies and actions:

Strategy 1.1: Responding to environmental edges

Support environmentally sensitive areas through well designed buildings that suit the local area.

SL1 Properties that need additional and site-specific responses to help protect environmentally sensitive areas of Kedron Brook, have been identified as 'environmental edges' (Figure 1). Future development on this land will need to be carefully planned and assessed to protect these areas. This means considering environmental values, natural hazards, bank stability and relevant engineering standards, and other site-specific details when deciding appropriate building setbacks and design responses, so impacts on the environment are minimised.

Edge effects

Edge effects are changes in conditions at the boundaries of environmental areas, and include increased light and noise penetration, changes in soil moisture and increased access by pest plants and animals (*Planning Scheme Policy – Environmental Areas and corridors*).

The Planning Scheme includes assessment benchmarks to help make sure new buildings and developments are designed to manage edge effects to environmental areas. Suitable outcomes will be explored at a site-by-site basis as future development occurs. Potential measures may include establishing setbacks, a softening of the built-form interface through native plant buffers, and the diffusion of artificial lighting.

Strategy 1.2: Leafy streets

Trees and landscaping are maximised to create shaded and attractive streets that reinforce the green identity and bushland backdrop. Native street trees will enhance habitat connectivity and support the movement of local wildlife.

- SL2** Make it easier and more comfortable to walk between George Willmore Park, Ferny Hills State School and the Ferny Grove train station. This will be done by increasing the number of street trees future developments need to provide, requiring the use of native trees and putting power underground (Figure 1).
- SL3** Create more welcoming streets for pedestrians and strengthen the area's identity as a lush, green neighbourhood. Future development on land identified for elevated living, mid-rise living and Ferny Way south neighbourhood centre (Figure 1 and Figure 2) will do this by:
 - a. increasing front setbacks and incorporating deep planting areas within them
 - b. greening building frontages with planter boxes and vertical gardens
 - c. increasing street tree planting with native species and placing power underground.
- SL4** Future development at 20 Mawarra Crescent (whether residential or mixed use) should contribute to a high-quality streetscape in this highly visible location (Figure 1). This will be achieved through increased setbacks along Gordon Road and Ferny Way to allow for an entry statement and landscaping, while maintaining the area's bushland character (Bushland entry statement Figure 1).
- SL5** Investigate opportunities to make it more comfortable and attractive to walk and cycle to key destinations through a street tree planting initiative. Note: This outcome will be progressed through other programs and initiatives (other than the Planning Scheme).

Council's road verge landscaping provisions

Under Council's *Community Standards for Public Land and Roads Local Laws 2023* (the Local Law), residents are welcome to create verge gardens on Council-controlled roads. It's a great way to bring nature closer to home and support local biodiversity.

By planting native species, verge gardens can become a mini habitat for birds, bees, butterflies and even small reptiles. These gardens help connect green spaces across the city, making it easier for wildlife to move, feed and flourish.

For more information and to view the guidelines visit:

<https://www.moretonbay.qld.gov.au/Services/Roads/Road-Verge-Landscaping>

Figure 1 Landscape map



Legend

- Project area
- Local government area boundary
- Waterways
- Parks and green space
- Increased street tree planting along FERNY WAY
- Bushland entry statement
- Environmental edges
- Deep planting in front setback and increased street tree planting
- FERNY GROVE DISTRICT CENTRE (BCC LGA)
- FERNY WAY SOUTH NEIGHBOURHOOD CENTRE
- FERNY WAY NORTH NEIGHBOURHOOD CENTRE

Not To Scale



ARTIST'S IMPRESSION ONLY – MARCH 2026

Illustration of how future mixed-use development and more welcoming and comfortable streets can contribute to the creation of a vibrant urban village with a distinct local identity on Ferny Way.

Theme 2: Improving housing choices for all

This theme is about creating more housing options that support affordable living. By unlocking growth in appropriate locations, more homes of different types and sizes can be built. Over time, this will provide a diverse range of homes within walking distance of shops, facilities and public transport, making life easier and more enjoyable for residents. Setting this direction now also helps planning and delivery of infrastructure and services into the future. Improving housing choices for all (HC) strategies and actions:

Strategy 2.1: Opportunities for more homes and greater diversity

Increase opportunities for more people to live closer to the Ferny Grove train station, shops, services, and parks. This will also encourage a variety of housing types and sizes to meet future community needs and support affordable living opportunities.

