

# 4. Master Plan strategies

## 4.1 Introduction

This section consists of 9 highly interrelated strategies, each containing a vision and specific objectives for the CPMAC towards 2031.

The strategies are supported by precinct-based provisions provided in Section 5 – Precincts, of this document.

The strategies are defined further in the subsequent parts of the Master Plan (Part 2 through to Part 6), which identify specific projects and initiatives required to realise the CMPAC 2031 Vision.

Timing for delivery of identified actions, projects and capital works programs are based on the Staging and Catalytic Projects Strategy (Section 5.4), which is summarised in a Table 4.1.

## 4.2 Key elements of the Master Plan's strategic approach

**Key elements of the overall Master Plan strategy for transformation of CMPAC are: -**

- **Focus on economic development**, with strong links to MBRC-wide economic development strategies, to grow strategic employment and high value knowledge intensive jobs within CMPAC.
- **Focus on the health and higher education** sectors as key opportunities for the strategic employment growth within CMPAC.
- **Strong governance** structure to oversee implementation of the Master Plan.
- **Consolidation** of CMPAC core area north of Sheepstation Creek and east of Watt Street .
- **Designation of 5 precincts** based on their intended role within the PAC.
- Designation of **Caboolture as the key location** of all PAC functions including business and commerce, administration, higher density residential development, quality retail, entertainment and signature public space, cultural and higher education facilities, hospital and community facilities.
- Designation of **Caboolture as an immediate focus for public investment.**
- Designation of **Morayfield** as location for **supporting PAC functions**, such as residential intensification, large format retail and service industry.
- Identification of **key catalyst and opportunity sites** to support CMPAC transformation and identification of the development sequencing strategy.
- **Road network improvements** and additional road links to improve circulation and to take the 'through traffic' load off key routes – Morayfield Road, King Street and Lower King Street.
- **Focus on transit oriented development outcomes** through concentration of a diverse mix and intensity of land uses in proximity to public transport nodes.
- **Focus on creating connections** across the major roads and the railway line and creating more walkable and cycle-friendly environments through improvements to active and public transport networks, open space network, streetscape improvements and public spaces.
- **Focus on parklands and development of an interconnected network of signature open spaces** through CMPAC – ' the Great 4' including the Caboolture Arboretum, Caboolture River and Centenary Lakes Precinct, the new Riverside Park in Caboolture South and public open space along Sheepstation Creek
- **Focus on sustainable and subtropical built form** and public domain design.
- **Focus on protection and management of key environmental resources** within the Master Plan area, including protection of floodplain areas from development.
- **Provision of essential physical infrastructure**, with the focus on Total Water Cycle Management.

**Table 4.1 Proposed development staging strategy for the CMPAC master plan implementation**

Timeframe	Strategy description	Public or private investment driven
1–5 years	Caboolture is the focus of key investment and development opportunities; Morayfield retail precinct retains current levels of non-residential development.	Public investment driven
5–10 years	Caboolture is the focus of key investment and development opportunities; Morayfield retail precinct retains current levels of non-residential development. Medium density residential component on Precinct 4 may be developed within this timeframe.	Public and private investment driven
10+ years	Gradual redevelopment of the mixed use precinct in Caboolture South, followed by redevelopment of the adjoining residential areas to higher density. Gradual design led redevelopment of Precinct 5.	Private investment driven
15+ years	Gradual redevelopment of the Morayfield retail precinct to higher intensity retail redevelopment.	Private investment driven

Figure 4.1 Key aspects of the master plan's strategic approach





## 4.3 Economic development strategy



### 4.3.1 Vision and objectives

This strategy is based on the CMPAC Economic Development Strategy (the CMPAC EDS) presented as Part 3 of this Master Plan. The CMPAC EDS is developed in the context of, and builds upon, the Economic Development Strategy for MBRC (MBRC, 2010). It identifies the economic development vision and objectives for the CMPAC development.

The economic development vision for CMPAC 2031 is articulated in the following statement:

The Caboolture Morayfield Principal Activity Centre will play a key economic role within the Moreton Bay Region.

CMPAC will

- attract and retain quality, diverse employment opportunities for local residents;
- drive prosperity through knowledge-intensive industry development;
- promote sustainability through diversity, intensity, employment and access; and
- ensure that all user groups have a high amenity, liveable environment in which to carry out vital economic and social transactions.

Objectives:

- To generate 25,000 jobs to meet employment self-sufficiency targets.
- To achieve a minimum of 0.23 population-driven jobs per resident.
- To achieve a minimum of 40% of all MBRC future employment within the centre.
- To achieve strategic employment equal to 2% of total centre employment (6,000 jobs).
- To develop a sustainable, effective economic governance structure for CMPAC.
- To achieve a minimum of 1:1 ratio of Gross Floor Area to total land area within 400 metres of the Caboolture Train Station.
- To achieve mature regional centre activity diversity.

### 4.3.2 Key elements

The key elements of the Economic Development Strategy include:

- **Economic initiatives**
  - Strong **integration between CMPAC and MBRC-wide economic development strategies** - To successfully develop the CMPAC as a centre for sustainable knowledge-intensive export-oriented employment, implementation of the following MBRC-wide strategies will be required:
    - enhance existing MBRC-regional advantages;
    - create linkages between CMPAC and existing advantages within the region; and
    - develop new advantages in CMPAC and through the region.
  - **Major projects attraction** – focus on health and higher education sectors that could be strategically located in CMPAC, building on existing facilities, such as Caboolture Public and Private hospitals, TAFE and university campuses in Caboolture.
  - **Agglomeration** of businesses around existing employment nodes.
  - Development of **internal growth** structures – focus on industries originating within the region.
  - **Investment** in development of Smart Communities – focus on development of knowledge, research and development sectors of economy.
- **Governance initiatives**
  - Establishment of a **governance structure** – For CMPAC to play a constructive role in the economic development and delivery of the vision a supporting governance structure is required. The proposed governance model adopts a competence-based approach, which has the following key characteristics (refer Part 2 and Part 3 for detail):
    - cross jurisdictional governance;
    - input from all relevant sectors;
    - a cross spatial boundary mandate;
    - risk management rather than risk mitigation decision-making;
    - access to a variety of revenue streams; and
    - attraction of appropriately skilled board and executive.
- **Spatial initiatives**
  - Designation of the **Caboolture node as the major ‘city centre’** to encourage knowledge economies and to attract more dining, consumer services and worker convenience retail to the area. Designation of the proper ‘city centre’ address is required to ensure agglomeration of activity. When the scale and intensity of the centre is great enough to generate

beneficial agglomeration, recognised as a factor in increasing productivity levels, the CMPAC will be more likely to attract the higher order uses required by a Principal Activity Centre.

- Facilitation of the **Health and Education Precinct** development to **attract strategic and knowledge-intensive employment**. The internal growth factors connected with this precinct include the specific mix of linkages that may occur in association with the hospital and education facilities.

Projected employment and associated floor-space requirements for the CMPAC 2031 are provided in Tables 4.2 and 4.3.

**Table 4.2 CMPAC employment by type, 2031**

CMPAC Jobs	2006	2031	Increase
Retail	2,708	6,328	3,620
Office	1,624	7,087	5,463
Showroom	534	1,579	985
Industrial	1,202	3,417	2,215
Community	3,281	6,960	3,679
Total	9,349	25,310	15,961

**Table 4.3 CMPAC floor space requirements (m<sup>2</sup> GFA) by land use category, 2031**

CMPAC (m <sup>2</sup> GFA)	2006	2031	Increase
Retail (m <sup>2</sup> GFA)	114,372	272,061	157,689
Office (m <sup>2</sup> GFA)	28,350	191,349	162,999
Showroom (m <sup>2</sup> GFA)	34,380	97,216	62,836
Industrial (m <sup>2</sup> GFA)	114,850	341,700	226,850
Community (m <sup>2</sup> GFA)	170,001	299,280	129,280
Total (m <sup>2</sup> GFA)	461,952	1,201,606	739,654

### 4.3.3 Priority actions

Priority actions for Council include:

- establish the CMPAC Governance Structure;
- develop and implement a strategy for the Health and Education Precinct development; and
- attract a major retail partner for Caboolture CBD.



## 4.4 Land use strategy



### 4.4.1 Vision and objectives

The Land Use Strategy responds to the CMPAC Vision and Economic Development Strategy by providing a strategic response for the desire to promote the urban and economical renewal of Caboolture Morayfield.



The strategy aims to reorganise and rationalise the existing urban structure within CMPAC boundaries and to provide a focus for creation of the critical mass of development and economic activity required to support the Principal Activity Centre's functions. Significantly, the strategy provides a hierarchy, or the basis for prioritisation of investment in CMPAC, with the Caboolture locality identified as the primary location for the Principal Activity Centre's functions.

Land use and transport integration, provision of spatial concentration, diversity and intensity of land uses are the key principles guiding development of the Land Use Strategy.

#### Objectives:

- To achieve high intensity and mix of land uses within 400m walking catchment of the train stations.
- To achieve a density of 40–140 dwelling units per hectare within the 800m of the train stations.
- To provide for high and medium rise development (4–8 storeys) within the primary walking catchment of the Caboolture Train Station, depending on the context.
- To facilitate an approximate mix of land uses:
  - residential 50%
  - commercial 25%
  - retail 15%
  - community 10%.
- To provide a range of housing options.
- Land use allocations, the retrofitting of existing areas and new development supports recreational activity, active transport and healthy lifestyles

### 4.4.2 Key elements

Key elements of the Land Use Strategy include:

#### 4.4.2.1 Urban structure

- **Designation of five key development areas** (precincts) within the CMPAC Core Area based on their land use characteristics and their future role within the centre (refer Figure 4.1):
  - Precinct 1 – CBD and Civic Heart – key PAC functions
  - Precinct 2 – Hospital and Education Hub – key PAC functions
  - Precinct 3 – Retail Focus – supporting PAC functions
  - Precinct 4 – Residential Focus – supporting PAC functions
  - Precinct 5 - Service Industry Focus - supporting PAC functions.
- **Strong focus on mixed use development** throughout the CMPAC, with vertical mix of uses (in one building) encouraged.
- **Consolidation and concentration** of key Principal Activity Centre functions **within Caboolture locality** (Precinct 1 and Precinct 2), including office employment, high density residential, administrative, civic, cultural, higher education, sport and recreation, regional health, retail and entertainment functions:
  - achieving a high intensity and diversity of land uses in Caboolture locality is critical to facilitating its development as a true Principal Activity Centre and a transit oriented centre.
- **Caboolture locality** is to experience the greatest level of **economic, social and built environment transformation** within the PAC boundaries during the timeframe of the Master Plan. To facilitate this, the Caboolture locality is to be the focus of major public and private investment in the short to medium term.
- **Repositioning of the role of Caboolture South and Morayfield** (Precinct 3 and Precinct 4) so that it supports key PAC functions provided in the Caboolture localities (Precinct 1 and Precinct 2), including:
  - Gradual redevelopment of the Precinct 3 – northern part and Precinct 4 to provide a higher density residential catchment, supporting employment centre in the Caboolture locality:
    - The residential component is to be supported by a mixed use component, accommodating key convenience retail and services required to support day-to-day life of a residential community.
  - Planned redevelopment of Precinct 4 is seen as the key catalyst and a major opportunity for transformation of this area, as it will provide a significant proportion of the new population in the short-medium term.
  - Proposed intensification of the existing low density residential uses will occur over a significantly longer time and may not fully eventuate within the timeframe of the Master Plan (2011–2031).
  - Gradual repositioning of the role and function of the existing retail area (Precinct 3 – southern part, focused on Morayfield Road) to that supporting higher order retail functions to be provided in the Caboolture locality:
    - The role of this area within CMPAC is to accommodate an important component of retail development – bulky goods, discounted, store and convenience retail, and low impact and service industries (e.g. product manufacturing, storage and distribution).
    - It is critical that the Morayfield retail area does not compete with the higher order retail functions to be provided within the Caboolture locality. That is, all higher order retail and entertainment functions (e.g. a department store, leisure and lifestyle retail) are to be located within the Precinct 1.
    - Key urban improvement strategies for this precinct include streetscape improvement along Morayfield Road, change in built form to a more intense, urban-style development, enhanced public domain, improved connections to Caboolture locality and improved internal circulation.
  - Gradual improvement of Morayfield Road in line with the MBRC Street: Place + Movement, 2010.

- **Land south of Sheepstation Creek** is included in Precinct 5. The following provisions are provided to ensure development of this area supports key PAC functions:
  - Large scale and bulky goods retail along Morayfield Road is to be encouraged within this precinct. Opportunities may exist to relocate some of these uses to the Morayfield Retail sub-precinct over time to take advantage of a critical mass of development and higher quality urban environment.
  - Redevelopment of land around Morayfield Train Station to a small scale residential transit-oriented community is encouraged; however the scale and type of this development is not to compete with development within the CMPAC Core area. A mix of uses, including low scale medium density residential may be encouraged within the immediate 400–600m catchment of the train station, supported by improved connections to the station.
  - Low impact service industries (auto shops and repairs) may continue to be accommodated along Morayfield Road, with Morayfield Train Station providing access to this employment precinct. Improved connections to the train station would also be required.
- **Land north of Lagoon Creek** is not included in the CMPAC Core area; the following provisions are provided to ensure development of this area complements Master Plan intentions for the CMPAC Core area:
  - Industrial precinct between the Lagoon Creek and D’Aguilar Highway is to remain a low impact industrial precinct, supporting the Principal Activity Centre with essential trades and services.
  - Connections between the Caboolture Showgrounds and the State Equestrian Centre, and Precinct 1 are to be facilitated through:
    - public transport connections during major events; and
    - location of key services, businesses and accommodation required to support major events held on Caboolture Showground in Precinct 1.
  - Major Park ‘n’ Ride Facility at Caboolture North as outlined in Connecting SEQ 2031 (Note: location yet to be determined).

