

From: noreply@ecq.qld.gov.au
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I will be a resident of the Moreton Bay region/city in the very near future. I may also speak on behalf of family and friends who currently reside in or near the area. My comments are below:

Hello.

As someone who has only ever lived in American-style suburbs next to high-commercial transit “stroads” with two feet of cracked and broken footpaths, I would not be opposed to Moreton Bay transitioning into a **proper** “city” with more “high/medium-density” neighbourhoods. In fact, it would be difficult for me to find anyone – with the exception of so-called “NIMBYs” – who was opposed to that idea...

BUT

As long as this “city” was:

- A. Walkable
- B. Convenient
- C. Safe (in terms of pedestrian/cyclist safety)
- D. Beautiful

From experience living in various neighbourhoods across Brisbane, I have found that they, when built up and expanded, rarely become any of these things. In most cases, a transition to “high-density” often only means more “high-density buildings” – i.e. termite mounds – in otherwise low-density areas.

What's the result? Either highrise termite mounds, or cheap and dirty single-rise, low-density property developments being built up in places without the proper infrastructure to support them, or in a residential-zoned area one week which turns into a highway overpass the next, with little to no care for public transport or walkability. Is this what a transition to a city will result in?

In suburbs like Sunnybank or Strathpine (suburbs transitioning to so-called “high-density”), everything is spread out and low-density, partitioned by monstrous six-lane stroads which are clogged with single-occupancy vehicles at every hour of the day, with places like Garden City and Market Square being the main commercial hubs where frustrated drivers congregate in gigantic concrete and bitumen parking lots, kilometres away from their single-family households.

A name change will solve none of this.

Will this “name change” become another example of the government's inability (or more likely unwillingness) to wrangle its own state infrastructure away from private property development interests?

Will we only ever see more monstrous roads for cars built on sacred bushland, with the council leaving urban planning and sustainability up to private property developers who will only add more mediocre, low-density suburban sprawl?

To what degree does the local council or QLD government really sit down and talk state-wide, long-term infrastructure with property developers such as Dahua Group, who originate from overseas and whose only motive is short-term profit?

Will Moreton Bay incorporate *real* urbanisation?

Will we ever see more accessible rail be made available?

Would we ever see livable neighbourhoods – something like a Dutch woonerf, or Melbourne’s coffee culture – becoming a reality in Moreton Bay?

Will kids be able to travel, play, or walk/bike to school without having to be supervised and taxied around by their parents in large SUVs (due to a lack of safe, walkable areas)?

Will the Moreton Bay *City* Council be backed by competent, progressive urban planners who wish to do away with car-dependent neighbourhoods? Are they passionate about mixed-use zoning, public transport, and walkability?