- HC1** Support a greater mix of housing types and sizes, giving residents more affordable living options as their needs change over time. This will be achieved by rezoning land on the northern side of the Ferny Grove train station (Figure 2) to enable elevated living in high rise buildings to be built in this well-connected area. This means new development will have a minimum density of 150 dwellings per hectare and building height in the order of 40 metres (generally up to 12 storeys).
- HC2** On land within a short walk to the Ferny Grove train station, allow a variety of housing options that also provide a transition from high rise buildings. This will be achieved by rezoning land (Figure 2) to enable mid-rise living in medium rise buildings. This means new development will have a minimum density of 100 dwellings per hectare and building height in the order of 28 metres (generally up to 8 storeys).
- HC3** Allow a variety of housing types near Ferny Grove train station and along Ferny Way arterial road in proximity to George Willmore Park and the Ferny Hills State School. This will be achieved by rezoning land (Figure 2) for diverse living in low rise buildings. This means new development will have a minimum density of 25 dwellings per hectare and building height in the order of 12 metres (generally up to 3 storeys).
- HC4** Rezone part of 144 Samford Road Ferny Hills (east of the project area on Lot 1 SL1617) to allow diverse living housing types near Ferny Grove train station where land is outside flood risk areas.

HC5 Maintain the mixed-use (retail, commercial, community and residential) opportunities currently available on land with existing neighbourhood services by rezoning this land to neighbourhood centre in the following locations:

- a. Ferny Way north - new development in this location will have a building height in the order of 12 metres (generally up to 3 storeys) and residential uses on site will have a minimum density of 25 dwellings per hectare.
- b. Ferny Way south - new development in this location will have a building height in the order of 40 metres (generally up to 12 storeys) and residential uses on site will have a minimum density of 150 dwellings per hectare.



- HC6** For land identified to support elevated living and mid-rise living housing choices and Ferny Way south neighbourhood centre (Figure 2):
- Car parking rates for new residential dwellings are reduced and unbundled² to improve feasibility and capitalise on the location being a short walk to the Ferny Grove train station and surrounding services and facilities. This will promote vehicle sharing, active and public transport use, and better manage the under and oversupply of vehicle parking for new residential development. It will also improve housing affordability because parking costs will be met by owners who desire the car parks
 - Where ground level or podium car parking³ is proposed, it is designed to ensure car parking areas are screened from the street to promote attractive streetscapes while supporting more feasible development outcomes.
 - Rooftop design provides visual interest to the building and the skyline, reduces the bulk and scale of development when viewed from the street and effectively screens plant and equipment.
 - No further fragmentation of land to maintain the viability of higher density development on large lots.

Strategy 2.2: Housing options adjoining environmental edges

Support environmentally sensitive areas through locally refined built form outcomes in key locations.

- HC7** Support increases in housing options while also managing impacts on environmentally sensitive areas of Kedron Brook. Properties that need additional and site-specific responses to help protect these environmentally sensitive areas have been identified as Environmental edges (Figure 2). Future development on this land will need to consider environmental values, natural hazards, bank stability and relevant engineering standards and other relevant site-specific details to determine appropriate rear setbacks and design responses to manage edge effects and impacts on environmentally sensitive areas. (This outcome aligns with SL1).

Residential built form outcomes

The Planning Scheme includes assessment benchmarks to help make sure new buildings and developments are well-designed. While this report doesn't go into detail about these, they will continue to apply to all future development in the project area. The benchmarks include but are not limited to matters like:

- appropriate setbacks to adjoining properties, streets and public spaces to break up the built form of buildings
- casual surveillance of public spaces (streets, laneways, public open space, pedestrian paths and car parking areas)
- subtropical design principles to respond to our climate
- provision of visual interest to both the building and the skyline including attractive building frontages, and backs and sides of buildings where visible from public spaces.