#### 4.4.2.2 Residential development

- The Master Plan aims to increase the number of dwellings within the CMPAC Core area by some 10,000 units and to increase the range of medium and higher-density housing options, accommodating the projected population of some 50,000 by 2031.
- Higher density residential development (4–8 storeys) is to be provided within the walking distances from the train stations and be concentrated along the Caboolture River and the green spaces, to provide quality active and healthy living environments and to activate public open spaces.
- Residential intensification of currently low density residential areas within the CMPAC will occur incrementally, throughout the life of this Master Plan. Residential intensification areas will create a transition to the surrounding lower-density areas. The Master Plan provides design guidelines for sensitive ‘retrofitting’ of existing residential areas.

#### 4.4.2.3 Enterprise, retail and business

- The Master Plan encourages concentration of enterprise, retail and business development in a mixed use format in Precinct 1 and Precinct 2.
- Vertical mix of land uses is encouraged for all development, particularly in Precinct 1 and Precinct 2, with ground floor activated with retail and commercial uses.

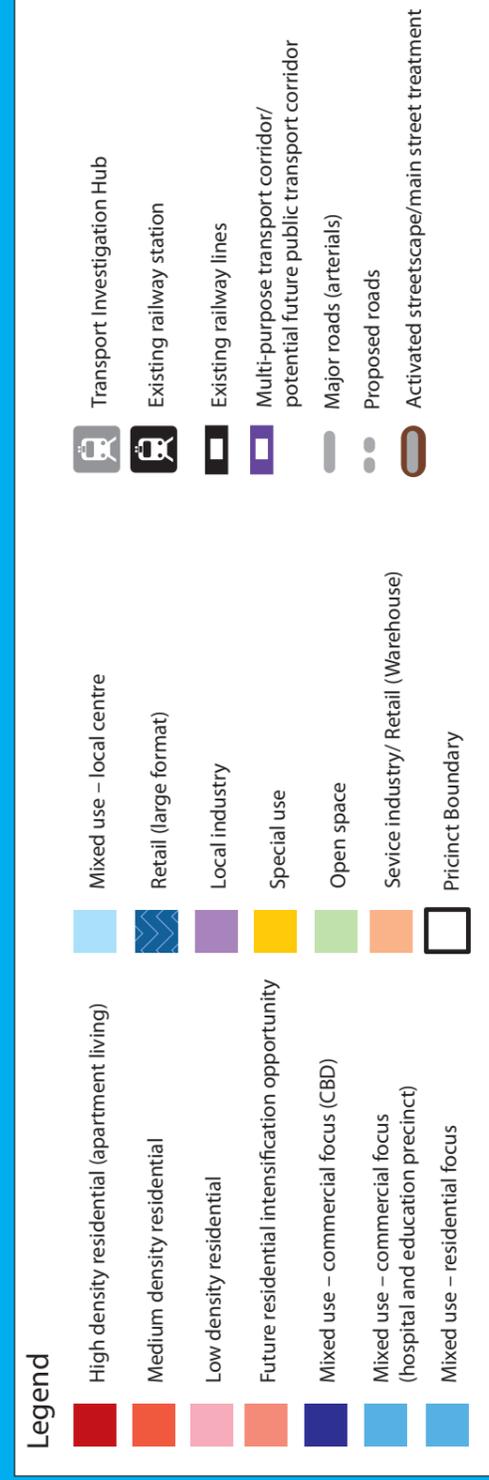
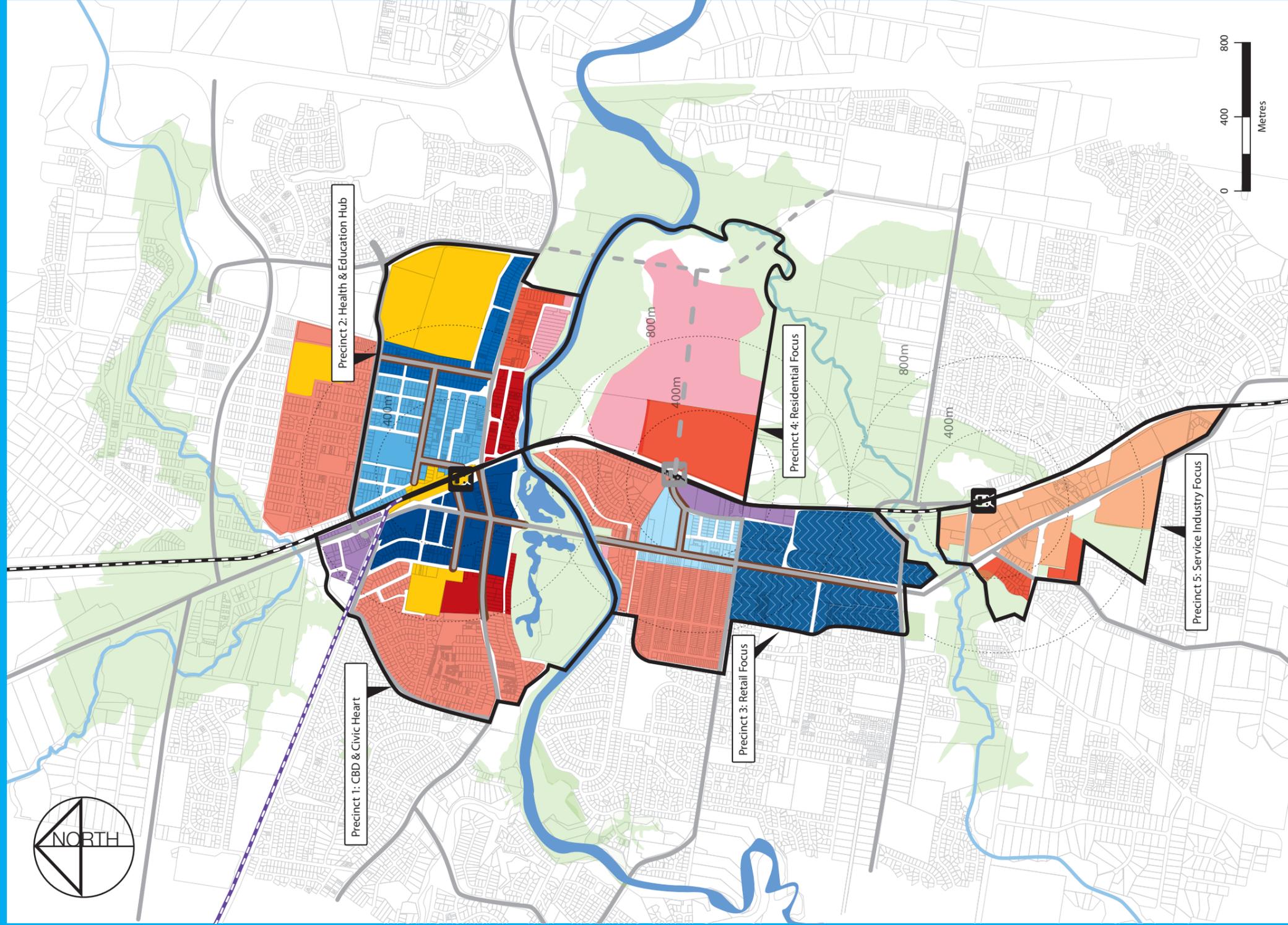
#### 4.4.2.4 Civic, cultural and community facilities

- The Master Plan encourages concentration of high quality and accessible civic, cultural and community buildings and spaces throughout Precinct 1 and Precinct 2.
- The Master Plan proposes the establishment of a consolidated and easily accessible Health and Education Precinct, providing regional level of services (e.g. TAFE and University) and supported by a mix of land uses.

**Table 4.4 Land use type and description**

Land use type	Description	Residential (%)	Office (%)	Retail (%)	Community/Entertainment (%)	Bulky goods (%)	Industry (%)	Total (%)
<b>Mixed use – commercial focus (CBD and Civic heart)</b>	Primarily office development (high rise) with ground floor retail and entertainment components: Site to Floor space ratio >2.5:1 Building height 6–8 storeys and some to 12 storeys	0	70	20	10	0	0	100
<b>Mixed use – commercial focus (Hospital and Education)</b>	Business premises (medium rise), with activated ground floor uses (e.g. small convenience retail, fast food outlets, etc). Business premises may also locate on the ground floor of medium density residential development providing short term or student accommodation: Site to Floor space ratio >1.5:1 Building height 3–4 storeys	40	30	20	10	0	0	100
<b>Mixed use – residential focus</b>	Primarily residential development with activated ground floor uses, where appropriate: Site to Floor space ratio >1.5:1 Building height 3–4 storeys Residential density 40–60du/ha	70	10	10	10	0	0	100
<b>Mixed use – local centre</b>	Small mixed use centre providing a range of convenience retail and services and residential uses above ground level: Site to Floor space ratio >1:1 Building height 2–4 storeys	70	10	10	10	0	0	100
<b>High density residential</b>	High rise residential development with activated ground floor uses (e.g. small offices, retail, cafés, restaurants and food outlets): Site to Floor space ratio >2.5:1 Building height 4–6 storeys Residential density 60 du/ha	80	5	10	5	0	0	100
<b>Residential intensification</b>	Primarily residential development: Building height 2–4 storeys Residential density 40 du/ha	90	0	5	5	0	0	100
<b>Medium density residential</b>	Primarily residential development: Building height 2–4 storeys Residential density 40 du/ha	90	0	5	5	0	0	100
<b>Low density residential</b>	Primarily residential development: Residential density 15 du/ha	95	0	0	5	0	0	100
<b>Retail – large format focus</b>	Retail uses, with the focus on large format and bulky goods retail: Site to Floor space ratio >1.5:1 Building height 2–4 storeys	0	0	35	0	50	15	100
<b>Local industry</b>	Local industries supporting functioning of the CMPAC. Manufacturing, storage and distribution businesses. Site to Floor space ratio >1:1 Building height 2–4 storeys	0	0	5	0	0	95	100
<b>Service industry</b>	As per Local Industry with service industry focus.	0	0	5	0	0	95	100
<b>Special use</b>	Hospitals, schools and other educational facilities	0	0	5	95	0	0	100

Figure 4.2 Land use strategy



#### 4.4.2.5 Development potential summary

The total area of the PAC core area is 619.7ha, which is split amongst the five precincts:

- Precinct 1 CBD and Civic Heart – 148.9ha
- Precinct 2 Health and Education Hub - 116.7ha
- Precinct 3 Retail Focus – 140.4ha
- Precinct 4 Residential Focus – 147.2ha
- Precinct 5 - Service Industry Focus - 66.5ha

Table 4.5 provides an estimate of the ultimate redevelopment potential for each of these precincts, and the estimated percentage of each land use type within the whole CMPAC core area and each precinct. The figures listed consider current constraints within the area.

Of the total area of the CMPAC core area, 372.4ha is considered developable with the balance of 236.5ha made up of non-developable land such as roads, railway lines, floodable areas, landscaping, car parking and open space. The total gross area figures of developable space for each precinct provides a starting point for the discussion of employment forecasts in Section 4.3 of this Master Plan.

Over time, the results provided will be fashioned by economic issues which will shape take-up rates over the Master Plan timeframe. It is noted that realistic take-up rates for the redevelopment of existing land uses are likely to be considerably lower than 100% and, therefore, CMPAC is unlikely to reach the ultimate potential within the Master Plan timeframe.

For further rationale of this development potential see Section 4.9.2.1 Building heights.

#### 4.4.3 Priority actions

1. Integrate the CMPAC land use strategy in the new Moreton Bay Regional Planning Scheme (refer Part 6 of this Master Plan).
2. Develop and implement practical strategies to encourage a range of housing types and tenures, particularly in Precinct 1 and Precinct 2. These may include:
  - a) Incentives, partnerships and agreements with the private sector including joint ventures and relaxations for higher density residential development; and
  - b) Collaboration with residential development industry representatives to better understand their private investment needs and expectations of the PAC and to promote the suite of incentives available for medium and high density residential development.

**Table 4.5 Ultimate development potential for each precinct**

Land use type	Precinct					Core area	
	1	2	3	4	5	Total	% landuse
<b>Mixed use – commercial focus (CBD and Civic Heart)</b>	13.5ha 236,250 m <sup>2</sup> office 67,500 m <sup>2</sup> retail (convenience) 33,750 m <sup>2</sup> community	–	–	–	–	13.5ha	2.2%
<b>Mixed use – commercial focus (Hospital and Education Hub)</b>	–	14ha 84,000 m <sup>2</sup> residential (840 du) 63,000 m <sup>2</sup> office 42,000 m <sup>2</sup> retail (convenience) 21,000 m <sup>2</sup> community	–	–	–	14ha	2.3%
<b>Mixed use – residential focus</b>	–	22ha 1,320 du 33,000 m <sup>2</sup> office 33,000 m <sup>2</sup> retail (convenience) 33,000 m <sup>2</sup> community	–	–	–	22ha	3.6%
<b>Mixed use – local centre</b>	–	–	15ha 105,000 m <sup>2</sup> residential (1,050 du) 15,000 m <sup>2</sup> office 15,000 m <sup>2</sup> retail (convenience) 15,000 m <sup>2</sup> community	–	–	15ha	2.5%
<b>High density residential</b>	11ha 264,000 m <sup>2</sup> residential (2,640du) 18,000 m <sup>2</sup> office 33,000 m <sup>2</sup> retail (convenience) 33,000 m <sup>2</sup> community	4ha 96,000 m <sup>2</sup> residential (960du) 6,000 m <sup>2</sup> office 12,000 m <sup>2</sup> retail 6,000 m <sup>2</sup> community	10ha 240,000 m <sup>2</sup> residential (2,400 du) 15,000 m <sup>2</sup> office 30,000 m <sup>2</sup> retail (convenience) 15,000 m <sup>2</sup> community	–	–	25ha	4.1%
<b>Residential intensification</b>	20ha 800du	–	20ha 800du	–	–	40ha	6.5%
<b>Medium density residential</b>	–	–	–	20ha 800du	14.4ha	34.4ha	5.6%
<b>Low density residential</b>	–	–	–	60ha 900du	–	60ha	9.7%
<b>Retail – large format focus</b>	–	–	50ha 262,500 m <sup>2</sup> retail (convenience) 487,500 m <sup>2</sup> retail (large format)	–	–	50ha	8.1%
<b>Local industry</b>	4ha 2,000 m <sup>2</sup> retail (convenience) 38,000 m <sup>2</sup> industry	–	4ha 2,000 m <sup>2</sup> retail (convenience) 38,000 m <sup>2</sup> industry	–	–	8ha	1.3%
<b>Service industry</b>	–	–	–	–	47.9ha	47.9ha	7.8%
<b>Special use</b>	8.4ha	30ha	–	–	–	38.4ha	6.2%
<b>Ultimate development potential</b>	<b>56.9ha</b>	<b>70ha</b>	<b>99ha</b>	<b>80ha</b>	<b>66.5 ha</b>	<b>372.4ha</b>	<b>59.9%</b>



## 4.5 Staging and catalytic projects strategy



### 4.5.1 Vision and objectives

Achieving the Master Plan Vision for the CMPAC will require Council to demonstrate its commitment to long-term strategies for the urban and economic renewal of Caboolture-Morayfield. This commitment in part would require a significant up-front public sector investment in delivery of key urban improvements and catalytic projects.

This strategy has been designed to complement the Land Use Strategy with its initial emphasis on Precinct 1, followed by Precincts 2 and 3. The timing of Precinct 4 is largely in the hands of a single owner and is welcomed as soon as the infrastructure issues are addressed for the site. Precinct 5 will continue to develop with private investment and design guidance throughout the life of the Master Plan.

The Staging and Catalytic Projects Strategy proposes the staging sequence of development and public investment within the CMPAC to facilitate its economic development objectives. The staging sequence is supported by key catalytic projects, opportunities and initiatives that provide a rationale for public investment and effort in the short to medium terms (1-10 years).

The key functions of catalytic projects are to

- demonstrate Council's commitment to the PAC
- set new standards for the urban environment (see MBRC Urban design Charter and Street: Place + Movement, 2010).
- ensure developers and property owners that Caboolture Morayfield welcomes their investment and confidence.

#### Objectives

The objective of this strategy is to:

- Demonstrate MBRC commitment to development of the Precinct 1 and Precinct 2 as areas with key PAC functions through delivery of catalytic projects.
- Facilitate spatial concentration of development within CMPAC consistent with the Master Plan's Vision.

**Table 4.6 Proposed development staging strategy for the CMPAC Master Plan implementation**

Timeframe	Strategy description	Public or private investment driven
<b>1-5 years</b>	Precinct 1 and Precinct 2 are the focus of key investment and development opportunities; Retain current levels of non-residential development in Precinct 3.	Public investment driven (refer Catalyst sites and Priority projects sections)
<b>5-10 years</b>	Precinct 1 and Precinct 2 are the focus of key investment and development opportunities; Retain current levels of non-residential development in Precinct 3. Medium density residential component in Precinct 4 (Peet Site) may be developed within this timeframe.	Public and private investment driven
<b>10+ years</b>	Precinct 3 (residential infill sub-precinct) – gradual redevelopment of the mixed use precinct, followed by redevelopment of the adjoining residential areas to higher density; Gradual design led redevelopment of Precinct 5.	Private investment driven
<b>15+ years</b>	Precinct 3 (Retail sub-precinct) – gradual redevelopment of the Retail precinct to higher intensity retail.	Private investment driven

### 4.5.2 Key elements

#### 4.5.2.1 Staging of development precincts

Table 4.6, above, identifies the proposed staging strategy for CMPAC redevelopment which will facilitate implementation of the Master Plan's vision. The proposed staging strategy is based on the following principles:

- **Concentration of all strategic development** (i.e. mixed use development, higher density residential development, strategic employment, quality retail, entertainment and civic functions) in Caboolture (Precinct 1 and Precinct 2) in order to develop a high intensity and diversity core for the PAC, based on location of:
  - existing strategic employment;
  - key catalytic sites/opportunities for redevelopment; and
  - existing and committed public investment.
- **Development of a strategic employment component** associated with the existing **Hospital and higher education facilities** in Precinct 2.

#### 4.5.2.2 Catalytic projects, opportunity sites and priority initiatives

**Catalytic projects** – sites for development or redevelopment, identified through the master planning process as being fundamental to the successful implementation of the CMPAC Master Plan. Catalytic sites are characterised by a prominent location and Council (or State government) ownership. Their role within the precinct is clearly identified and their commercial potential is similarly important and clear:

- James St site redevelopment;
- Hayes St site redevelopment; and
- the health and education precinct development.

**Opportunity sites** – sites that are strategically located in the PAC which, if redeveloped, could effectively support the Vision of the CMPAC. These privately held sites have been identified as suitable for redevelopment however the timing can only be encouraged. These sites present opportunities for council to engage with landholders and investigate the potential for positive outcomes:

- Numerous sites within Precinct 1 and 2 ( identified through the Caboolture CBD Urban Design Framework, Architectus, 2009).
- Precinct 4 – green field development opportunity.
- Market Drive sites redevelopment.
- Torrens Road sites redevelopment.
- Morayfield Shopping Centre site redevelopment.

Catalytic projects and opportunity sites are identified in Figure 4.3 and described in Table 4.7. The proposed key redevelopment principles and intended land uses for these catalytic sites will be further developed in consultation with MBRC technical staff.

**Priority initiatives** – activities that are both spatial (such as new infrastructure) and non-spatial (such as setting up a community group) that will work toward delivering the CMPAC Vision and Objectives. Priority initiatives have been selected from those required in the early stages of implementation, within the next 1–10 years and are provided in Part 2: Implementation.

Together, the catalytic projects, opportunity sites and priority initiatives represent the building blocks which will lead to achieving the Vision and Objectives of the Master Plan.

The approach and assumptions underpinning the delivery of catalytic projects, opportunity sites and priority initiatives include the following:

- the timing proposed has been described in five year intervals; and
- the total time required to deliver various aspects of the strategy will vary and the timeframe refers to when the preparation and planning should begin.

Detail in relation to catalytic projects, opportunity sites and priority initiatives, including their description, timing, cost and potential funding and delivery mechanisms, are provided in companion parts of the Master Plan (Part 2–Part 6).

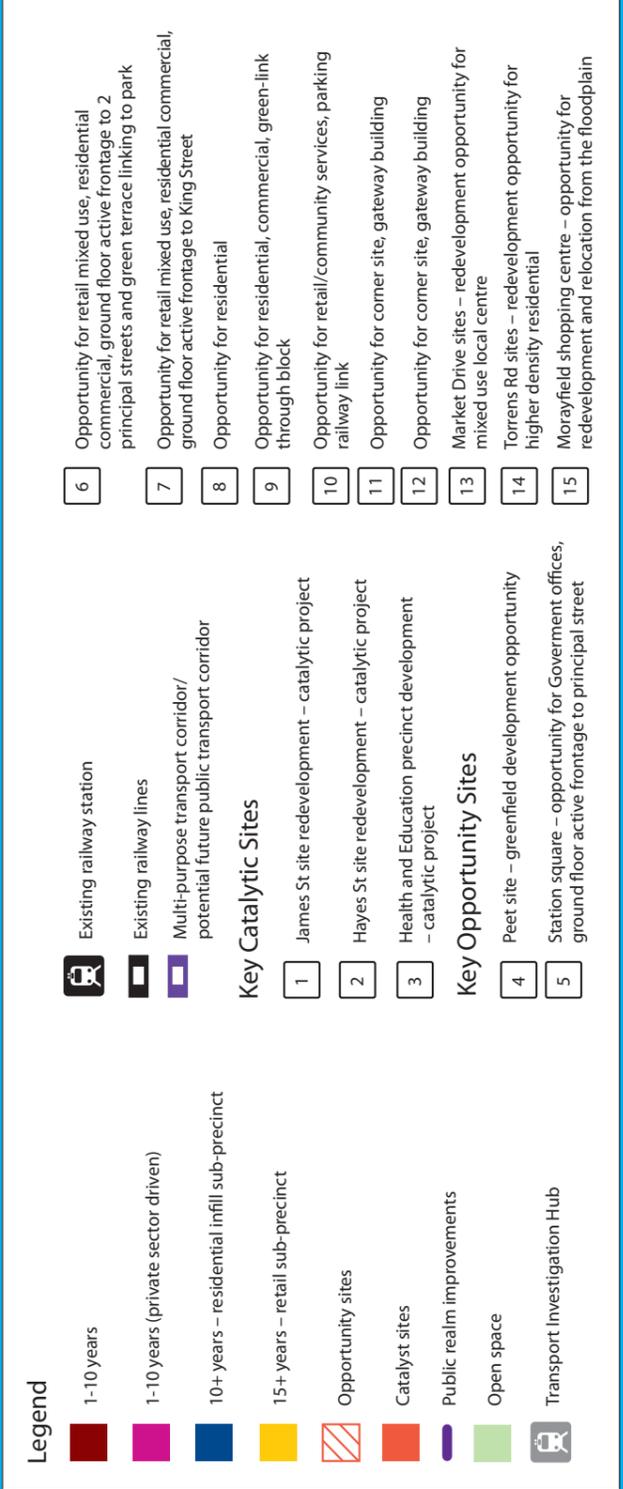
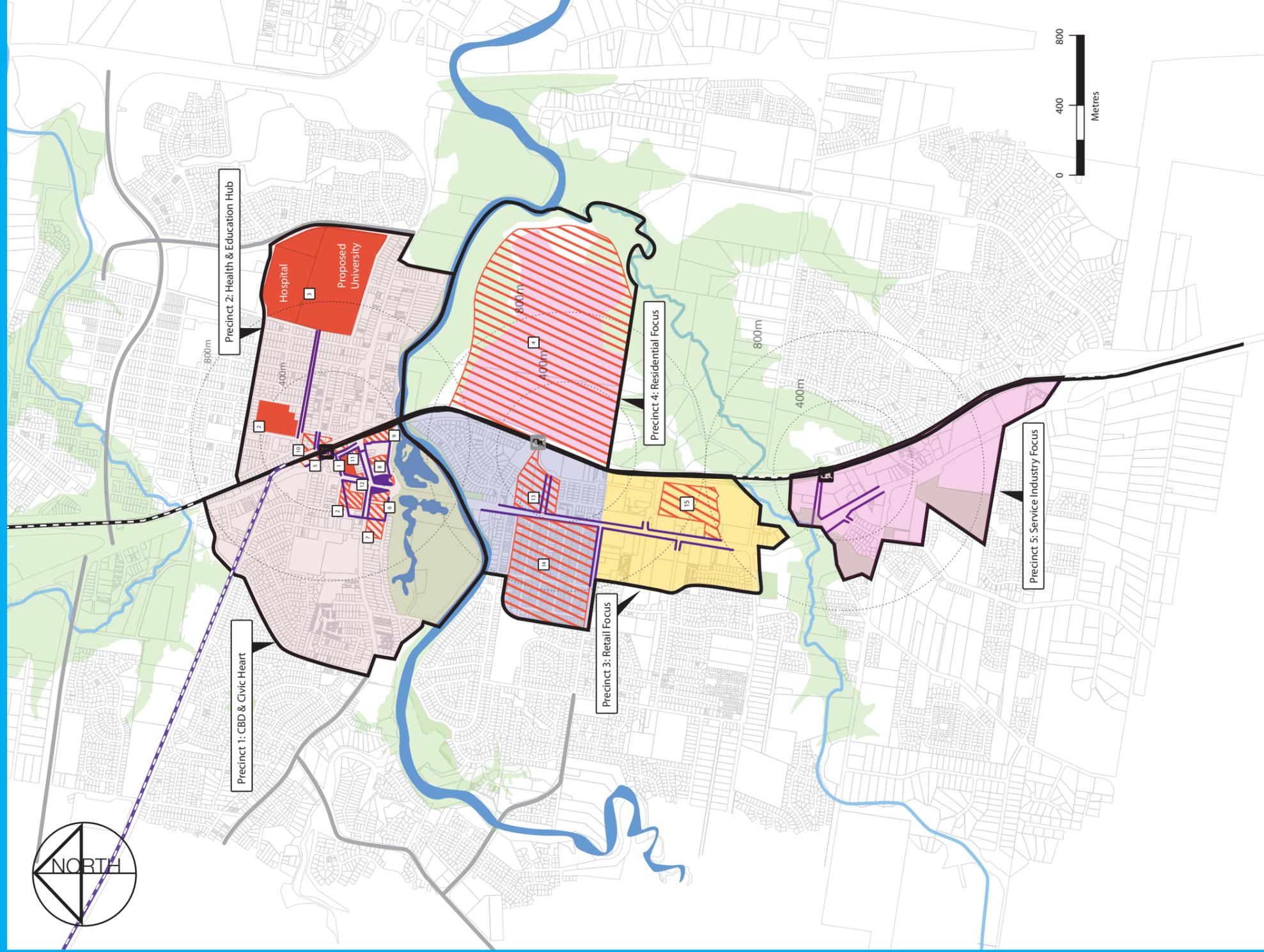
### 4.5.3 Priority actions

- Adopt the proposed staging strategy as a council-wide policy for development assessment in CMPAC.
- Initiate development of the key catalyst projects and priority initiatives within the short-term (2011–2016).