² Unbundled parking means car parking spaces in a development can be rented, leased or sold separately from dwellings.

³ Podium car parking refers to ground level or above ground car parking that is integrated into the lower (podium) levels of buildings.

Figure 2 Housing choices map



Legend

- Project area
- Local government area boundary
- Waterways
- Proposed changes
- Parks and green space
- Ferry Grove district centre (BCC LGA)
- Ferry Way south neighbourhood centre - 40m (generally up to 12 storeys)
- Diverse living - 12m (generally up to 3 storeys)
- Mid-rise living - 28m (generally up to 8 storeys)
- Elevated living - 40m (generally up to 12 storeys)
- Public utilities
- Environmental edges
- Ferry Way north neighbourhood centre - 12m (generally up to 3 storeys)
- Key destinations

Not To Scale



ARTIST'S IMPRESSION ONLY – MARCH 2026

Illustration of Gordon Road as a place providing housing choices and affordable living opportunities close to Ferny Grove train station.

Theme 3: A more connected neighbourhood

Safe, direct and attractive access to key destinations is vital to supporting housing choices for affordable living. Future development will support and contribute to improved connections between key destinations and will support active travel options and public transport use through street frontage works and upgrades. A more connected neighbourhood (CN) strategies and actions:

Strategy 3.1: Active travel

Improve streetscapes throughout the neighbourhood to improve the safety and convenience of travelling by bicycle or on foot, and to encourage residents to leave their cars at home.

- CN1** Ensure a well-connected, user-friendly active transport network is provided, offering comfortable active transport options. This will be done by identifying additional key active transport network routes throughout the project area in accordance with the Connected Neighbourhood Map (Figure 4).
- CN2** Future development on 20 Mawarra Crescent, (whether residential or mixed use) contributes to a high-quality streetscape in this highly visible location at the junction of Ferny Way and Gordon Road (Figure 3) through:
- a. ensuring buildings are designed to facilitate opportunities for casual surveillance to all frontages, to create a vibrant and safe route for pedestrians
 - b. identifying a feature corner⁴ adjoining the intersection of Ferny Way and Mawarra Crescent to create an entry statement to the area through innovative building design that also makes the corner safe for pedestrians and adds character to the streetscape
 - c. avoiding further fragmentation of land to facilitate development at a scale and intensity that aligns with the future intent for the site to accommodate elevated living.
- CN3** Future development on 146 Ferny Way, (whether residential or mixed-use) enhances the streetscape for pedestrians between George Willmore Park and the Ferny Grove train station (Figure 3) through:
- a. ensuring development is designed to address and activate the Ferny Way frontage to create a vibrant and safer street environment for pedestrians
 - b. increased setbacks along the Ferny Way frontage to:
 - i. provide increased native street tree planting and wider footpaths to improve comfort for cyclists and pedestrians
 - ii. if future development is for mixed-use, the remainder of this setback will allow outdoor dining with continuous awnings. Alternatively, the remainder of this setback will allow for deep planting and landscaping for a residential development.

⁴ Feature corners are highly visible corners that adjoin a heavily trafficked (vehicle and pedestrian) road, where views and vistas towards the building on the larger lot are uninterrupted.

- c. identifying prominent corners⁵ adjoining the intersections of Ferny Way and Mawarra Crescent, and Ferny Way and Monaro Crescent, to facilitate innovative building design and ensure corners are thoughtfully designed to support good visibility, access, and community feel
- d. incorporating a publicly accessible pedestrian connection providing safe and convenient access between Ferny Way and Moura Lane and improve connectivity
- e. locating driveways away from the Ferny Way frontage to improve the amenity of the streetscape, by reducing the dominance of vehicles and making it safer for pedestrians
- f. avoiding further fragmentation of land to facilitate development at a scale and intensity that aligns with the future intent for the site to accommodate centre living.