**Table 4.7 Catalytic projects and opportunity sites**

Catalytic project/ opportunity site	Strategic role within the CMPAC	Implementation time frame	Key redevelopment principles & intended land uses
Catalytic Project 1 – James St site	Catalyst for activation of Precinct 1 & activation of pedestrian links from the train station to the Knowledge and Cultural Hub; Strategic opportunity to accommodate land uses currently missing in PAC	Short term	<ul style="list-style-type: none"> <li>• High intensity mixed use development;</li> <li>• Minimum site to floor space ratio and building height apply;</li> <li>• Activated ground floor land uses (e.g. retail);</li> <li>• Active frontage to James Street, Matthew Terrace and Beerburum Road;</li> <li>• Incorporates strong outdoor/ public open space component and landscaping to contribute to public domain;</li> <li>• To be supported by streetscape improvements along James St to link to the train station and the Knowledge and Cultural Hub;</li> <li>• Potential land uses may include: a conference facility, a hotel, commercial offices, a major comparison retail opportunity, new MBRC regional office chambers; and</li> <li>• Built form: up to 12 storey buildings, podium style, addressing subtropical design principles.</li> </ul>
Catalytic Project 2 – Hayes St site	Catalyst for activation of Precinct 2 & activation of pedestrian links from the Health and Education Precinct to the train station; Strategic opportunity to accommodate land uses currently missing in PAC	Short term	<ul style="list-style-type: none"> <li>• High intensity mixed use development;</li> <li>• Minimum site to floor space ratio and building height apply;</li> <li>• Activated ground floor land uses (e.g. retail);</li> <li>• Active frontage to Hayes Street;</li> <li>• Provide safe pedestrian connections from McKean Street to Hayes Street, along Lang Street and Rowe Street;</li> <li>• Potential for residential component;</li> <li>• Public open space component;</li> <li>• Other potential land uses may include: ground floor retail, small commercial premises or community uses, with residential development/ short term accommodation above; an entertainment facility or performance space with incorporated residential or commercial component; and</li> <li>• Built form of 4 storey building(s), addressing subtropical design principles.</li> </ul>
Catalytic Project 3 – Health and Education Precinct	Catalyst for strategic employment growth in PAC	Short term	<ul style="list-style-type: none"> <li>• Development will include a detailed site-based master plan</li> <li>• Expansion of the Hospital and associated teaching facilities;</li> <li>• Location of a higher education facility, transition over time to a complete TAFE and/or university campus on site; and</li> <li>• Multi-functional and multi-user facilities encouraged on site to provided after hours activity and involve local community.</li> </ul>
Opportunity sites 5-12 – Numerous sites within Precincts 1 and 2 (identified through the Caboolture CBD Urban Design Framework, Architectus, 2009)	Catalysts for activation of CBD – opportunity to accommodate land uses currently missing in PAC	Short term – public sector driven	<ul style="list-style-type: none"> <li>• High intensity mixed use development;</li> <li>• Commercial and/or residential development, with activated ground floor;</li> <li>• Minimum site to floor space ratio and building height apply; and</li> <li>• Potential land uses: a major department store, comparison retail outlets, a cinema, entertainment facilities, commercial offices.</li> </ul>
Opportunity site 4 – Precinct 4 – green field development opportunity	Greenfield development opportunity for a higher density residential community within a PAC, potentially supporting a new train station; Catalytic redevelopment opportunity for Precinct 3 – residential intensification and mixed use-local centre area;	Short- medium term – public sector driven	<ul style="list-style-type: none"> <li>• Need to initiate negotiations with the developer in the short-term to secure medium and long-term outcomes (i.e. to preserve opportunities for higher mix and intensity of land uses within 400m of the potential future train station);</li> <li>• Largely residential development, supported by a mixed use-local centre along Market Drive;</li> <li>• Residential development (mix of densities and housing forms), with higher density development oriented along parklands;</li> <li>• Higher mix and intensity of land uses within 400m of the potential future train station; and</li> <li>• Site layout and built forms to support principles of subtropical design.</li> </ul>
Opportunity site 13 – Market Drive sites redevelopment	Catalytic redevelopment opportunity for Precinct 3 – residential intensification and mixed use-local centre area;	Short-medium-term – private sector driven	<ul style="list-style-type: none"> <li>• All development along Market Drive contributes to development of a ‘main street’ activated by ground floor land uses; and</li> <li>• Minimum site to floor space ration and building height apply.</li> </ul>
Opportunity site 14 – Torrens Rd sites redevelopment	Opportunity to facilitate residential intensification in Precinct 3	Long-term – private sector driven	<ul style="list-style-type: none"> <li>• Higher density residential development; and</li> <li>• Minimum site to floor space ration and building height apply.</li> </ul>
Opportunity site 15 – Morayfield Shopping Centre site redevelopment	Catalytic opportunity for redevelopment of Precinct 3, retail sub-precinct	Long-term – private sector driven	<ul style="list-style-type: none"> <li>• To be redeveloped as part of the integrated redevelopment of the retail sub-precinct;</li> <li>• Active frontages to Leda Boulevard William Berry Drive and Dickson Road;</li> <li>• Integrated public open space component and streetscape improvements;</li> <li>• More intense built form – minimum site to floor space ratio and building height apply (i.e. minimum 2 storey development), with activated ground floor; and</li> <li>• Parking areas incorporated behind the building.</li> </ul>

Figure 4.3 Staging and catalytic projects strategy





## 4.6 Transport network strategy

### 4.6.1 Vision and objectives

The CMPAC requires a transport network that is integrated with major activity nodes, the open space network and residential areas to make it a successful and sustainable place. The network should support the development of a compact urban structure that will be environmentally sound, while fostering economic growth and social equity. The overall aim of the transport network is to facilitate the growth of the CMPAC, while ensuring sustainable transport outcomes such as reduced automobile dependency and increased public transport, walking and cycling.

### 4.6.2 Key elements

To address key transport issues, the following transport principles and associated strategies have been developed for the key elements of the CMPAC transport system.

#### 4.6.2.1 Roads

The role of the road network in the CMPAC is to provide a road system that caters for and balances the needs of all road users, including private vehicles, freight, public transport, pedestrians and cyclists. To achieve this it needs to be a functional, permeable road network that allows sufficient route choice for local and through traffic. The key focus of the Road Network Strategy is to increase the number of (and quality of existing) north-south and east-west road connections, to manage the flow of vehicle and people movements more efficiently. The structure of the road network will also support and integrate with the public transport and active transport to encourage healthy lifestyles.

The key elements of the Road Network Strategy are shown in Figure 3-1. A summary of these elements is provided below:

- Providing an alternate north-south road link, to link Precinct 2 and Precinct 4 and the wider Morayfield area. It will provide relief to the Morayfield Road corridor and the Bruce Highway. This would connect Graham Road through to Mewett Street, including a new crossing of the Caboolture River, improving network resilience.

- Reduce the six traffic lane section of Morayfield Road to four traffic lanes plus two bus lanes (in conjunction with the alternative north-south roadlink), to facilitate improved bus travel times and operation along Morayfield Road.
- Connecting the Precinct 4 to the local and arterial road network through the provision of a new east-west sub-arterial link, this will also connect to the new north-south link. A grade separated crossing of the rail line at Market Drive has recently been constructed, improving network resilience and safety.
- Connect Mewett Street to the Pumicestone Road via a new Brown Street Bridge (and indirectly to the D'Aguilar Highway), to allow the new north-south road link to function as an effective Morayfield-Caboolture bypass.
- Apply speed management measures on key routes (Morayfield Road, King Street, Beerburum Road) to provide a transport corridor that caters equally for all users, supporting the active transport and public transport vision for the Master Plan.
- Provide a new east-west arterial road along the Buchanan Road/Caboolture River Road corridor to provide improved connections to the new growth areas (Caboolture West) as well as reducing the growth in traffic through the CMPAC. A grade separated crossing of the rail line will be required, improving network resilience and safety.
- Extension of McKean Street through to Toohey Street/Watt Street will create a more direct connection across the rail line/Beerburum Road to the residential area to the west of the Caboolture CBD. The increased use of the McKean Street/Watt Street link will provide relief to King Street.
- Connection of Graham Road to Anderson Road over the rail line will improve east-west linkages and reduce reliance on Morayfield Road for east-west movements. This link would require the construction of a new bridge over the rail line. The expense of this link may only make this link warranted in the long term.
- Improve or create new connections of Elliot Street and Edward Street to King Street to improve east-west circulation through the CBD and reduce reliance on King Street.

Figure 4.4 Road cross sections

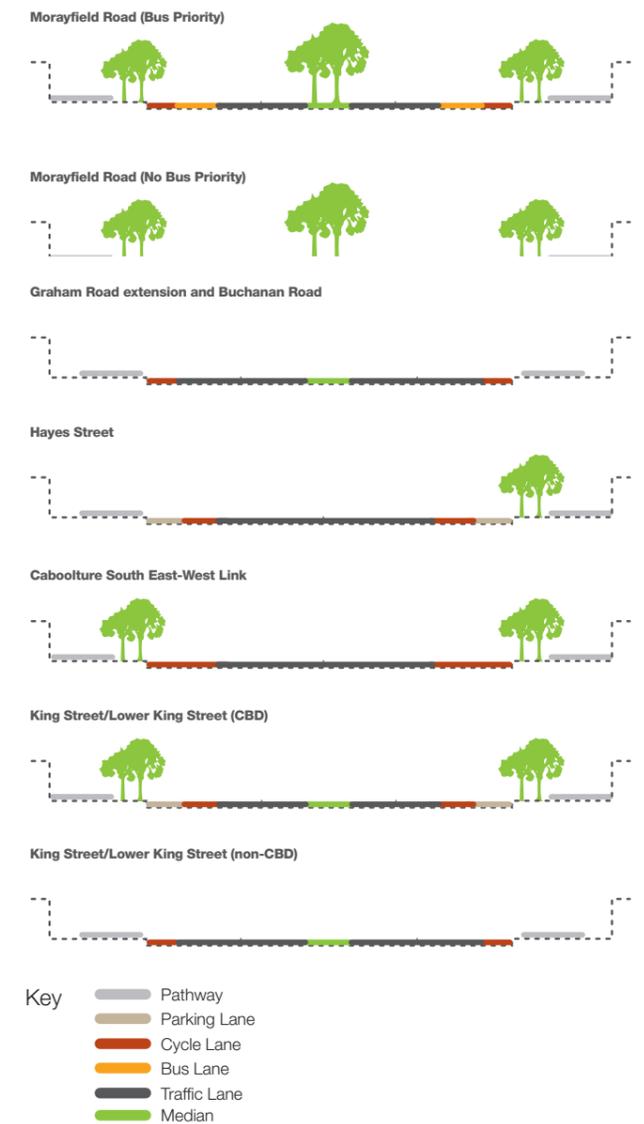
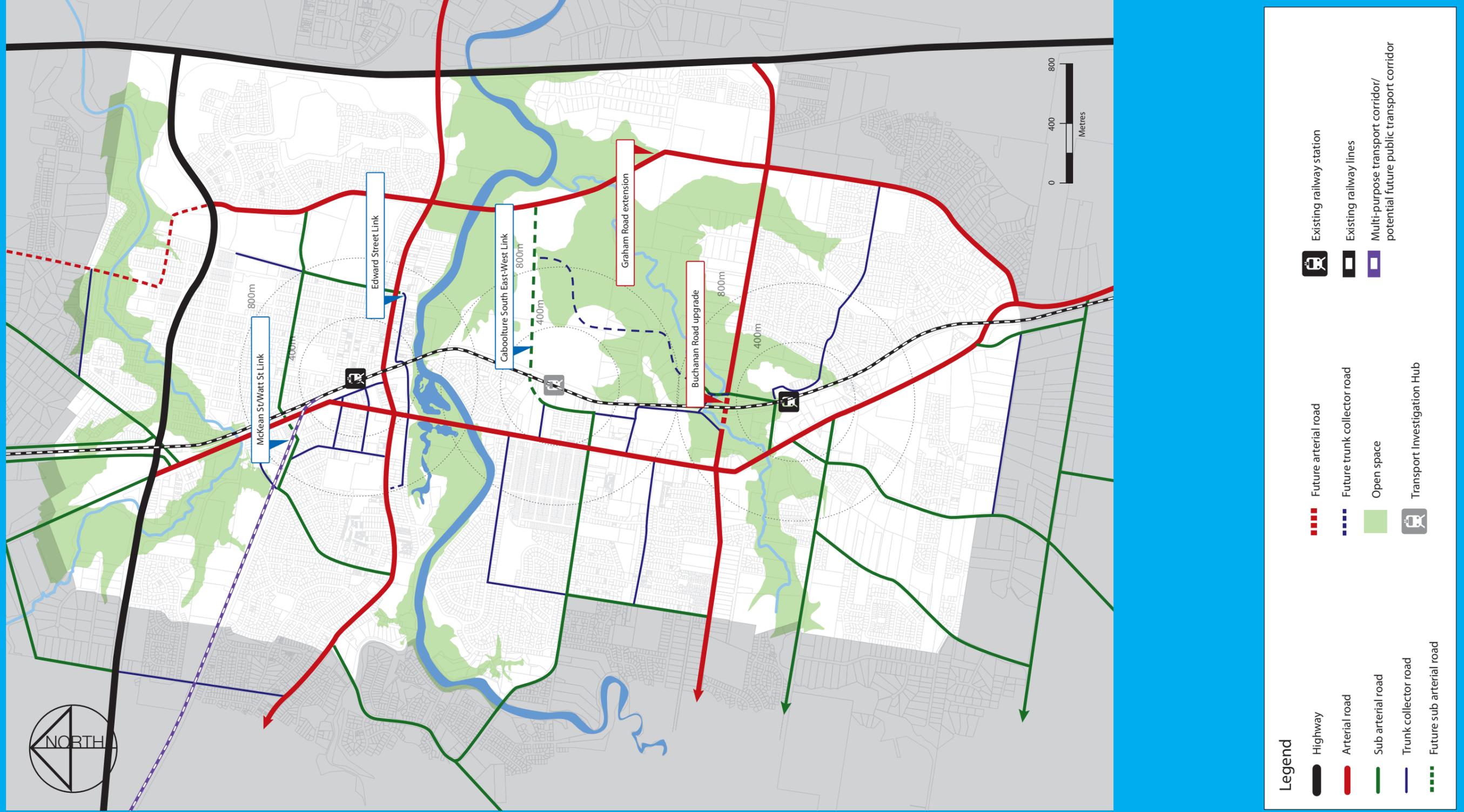


Figure 4.5 Road network strategy



#### 4.6.2.2 Parking

The management of the parking demand, supply and location within the CMPAC is vital to ensure the function of the area as a place where the needs for all users are balanced. An oversupply of parking will encourage increased private vehicle use, whereas an under supply (or poor placement of parking spaces) may impact on the economic viability of the area.

In the case of Park 'n' Ride facilities, an over abundance of spaces will encourage greater private vehicle use and will reduce the take up active transport and public transport modes to access the transit station. An under-supply of Park 'n' Ride spaces will result in overflow parking that will impact on the viability of adjacent businesses.

Critical to the success of the management of the parking in the CMPAC will be the changes to Council Policy relating to parking rates, conditions under which the parking requirements can be varied, and the alternatives available (in lieu contributions, works in lieu, consolidated parking schemes). Such changes need to be made through a staged implementation of a Parking Management Strategy for the CMPAC that is part of an integrated Parking Management Strategy for the Moreton Bay Regional Council as a whole. Key features of the strategy include:

- Changing the parking requirement in the centre from a minimum to an appropriately staged maximum parking requirement would provide greater opportunity to increase densities over time.
- Amending the parking rates for areas within walking distance of quality transit services, in recognition of the likely mode shift from private cars to public transport.
- Over time reduce the demand for Park 'n' Ride at Caboolture Train Station by providing improved active transport and feeder public transport, with an additional major Park 'n' Ride to be located at Caboolture North in accordance with Connecting SEQ 2031.
- Manage the supply and use of parking within the CMPAC to support sustainable transport outcomes and economic growth. This may include the future implementation of parking charges for long-term parking in the Caboolture CBD and the design of parking facilities should allow for this.

- Park 'n' Ride provided within the CMPAC will not be located directly adjacent to the train stations and will be sited to maximise the opportunity for it to support the activation of development surrounding the station.
- Regulate the type and location of on-street parking supply in the commercial, retail and education precincts. This will discourage inappropriate long term (including rail commuter) parking.
- Investigate options to consolidate off-street parking supply, to allow better utilisation of commercial areas.
- Increased enforcement of short term parking supply, to maximise parking turnover. This includes targeting those areas surrounding the rail stations.
- Staged implementation of strategy appropriate for the stage of development of the PAC and in alignment with the strategy for the region as a whole, and the provision of alternative access modes.

#### 4.6.2.3 Public transport

The future role of public transport in the CMPAC is twofold. The North Coast Rail Line primarily serves inter-regional trips between the CMPAC and other activity centres on the rail line as access to the rail line is limited by long distances between stations. In the future there may be opportunity for rail to perform a greater role for local transport to and within the CMPAC if development along the rail corridor supports reduced station spacing and increased service frequencies.

The bus network primarily serves local trips to and within the CMPAC with King Street and Morayfield Road serving as priority transit corridors. Bus services are important feeder and distributor service to the North Coast Rail Line.

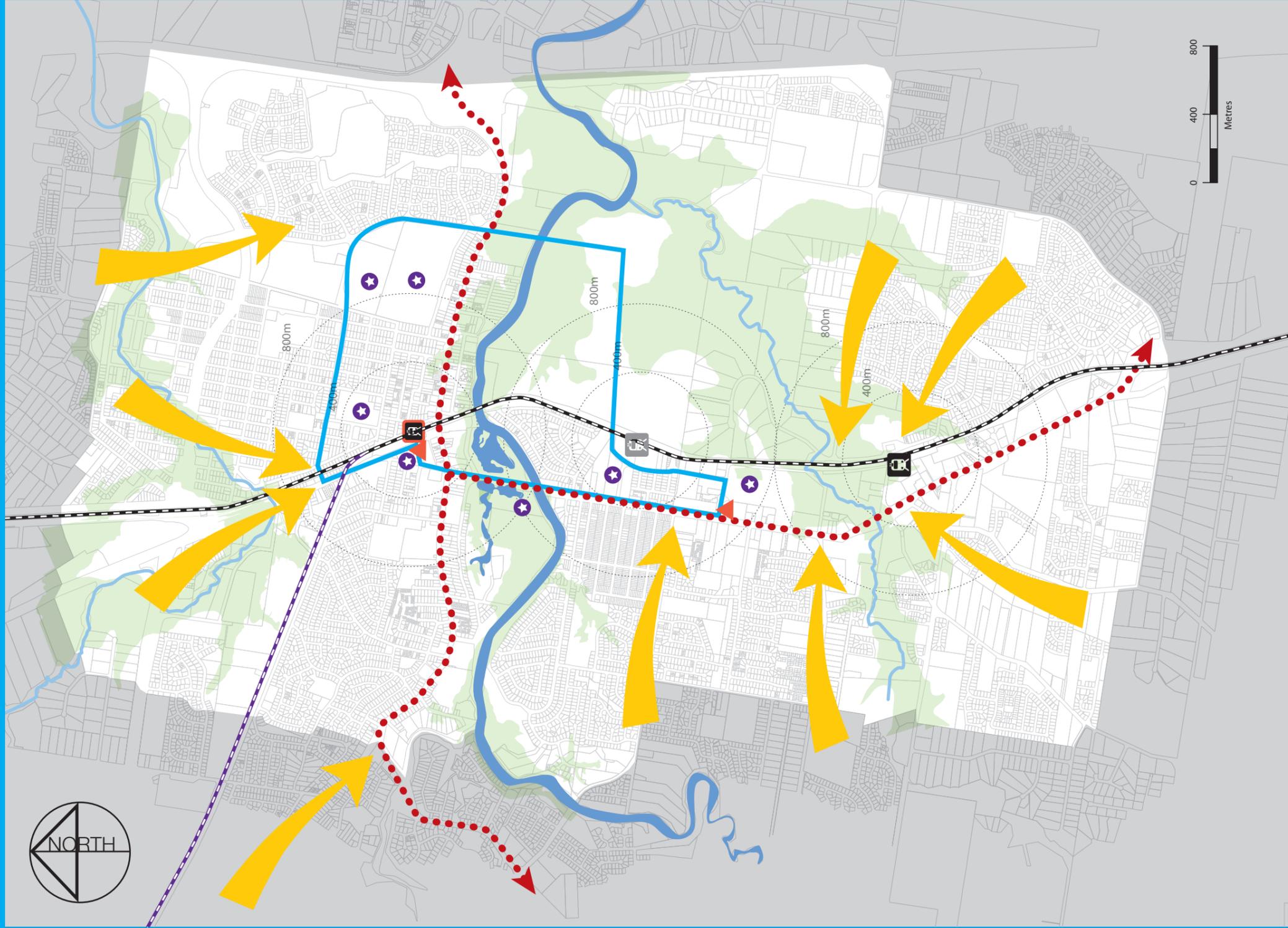
The central focus of the Public Transport Strategy is to ensure that land use within walking distance of existing or Transport Investigation Hub and along key corridors in the CMPAC supports transit oriented development. This will be supported by the strengthening of bus services serving the CMPAC and integrating with rail along future priority transit corridors along Morayfield Road and King Street/Lower King Street.

The key elements of the Public Transport Strategy are shown in Figure 3.2. A summary of these elements is provided below:

- An improved local bus network that provide greater coverage to residential areas, especially in the south-west and areas north of the D'Aguilar Highway, that are currently not serviced by public transport. Services should be structured to facilitate the delivery of high frequency, 'turn-up-and-go' public transport along the King Street and Morayfield Road corridors by funnelling local bus services into these corridors.
- Upgrades to the Caboolture Train Station to increase rail capacity and facilitate its function as the nucleus of transit oriented development in Caboolture.
- Upgrade and relocation of the Caboolture Bus Interchange to allow for expansion of the Caboolture Train Station. Its new location must align with its dual role to serve the CMPAC and integrate with the rail service. The station must provide high connectivity to the Caboolture CBD and allow for easy interchange with rail services. It must also minimise delay to buses passing through the interchange.

- In the distant future a Transport Investigation Hub (pending further investigation) between the Caboolture and Morayfield Train Stations could support an increased role in the CMPAC if future land use in the area is supportive. Higher density residential, retail and commercial development must be favoured over industrial, warehousing and big box retail to provide the critical mass required for transit oriented development in Caboolture South.
- A Transport Investigation Hub serving Precincts 3 and 4 is unlikely within the next 20 years. To ensure the development of the Precinct 4 supports transit oriented development and a possible future station, it is essential that it be developed to be served by a bus service for the foreseeable future.
- Upgrade of cycle/pedestrian overpasses at railway stations to allow for higher capacity people movements, to cater for mobility impaired and create more legible connections across the North Coast Rail Line.
- Develop Morayfield Road and King Street/Lower King Street as future priority transit corridors with bus lanes or bus priority at appropriate locations. This will allow for reduced delay and increased connectivity to population centres, particularly with the growth area of Caboolture West. Bus stops along Morayfield Road and King Street/Lower King Street will have high quality bus shelters and real time bus scheduling displays.
- New bus services that provide a very high degree of connectivity between the major trip generators in the CMPAC: Health and Education Hub, Precinct 4, Transport Investigation Hub at Caboolture South, Morayfield Shopping Centre, Morayfield retail precinct, Morayfield Train Station, Caboolture CBD and Caboolture Train Station.
- The design of the Morayfield Bus Interchange and stops on Morayfield Road must be structured to minimise delay of bus services along Morayfield Road and allow for increased connectivity to Caboolture South, while maintaining connectivity to Morayfield Shopping Centre.

Figure 4.6 Public transport network strategy



**Legend**

- Priority transit corridor
- Highly connected bus services
- Local bus service
- ▲ Upgrade bus interchange
- Upgrade of railway station
- ★ Key destinations
- Open space
- 🚗 Transport Investigation Hub
- 🚂 Existing railway station
- ▬ Existing railway lines
- ▬ Multi-purpose transport corridor/potential future public transport corridor

#### 4.6.2.4 Active transport

The role of active transport in the CMPAC is vital in reducing car dominance, increasing the vibrancy of major activity nodes and activating currently underutilised open space areas such as the Caboolture River. The focus of the Active Transport Strategy is to develop a permeable, direct and interconnected walking and cycle network that also provides a safe and pleasant experience for the user. Of particular concern are pedestrian and cycle barriers posed by 'big box' development, North Coast Rail Line, Caboolture River and Morayfield Road.

The key elements of the Active Transport Strategy are shown in Figure 3.3. A summary of these elements is provided below:

- A 'greenway' network of wide, off-road paths for pedestrian and cyclists to cater for both recreational users and commuters using the Caboolture River, creeks and various reserves/easements. The 'greenway' network will connect to and activate the Caboolture River and other green spaces. The 'greenway' network will also connect with major activity nodes and adjacent suburbs. The 'greenway' network will be designed using CPTED Principles, provide appropriate way-finding treatments, shading and shelter, drinking fountains and street furniture.
- 'Main streets' as active transport spines within the core of Caboolture and Morayfield. These will connect to major trip attractors, transit interchanges and 'greenways'. 'Main streets' will have a lower speed environment to increase safety of cyclists and pedestrians. 'Main streets' will be characterised by wide sidewalks, provision for cyclists, slower traffic, active frontages, awnings and shelter and high quality landscaping/built form elements that give the area a cohesive identity. 'Main streets' are essential in creating a vibrant and active pedestrian environment in the major activity centres or between precincts.
- Transit interchanges within the CMPAC are to provide safe and attractive end of trip facilities such as easily accessible and secure bicycle storage, lockers and showers. Synergy will result as it will serve both the needs of cycle access to rail, while also serving the activity centres around the train stations.
- 'Primary active transport routes' are the active transport spine on which the local active transport network is built. They are the arterial network for active transport and will include provision for high speed commuter cyclists. Facilities for pedestrians will be appropriate based on adjacent land uses and should include appropriate

landscaping, street furniture and shade trees. These are strategic routes to ensure that pedestrians and cyclists have direct and attractive access to and through major trip generators/attractors.

- 'Supporting active transport routes' will provide fine grain permeability of the walking and cycling network by connecting residential and minor activity centres to 'primary active transport routes' and 'greenways'. These are the sub-arterial and collectors in the active transport network. These routes will feature appropriately wide footpaths and cycle lanes/priority.
- All CMPAC Precincts streets must be active transport friendly streets providing a safe and attractive environment for pedestrians and cyclists. This ensures that all development within the CMPAC is easily accessible by active transport.
- Increased permeability of pathway network in the residential area immediately west of the Caboolture CBD to capitalise on its proximity to green spaces and activity nodes. This includes a cycle and pedestrian connection between Ruth Street and Mill Road.

#### 4.6.3 Priority actions

The transport network elements identified to support the CMPAC Master Plan all work together to help manage congestion and to actively encourage and allow for public transport and active transport uses. The implementation of these priority actions should be undertaken with reference to MBRC's Street: Place + Movement, 2010.