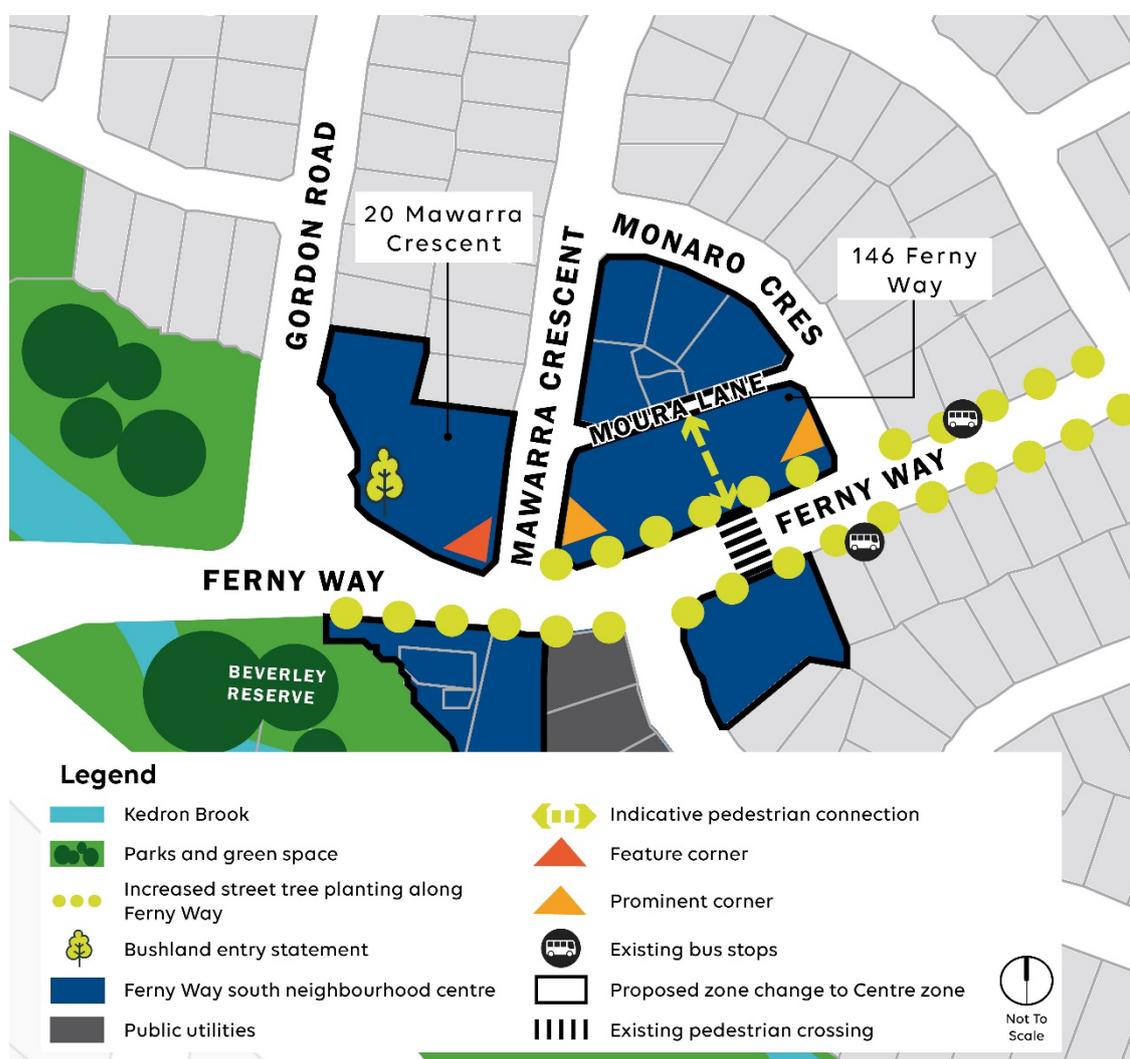


Figure 3 Design outcomes for 20 Mawarra Crescent and 146 Ferny Way

⁵ Prominent corners are highly visible corner locations adjoining key intersections along Ferny Way.

Strategy 3.2: Street design

Facilitate a fit-for-purpose future local street network that will respond to changes in residential densities as future development occurs.