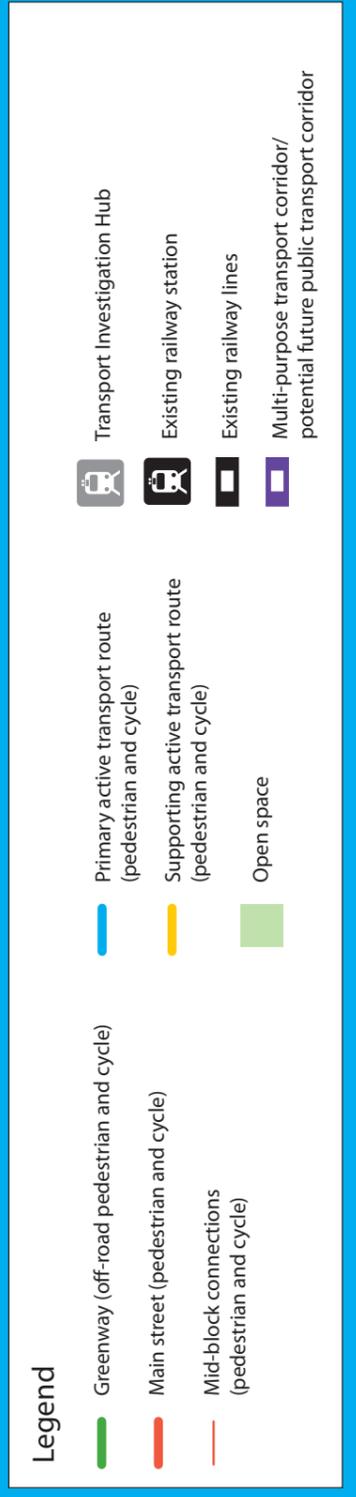
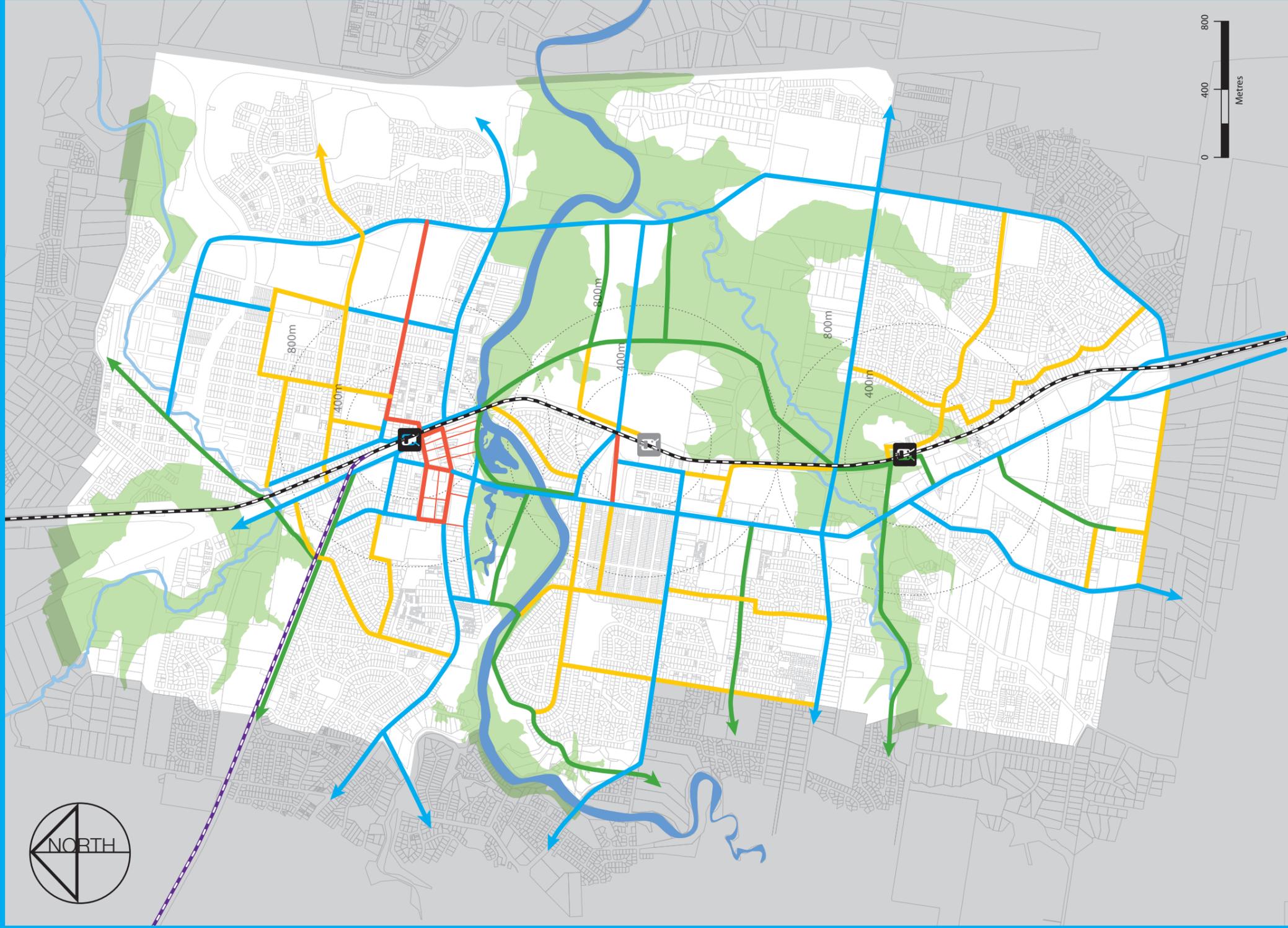
The following notes are provided regarding possible staging or triggers for the proposed elements:

- **Improved cycle routes to the Caboolture CBD**, and the provision of increased secure cycle parking and end of trip facilities should be a short term priority in Caboolture to reduce demand for Park 'n' Ride.
- In the short to medium term, **parking controls**, including consolidated parking and parking management need to be implemented within the CBD. These would need to be done in conjunction with the Caboolture North Major Park 'n' Ride, improved public transport service, and improvements to the active transport network.
- **The Buchanans Road upgrade** will reduce traffic demand on King Street and will improve the traffic flow on Morayfield Road at the shopping centre. It will increase safety by reducing the use of the level crossing on Station Road. There is a need for this project to address current capacity

and safety issues and it should be brought forward for implementation in the short term.

- The initial (first stage) **development of Precinct 4 has the grade separated crossing of the North Coast Rail Line** to support the land use. This crossing connects to Morayfield Road, providing the primary connection to the site. There will need to be a secondary connection to retain network resilience to ensure the site does not rely solely on Morayfield Road for access. This link need not have a high flood immunity. It is vital that bus services are provided to Precinct 4 early to develop a base demand for public transport in the area.
- As the Precinct 4 develops, the **need for the Caboolture South east-west link** will emerge, with the northern portion of the Graham Road extension required at a minimum (to connect to King Street). The addition of the east-west link and Graham Road extension will allow for the implementation of highly connected bus services that connect Precinct 4 with the CBD to the north of the Caboolture River.
- The timing of the **Graham Road north-south** extension will be required in alignment with the development of the Health and Education Precinct, the Precinct 4 and **to relieve congestion on the Morayfield Road corridor**. It will also be required prior to the kerbside lanes on Morayfield Road being converted to bus lanes.
- **The McKean Street to Toohey Road/Watt Street extension** should be linked to the development of the site in the vicinity of Lang and Rowe Streets, as it will improve traffic flow through this area to the north of the Caboolture CBD. The project could also be brought forward in order to provide some relief to the King Street/Lower King Street corridor.
- The **redevelopment of the Morayfield retail precinct away** from 'big box' retail presents a major opportunity to develop **a better pedestrian and cycle environment** in the area. Its proximity to the Precinct 4 will also assist in developing a critical mass required for the Transport Investigation Hub at Caboolture South.

Figure 4.7 Active transport network strategy





## 4.7 Community development and social infrastructure strategy

### 4.7.1 Vision and objectives

The Community Development and Social Infrastructure Strategy looks at addressing two inter-connected aspects of community well-being:

- Community development initiatives to support the local community's capacity for change associated with the CMPAC development.
- Provision of adequate, accessible and high quality social infrastructure, which is a key requirement for redevelopment of Caboolture Morayfield as a fully functioning Principal Activity Centre.

As defined in the Implementation Guideline 5, Social Infrastructure Guideline (Queensland Government, 2007), social infrastructure refers to the community facilities, services and networks which help individuals, families, groups and communities to meet their social needs, maximise their potential for development and enhance community wellbeing' (p.10).

The vision for the Community Development and Social Infrastructure Strategy is that:

- Social infrastructure will contribute to redevelopment of Caboolture-Morayfield as a Principal Activity Centre and support the health and wellbeing of local and sub-regional communities;
- Council and other agents will actively support the transition of the Caboolture locality to be the focus of the social infrastructure within the CMPAC; and
- The existing social and community assets of the CMPAC will be further strengthened.

### Objectives

- To provide quality accessible social infrastructure within Caboolture-Morayfield of a level consistent with a Principal Activity Centre status.

### 4.7.2 Key elements

The Community Development and Social Infrastructure Strategy aims to build upon existing investment and social and community assets currently provided in the CMPAC and add to their value through provision of complementary services.

The key elements of the strategy include:

#### Provision of recommended facilities and facility enhancements (shown in Table 4.8)

- Table 4.8 presents social infrastructure (facilities) and facility enhancements recommended for the CMPAC by 2031. The table shows a benchmark (where applicable), rationale for the recommendation and the roles of council in delivering the recommendations. The facilities are recommended on the basis of benchmarking and the CMPAC context. The CMPAC Technical Review Report (2009) provides the details of the benchmark analysis, current service provision and issues that support the recommendations.
- The recommended levels of provision are based on the Implementation Guidelines No. 5 – Social Infrastructure Planning.

**Table 4.8 Social infrastructure (facilities and facility enhancements) for CMPAC to 2031**

No.	Recommended Facility	Comparative Rate of Provision	Demand to 2031	Rationale	Year of Provision	Council's Role
1	<b>Caboolture Youth Centre</b>	1:20,000–50,000	1 x District Youth Centre	<p>Current youth facilities and services are either remote from the Caboolture Train Station, targeted to young people with special needs or indigenous youth. The other centres of the Moreton Bay Regional Council area have youth centres and as the Principal Activity Centre, Caboolture is a key attractor for young people.</p> <p>A Caboolture Youth Centre will welcome young people to community life in the Centre and provide young residents and visitors with a safe, affordable destination.</p> <p>The Youth Centre would be collocated with the neighbourhood centre at the centre's George Street location. The centre would need a minimum floor space of 600–1000m<sup>2</sup>. (See Note)</p>	2016	<ul style="list-style-type: none"> <li>Consult young people</li> <li>Source funding</li> <li>Design the Youth Centre as part of the multi-tenant community service centre in George Street</li> <li>Develop governance arrangements for the Youth Centre and support the centre until those arrangements are in place</li> </ul>
2	<b>Caboolture Performance Spaces</b>	1:30,000–50,000	2 x Performing Arts Spaces	<p>The 4,000 seat State Equestrian Centre could cater to performing arts functions, though its location outside of the CMPAC, remote from the passenger railway line and the facility's preference for equestrian uses will limit this role and the contribution the Equestrian facility can make to activate the Caboolture Centre as a PAC.</p> <p>The CMPAC requires both a centrally located indoor auditorium and a flexible outdoor facility to take advantage of the Centre's quality open space and waterways.</p> <p>An auditorium in the Caboolture Town Square should be an adaptable venue (capable of multiple configurations) with seating for up to 1,000 people.</p> <p>While it is acknowledged that small outdoor stages in the Council area have failed to attract users, the location of a flexible outdoor performance space in the high profile Centenary Lakes precinct, within walking distance of the Caboolture Train Station will contribute to its success. The form of the outdoor performance space requires further investigation.</p>	2016	<ul style="list-style-type: none"> <li>Source funding</li> <li>Design the performance space/facility</li> <li>Ensure the facility's use complements and links with scheduled district events (such as the Urban Country Music Festival and Woodford Folk Festival, Abbey Tournament and other)</li> <li>Manage the facilities</li> </ul>
3	<b>Multi-Tenant Community Service Centre</b>	1:20,000–50,000	1 x Multi-Tenant District Community Service Centre	<p>Commercial spaces are currently affordable for community service providers and many organisations operate their service from underutilised commercial premises in the Caboolture CBD. This will change as the centre gentrifies and commercial properties become more valuable.</p> <p>A multi-tenant community service centre in the Caboolture Town Square vicinity in George Street (incorporating the existing users of the George Street site and other service providers as well as meeting spaces, a Youth Centre, office space) will contribute to the visitor numbers to the Caboolture CBD and secure premises for community services that is close to transport. A new centre will build on the lessons of the multi-tenant service centre trial.</p>	2021	<ul style="list-style-type: none"> <li>Initiate and lead negotiations with the Queensland Government and the non-Government service providers on site and potential tenants (including current tenants of the Hayes Street site)</li> <li>Source funding for the renewal and densification of the site and a new building multi-storey community service centre</li> </ul>
4	<b>Caboolture Health and Education Precinct</b> <ul style="list-style-type: none"> <li>High School</li> <li>TAFE facility (regional)</li> <li>University</li> </ul>	<p>1:8,000 households</p> <p>1:&gt;150,000</p> <p>1:150,000–200,00</p>	1 x Higher Education Precinct	<p>The Brisbane North TAFE Campus at Caboolture and the QUT Caboolture Campus are significant social infrastructure that make a limited contribution to the Caboolture due to their location outside of comfortable walking distance from the train station and the CBD. The Caboolture State High School site has excess and underutilised land. By relocating the Caboolture campuses to take up the underutilised portion of the State High School site, the higher order education facilities are moved closer to the Centre and station and will neighbour the 2 hospitals and health centre, effectively creating a health and education precinct with potential for a synergistic relationship (shared facilities, linked education courses and others). Other higher education providers (such as Sunshine Coast University) may also be interested in locating to the Caboolture site.</p>	2026	<ul style="list-style-type: none"> <li>Initiate and lead negotiations between Education Queensland, representatives of both of the Caboolture campuses and the Sunshine Coast University</li> </ul>
5	<b>Reconfigured Morayfield Community Hub</b>	n/a	A Morayfield Community Hub	<p>The Morayfield Community Hub at the Morayfield Leisure and Community Centre (community hall) precinct needs to be reconfigured to better connect the 2 buildings and provide a district outdoor recreation space with water play, BBQs, shade, play equipment and other attractions to activate and reinforce this site as the Morayfield Community Hub.</p> <p>The CMPAC Master Plan allows residential development to the east of the Hub site along Morayfield Road. This adds urgency to the development of a Community Hub through the consolidation and enhancement of the current site.</p>	2016	<ul style="list-style-type: none"> <li>Lead and resource the design and construction of the intensified and revitalised Morayfield Community Hub</li> </ul>

No.	Recommended Facility	Comparative Rate of Provision	Demand to 2031	Rationale	Year of Provision	Council's Role
6	Morayfield Library	Branch Library 1:15,000– 30,000	1 x Branch Library	The Morayfield community does not have a library. A new library should be developed with the preferred location being within walking distance to the railway station and in association with other community uses.	2031	<ul style="list-style-type: none"> <li>Review proposal against community needs.</li> </ul>
7	Caboolture South Riverside Park	n/a	n/a	The Caboolture River is a key asset of the CMPAC. Development of a high quality riverside park at Caboolture South will attract residents and visitors. This riverside park will also facilitate connection between the signature parks of the CMPAC– the Green 4 (Centenary Lakes, Caboolture Arboretum, Sheep Station Creek and Caboolture South Riverside area). The Caboolture South Riverside Park should maximise community interface with the river through the development of boardwalks, jetties and a public art trail.	2026	<ul style="list-style-type: none"> <li>Lead and resource the design and construction of a Caboolture Riverside Park at Caboolture South that maximises the community interface with the River.</li> </ul>

#### Other spatial initiatives to enhance social outcomes:

- Facilitate the development of a health and education precinct with an appealing, green active transport link to the Caboolture Train Station and Caboolture CBD along Hayes Street.
- Facilitate the development of a private or public indoor facility for conference purposes, possibly in association with a hotel and offices at Council's James Street site.
- Encourage week day and week-end evening entertainment on King Street (develop cinema and hotel/restaurant precinct).

#### Program and planning initiatives to support community development to deliver improved social outcomes (refer CMPAC Master Plan – Volume 2, Implementation Plan):

- Welcome and support young people in the Caboolture CBD through the development of youth programs at the Caboolture Hub.
- Work with the Hayes Street community services to identify appropriate options for relocation to other sites (such as the proposed multi-tenant community service centre and others).
- Ensure programming of activities at the Caboolture Hub is linked to broader initiatives and events such as the Urban Country Music festival, The Abbey Tournament, the Woodford Folk Festival, Queensland Music Festival, school holidays and others.
- Encourage private education providers (such as International student colleges) to locate in Precinct 2.
- Create a wireless environment in the Caboolture Town Square to encourage users of the Caboolture Hub and other visitors to informally use the external space.

- Buildings and sites that are vacant or in transition in the Caboolture CBD (that is, development sites that remain vacant or stalled for periods of greater than 12 months and buildings that remain vacant for more than 3 months) should be subject to one of four potential responses:
  - building site wraps (utilising the vacant building as creative art or advertising space);
  - activation of the site (mobile community garden or other temporary use, such as intensive planting or public open space); and
  - temporary accommodation– caretaker leases (below market temporary leasing to community organisations, schools and groups that provide temporary uses such as artists' studios, gallery and exhibition space).
- Revisit the Caboolture Community Campus model (Council library and learning centre working with the TAFE, QUT and other education providers) for the Caboolture Hub.
- Implement community development and communication strategies to manage the transition to a higher than usual density, mixed use community in the Caboolture Centre.
- Improve the safety profile of Caboolture CBD perception of safety by residents and visitors. The Master Plan promotes three strategies to improve public safety:
  - CPTED principles to guide all development and particularly new and renewed public spaces;
  - encouraging a range of night time activity in the CBD (cinemas, restaurants, cafes, new performance space); and
  - establishment of a Caboolture Centre Community Safety Committee to address public safety concerns at Precincts 1 and 2 in the Master Plan.

Public safety strategies 1 and 2 are outlined in detail in other sections of the Master Plan.

#### Community development initiatives

- Provide leadership and facilitate innovation**
  - The MBRC area has established youth centres that have been developed through Council leadership. Council has sourced funding to develop centres and has worked with communities to ensure their effective community management. This spirit of leadership and experience in support for youth centre and youth program development provides the Council with the qualities and experience needed to lead the development of a Caboolture Youth Centre
  - The State and Council ownership of key sites in the Caboolture CBD gives Council the opportunity to maximise the social benefits of public investment in social infrastructure. Council can ensure that the location of social infrastructure is convenient to the Centre's civic heart thereby activating areas of the Centre for a range of users. Intensification and redevelopment of the George Street site to a multi-tenant community service centre accommodating community service providers, the youth centre, offices and meeting spaces will require innovations such as land swaps, relaxations and skilled, high level negotiations with the Queensland Government and non-Government service organisations.
- Coordinate events and community cultural activities**
  - The coordination and linking of district events with local community cultural activities will maximise the local community benefits of social investment. For example, during the Urban Country Music Festival, the Caboolture Hub can undertake activities such as a retrospective exhibition of past festival highlights, mapping the history of country music in the district, mini 'recording studio' for emerging artists, children's 'country' art making program and others. Similarly, the Woodford Folk Festival and Abbey Tournament

provide rich material for community cultural activities that capitalise on these events for local residents and visitors. In school holidays, child and family friendly programs in the CBD (such as creative arts workshops for young people in the library, children's performances in the town square) will attract families to the Centre and deliver affordable holiday activities.

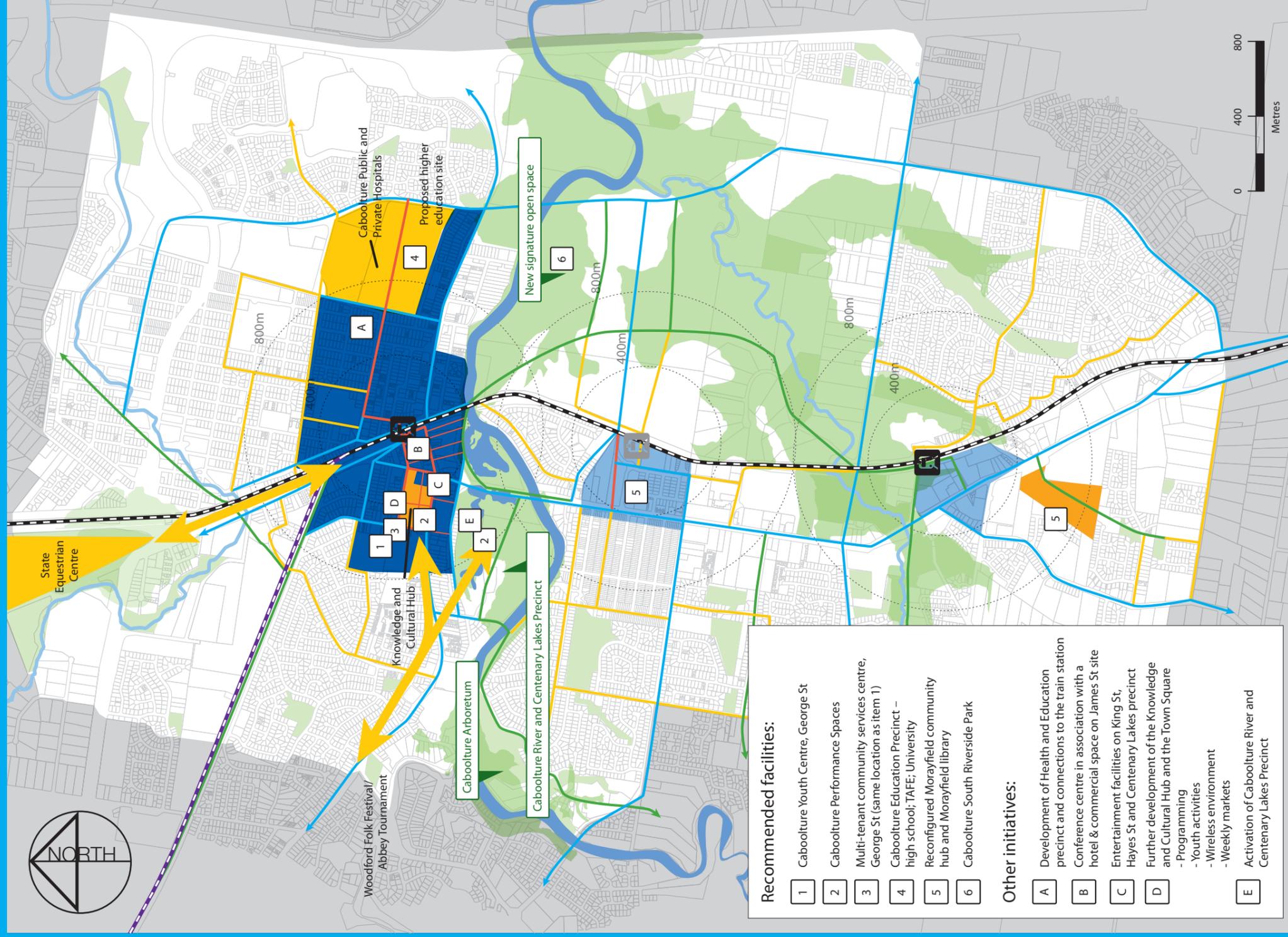
- Reflect and learn**
  - The Caboolture Community Campus model should be revisited to ensure that Caboolture's higher education providers work with the Caboolture Hub to maximise the usability of the Knowledge and Cultural Hub. Reflections on the failure of the Caboolture Community Garden (through internal evaluation) will assist Council to develop new models for community gardens in the Caboolture CBD. These new models should position Council as a partner in the development of community gardens.
- Support the community sector**
  - Community services are valuable partners in the future development of the CMPAC as they strengthen the community, have access to local knowledge and provide Council with an important connection to community leadership and residents. The recent Regional Development Australia Roadmap (MBRC, 2010) for the region identified the strengthening of the Moreton Bay community sector as a key initiative. In that plan, the role of the Caboolture Hub is highlighted as central to skills development and support for the community sector.

#### 4.7.3 Priority actions

The priority actions for MBRC are to:

- Continue development of the Caboolture Hub in accordance the community development and social infrastructure strategy;
- Commit to provision of identified community facilities improvements, required in the short term (by 2016); and
- Caboolture Centre Community Safety Committee is to be facilitated by Council and should comprise the Queensland Police Service, Caboolture Neighbourhood Centre, Neighbourhood Watch, Department of Communities, Queensland Rail, community and business representatives. The Committee would conduct safety audits to identify safety 'hot spots' and actions to enhance public safety in these areas.

Figure 4.8 Social infrastructure strategy



- Recommended facilities:**
- 1 Caboolture Youth Centre, George St
  - 2 Caboolture Performance Spaces
  - 3 Multi-tenant community services centre, George St (same location as item 1)
  - 4 Caboolture Education Precinct – high school; TAFE; University
  - 5 Reconfigured Morayfield community hub and Morayfield library
  - 6 Caboolture South Riverside Park
- Other initiatives:**
- A Development of Health and Education precinct and connections to the train station
  - B Conference centre in association with a hotel & commercial space on James St site
  - C Entertainment facilities on King St, Hayes St and Centenary Lakes precinct
  - D Further development of the Knowledge and Cultural Hub and the Town Square
    - Programming
    - Youth activities
    - Wireless environment
    - Weekly markets
  - E Activation of Caboolture River and Centenary Lakes Precinct

**Legend**

- Greenway (off-road pedestrian and cycle)
- Main street (pedestrian and cycle)
- Mid-block connections (pedestrian and cycle)
- Primary active transport route (pedestrian and cycle)
- Supporting active transport route (pedestrian and cycle)
- Mixed use
- Mixed use (local centre)
- Key social infrastructure
- ↔ Programming & activities/Links to external events/music festivals
- Open space
- Transport Investigation Hub
- Existing railway station
- Existing railway lines
- Multi-purpose transport corridor/potential future public transport corridor



## 4.8 Public realm and open space strategy



### 4.8.1 Vision and objectives

The Vision for CMPAC is to create a green, walkable, lively, subtropical, sustainable place that supports the community's desire to be part of an 'urban country' community.



Quality public realm and open spaces are fundamental elements of what creates amenity and a unique sense of place. Well designed public realm and open spaces have potential to become a centre for community life, activating and breathing life in urban places; they become assets treasured for both social and environmental benefits. In intense urban settings, with higher density living environments being created, the value of public open spaces to the community increases greatly.



The Public Realm and Open Space Vision for CMPAC is for a green community, where living, working and visiting is experienced via shady, welcoming streets and active parklands which are connected and well utilised, supporting an active and healthy community.

A key asset and differentiating feature of the CMPAC is the waterways within the PAC (Caboolture River, the Lakes and Sheep Station Creek) and the parks adjacent to these waterways. The CMPAC can develop to maximise community access to the waterways and utilise its open space to deliver a high quality nature based experience for residents and visitors.

The Public Realm and Open Space Strategy of this Master Plan seeks to emphasise the unique 'urban country' look and feel of the CMPAC, associated with its natural assets – Centenary Lakes, the Caboolture Arboretum, the Caboolture River and creeks with extensive reserves accommodating floodplains, existing parklands and streetscapes with mature vegetation.

The strategy seeks to enhance, link and activate these natural resources for the use and appreciation by the community and to elevate their importance as key and unique assets associated with Caboolture-Morayfield.

### Objectives

- To create public spaces, streets, trails and parks that are accessible, comfortable, delightful, safe and well-maintained
- To develop a network of interconnected signature open spaces unique to CMPAC, comprising the Caboolture Arboretum, the Caboolture River and Centenary Lakes, and a new Riverside park.

### 4.8.2 Key elements

Key elements of the Public Realm and Open Space Strategy include:

- Creating **a network of interconnected green spaces**, with regionally significant recreational facilities at its heart. The signature elements of the open space network are:
  - an investigation site at lower King Street;
  - the Caboolture Arboretum;
  - the Caboolture River and Centenary Lakes Precinct
  - the Riverside Parkland (Riverside District Park, Caboolture South); and
  - Greenspace associated with Sheepstation Creek.
- **Maximising the community interface with the waterways** and water bodies of the CMPAC.
- Developing **a program of streetscape and pedestrian improvements, parks and public space improvements** to accompany consolidation within the CMPAC. Implementation of the Built Form Strategy should be linked closely with the Public Realm and Open Space Strategy to support activation of key streets and parks
- In accordance with the Staging and Catalytic Projects Strategy, the proposed program of improvements **focuses on three key urban places**:
  - Precinct 1 – the CBD, Civic Heart/King Street link to the train station;
  - Precinct 2 – Hayes Street link from the Hospital and proposed university site to the train station; and
  - Precinct 3 – Morayfield Shopping Centre/Dickson Road/ Market Drive.
- **Retrofitting key streets** throughout the CMPAC to **improve** their ability to support **walking and cycling**.

### 4.8.3 Priority actions

#### 4.8.3.1 Develop a network of interconnected green spaces

Consistent with Caboolture ShirePlan, Planning Scheme Policy 21C<sup>1</sup> develop a new 4 ha–5 ha Riverside District Park at Caboolture South that meets the requirements of PSP21C for a District Park so that it is:

- part of an integrated system of parks connected to and accessible by public transport;
- accessible by road from one side or at least 50% of the perimeter;
- designed for public safety with reference to Crime Prevention Through Environmental Design guidelines;
- connected to pedestrian and cycle links;
- community garden area;
- consistent with the flood immunity provisions in PSP21C Table E6; and
- embellished with toilets, parenting facilities and play provisions.