- CN4** Enhance development feasibility by investigating methods to clearly identify where modified or locally specific street design standards and requirements will apply and what local streets may require additional land for future upgrades (Figure 5). This approach will provide clarity and ensure the local road network and future street design is well suited to accommodate the housing options outlined in this report, while also improving access and usability for active transport across the local area. Future upgrade needs will consider, among other factors, provision for vehicle movement, footpaths, appropriate street tree planting, the location of essential services (power, telecommunications, water, sewer), and the need for on-street parking.

Note: As our community continues to grow and future development occurs, we may need small parts of land along property frontages to improve local streets in the future. If this happens, it won't occur when a property is sold, and Council would not normally acquire land while you are still living in your home.

Figure 4 Connected neighbourhood map



Legend

 Project area	 Primary active transport network
 Local government area boundary	 Secondary active transport network
 Waterways	 Indicative pedestrian connection
 Parks and green space	 Key destinations
 Fery Grove district centre (BCC LGA)	 Existing bus stops
 Fery Way south neighbourhood centre	 Fery Way north neighbourhood centre

Not To Scale

Figure 5 Local streets map



This map only shows local streets where modified street design standards and requirements are proposed.

Legend

- Project area
- - - Local government area boundary
- Waterways
- Parks and green space
- FERNY GROVE DISTRICT CENTRE (BCC LGA)
- FERNY WAY SOUTH NEIGHBOURHOOD CENTRE
- FERNY WAY NORTH NEIGHBOURHOOD CENTRE
- Modified contemporary residential streets
(Note: As future development occurs, additional land may be required for the extent of the lot frontage to support future street upgrades.)
- Modified living residential streets
(Note: Fits within the existing road reserve.)
- Moura Lane
(Note: As future development occurs, additional land may be required for the extent of the lot frontage to support future street upgrades.)
- 📍 Key destinations

Not To Scale

Implementing this report

Planning Scheme

This report is a supplementary planning document that details a vision, strategies and actions to help guide future development in parts of Ferny Hills. Actions identified in this report will be implemented by changing the local planning rules once the report is completed. Proposed changes to the Planning Scheme will aim to regulate development in accordance with our shared vision and strategies for the area.

Some of the recommendations in this report may be implemented as amendments to the current Planning Scheme in the future or included in a new planning scheme in the future. Updating a planning scheme is a statutory process, to learn more about this process visit moretonbay.link/planning-scheme-amendment-info.

Current projects

There are currently two separate projects underway that are relevant to the project area. Once these projects are complete, they may require some future changes to the recommendations within this report. An overview of these projects is provided below.

Contemporary natural hazard risk assessments

Council is responsible for identifying risks from natural hazards and providing strategic direction on planning, managing and responding to risks to land uses, infrastructure, communities and residents. Undertaking contemporary natural hazard risk assessments is a requirement of all local governments under the Queensland State Planning Policy⁶.

Council is currently undertaking natural hazard risk assessments for landslide, bushfire and flood. The risk assessments include understanding how natural hazards and their impacts are expected to change because of climate change and how we plan, prepare and respond to natural hazards to become more resilient.

Once completed, these natural hazard risk assessments will inform future updates to the Planning Scheme, or a new planning scheme and may also require changes to the recommendations within this report.

Biodiversity Plan

Council's Environment and Sustainability Strategy 2042 (ESS) recognises that sustainability becomes more important as the population increases.

The ESS supports the preparation of a Biodiversity Plan to consider biodiversity values in City of Moreton Bay. This includes the threats posed to biodiversity, as well as opportunities to connect, protect and enhance these values. It will set strategic investment priorities for the coming

⁶ The Queensland State Planning Policy guides the preparation of planning schemes (or an amendment to a planning scheme).

decades and identify where advocacy is needed for other levels of government to support our goals. This plan will inform future changes to the Planning Scheme and other planning instruments. It may also require changes to the recommendations within this report.

Navigating the challenges associated with accommodating population growth while maintaining liveability and environmental values is critical when planning for the future. A key part of this is supporting infill development opportunities on existing well-serviced urban land, in a way that is sensitive to its environmental context and responsive to the climate, resilience and sustainability challenges.