Design and deliver an extensive network of trails in the CMPAC for non-motorised travel (primarily walking and cycling) that:

- **Link Sheep Station Creek to the Caboolture Centre** connecting through the proposed new district sports facility and cultural facility at Caboolture South and the new district park at the Caboolture River.
- **Connect the new Riverside Park at Caboolture South** to the Caboolture Centre;
- **Link Centenary Lakes to the Caboolture Arboretum** (this Trail per the indicative alignment of the Centenary Lakes Trail)<sup>2</sup>; and
- **Encourage community interface the Caboolture River** through boardwalks, viewing platform and jetties.

1. Caboolture ShirePlan, PSP21C Trunk Infrastructure Contributions– Open Space and Community Purposes, Moreton Bay Regional Council  
 2. Mike Halliburton Assoc and Transplan Pty Ltd (2007) Caboolture Shire Trails Strategy, Caboolture Shire Council



**Design and deliver an extensive network of trails in the CMPAC for non-motorised travel (primarily walking and cycling)**

- Create a network of interconnected green spaces – a green community linked to major parks.
- Develop new parkland activities in green corridor associated with the redevelopment of Precinct 4.
- Cycling and walking paths through large parks to the Transport Investigation Hub to support a healthier, active community, overlooked by housing for safety.
- Focus on key public spaces.
- Simple retrofitting strategy for existing streets.
- New streetscape standards for new streets which prioritise street greening, pedestrian and bicycle access.



**Deliver public space improvements in Precinct 1**

Key public spaces upgrade:

- King Street
- Connection between civic heart and station
- Connections to park
- Green link between station and civic heart
- Network of green spaces and streets: a 'green heart'

**4.8.3.2 Deliver public space improvements**

- **Deliver public space improvements in Precinct 1 (short-term)** – In the hierarchy of public spaces throughout the CMPAC, the public spaces around the Council buildings, King Street, James Street, the Caboolture River and Centenary Lakes are of the highest order and thus, should of the highest quality and amenity. Development of a safe, lush, subtropical public domain environment is an integral part of the future development to further attract and retain visitors to the centre and underpin the 'urban country' qualities of the CBD.

- **Introduce streetscape improvements on King Street** to create a sense of arrival to the Caboolture CBD through the enhancement of street plantings and provision of a central avenue of trees; provisions for slowing traffic movements and increased on-street parking opportunities.
- **Develop design themes for public spaces** that build on a distinctive topic and character that is meaningful to the local community, and provide opportunity for creative expression. Successful local examples include the existing historical Indigenous and European stories used to develop the King Street Streetscape Improvement project.

- **Integrate public art** planning and local creative talent in the design of the public domain and built form, in accordance with the Council Public Art Strategy.
- **Ensure public space improvements build on the existing assets of the Caboolture CBD spaces**, including mature shade trees, public art and streetscape upgrades.
- **Ensure Water Sensitive Urban Design (WSUD)** principles are applied to all public domain and streetscape projects.
- **Apply Crime Prevention Through Environment Design (CPTED)** Principles to enhance pedestrian safety and amenity in public spaces. Particular focus should be on ensuring open views through parks, reduction of hiding spots, reduction of level changes, increased lighting and night time activation.

- **Deliver public space improvements in Precinct 2 (short-term)** – Development of a safe, lush, subtropical public domain environment and effective pedestrian linkages from the Health and Education Precinct to the Caboolture Train Station are integral part of the future development of this precinct. Provision of a welcoming pedestrian environment along Hayes Street is seen a major opportunity to facilitate these linkages.
  - **Introduce streetscape improvement on Hayes Street** through the enhancement of street plantings and street furniture.
  - **Integrate public art** planning and local creative talent in the design of the public domain and built form, in accordance with the Council Public Art Strategy.
  - **Apply CPTED Principles** to enhance pedestrian safety and amenity in public spaces. Particular focus should be on ensuring open views through parks, reduction of hiding spots, increased lighting and night time activation.



King Street, artist impression, Architectus 2010



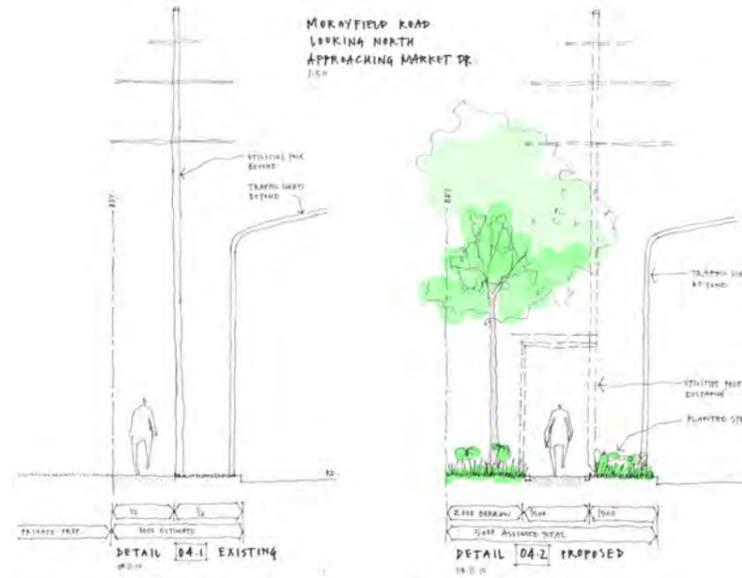
Deliver public space improvements in Precinct 2 – Hayes Street, artist impression, Architectus 2010

- **Deliver public space improvements in Precinct 3 (long-term)** – As Caboolture South consolidates and the Precinct 4 housing is constructed, it will become increasingly important to create a high quality link between Morayfield Shopping Centre, Precinct 4 housing and the Transport Investigation Hub. There are two primary components to this public space link:

- **Dickson Road** travels past existing housing and through light industry warehouses to arrive at a primary entry for the Morayfield Shopping Centre. Over time Dickson Road could be upgraded as a pedestrian friendly environment lined with small scale business incubators and associated small scale retail. This would create a shady, safe and inviting link to the Precinct 4 as well as a more lively forecourt entrance to the Shopping Centre.

- **Deliver public space improvements in Precinct 5 (long-term)** – As service industries redevelop and medium density residential develops it will become increasingly important to create high quality links.

- **Introduce streetscape improvement on Morayfield Road, Oakey Flat Road and Walkers Road** through the enhancement of street plantings and street furniture.
- **Apply CPTED Principles** to enhance pedestrian safety and amenity in public spaces. Particular focus should be on ensuring open views through parks, reduction of hiding spots, increased lighting and night time activation.



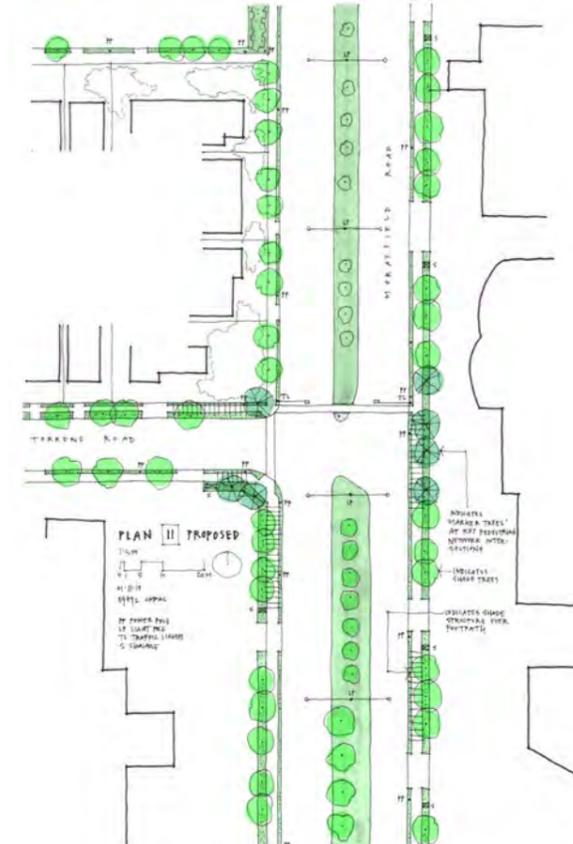
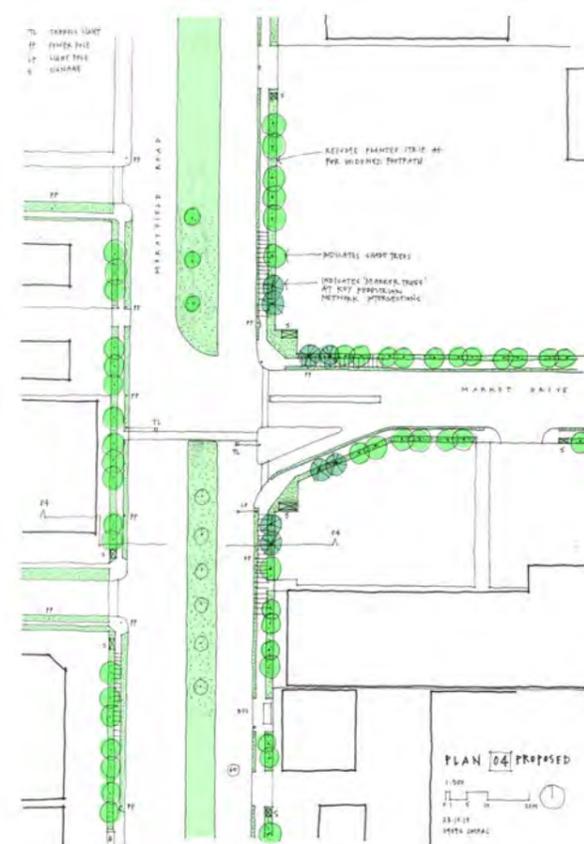
#### Deliver public space improvements in Precinct 3

- Create a more walkable and cyclable street environment
- Create shady footpath environment by 'borrowing' landscape strip
- Emphasise corners and street junctions for legibility
- Morayfield Road: Emphasise corners and street junctions for legibility

#### 4.8.3.3 Upgrade key linkages for pedestrian and cyclists

The CMPAC features a relatively flat landscape, making it ideal for both pedestrian and bicycle journeys. Currently, the majority of residential streetscapes do not support walking and cycling. However, with a simple retrofitting process, key pedestrian and bicycle routes can be created to form a **network of green streets along residential streets**. This would **create accessible, high quality, pleasant and well defined connections between major destinations**.

New street trees can be planted on the property boundary side of footpaths to create shady walking environments. If practical, streets should be adapted to include bicycle lanes. The proposed **street retrofitting would need to occur as a rolling program of co-ordinated street improvements** over time throughout the CMPAC area.





## 4.9 Built form strategy

### 4.9.1 Vision and objectives

The vision for the CMPAC is to create a built environment where:

- Lively, welcoming and walkable streets are created;
- There is an 'urban country' identity with human scaled development interspersed with planting;
- Higher density development is related to landscape settings;
- 'Subtropical urbanism' is a defining characteristic;
- Low energy design and construction techniques become the dominant way of building; and
- Existing car-oriented streets become more pedestrian friendly.

#### Objectives:

The primary objectives for built form in CMPAC are to:

- Activate streets and parks.
- Revitalise the Caboolture CBD.
- Create green, subtropical buildings.
- Relate higher density to landscape settings.
- Create 'sensitive' infill development to create greater overall density and compactness.
- Create more 'civilised' light industry/showroom streetscapes
- Create parameters which are not overly complex or which inhibit opportunity. This means having several clear 'target areas':
  - Safe, welcoming streets;
  - Subtropical, urban country character and identity; and
  - Stronger Ecological Sustainable Development outcomes.

Building heights are a significant element within the urban built environment as they;

- Facilitate increased densities and a more urbanised feel;
- Are often required to achieve activation at street level, with the addition of cafes, retail and entertainment; and
- Highlight and respect the topography.

The key focus areas for the Built Form Strategy to cover development in:

- King Street and the Caboolture CBD;
- Around the edge of the Parklands;
- Morayfield Road;
- Existing residential precincts;
- Hayes Street; and
- The Precinct 4.

### 4.9.2 Key elements

The key elements of the Built Form Strategy include building heights and built form guidelines.

#### 4.9.2.1 Building heights

The objective of this key element is to quantify and locate where increased densities are likely in the CMPAC core area. It is envisaged that this approach will generate interest and confidence from potential developers and property investors in the Caboolture Morayfield market.

The building heights that are proposed (Figure 4.9) are based on the methodology below and gradual changes in the built form of the CMPAC core area. Section 4.5 - Staging and Catalytic Projects Strategy details the proposed development staging over the Master Plan's 20 year implementation period. The building heights that are achieved will be dependent on the success of public and private investment in the core area and are likely to occur progressively to ensure gradual assimilation with the existing amenity of the area.

It is important to note that some of the proposed building heights will be dependent on other areas in the core area developing to their full capacity (i.e. Chelsea Promenade and Fortune Esplanade in Caboolture South).

#### Building height methodology

The building heights proposed as part of this draft master plan have been designed to deliver an urban form that is well-balanced and will positively contribute towards the creation of quality streetscapes in the Caboolture-Morayfield Principal Activity Centre.

In determining building heights for the Caboolture-Morayfield Principal Activity Centre, the following attributes have been used:

- Natural features;
- Topography;
- Views and Vistas;
- Key locations;
- Proximity to existing and proposed infrastructure; and
- Strategic intent of project.

The proposed building heights have been determined in response to their context and role within the centre to ensure that appropriate scaled buildings adjoin streets and other urban spaces. Refer to Figure 4.9 for the proposed building heights in the CMPAC core area.

#### Specific provisions for Caboolture CBD

For the areas bound by Matthew Terrace and Hasking, James, George and King Streets more innovative provisions have been developed that will provide flexibility in building height depending on the overall lot size. These building heights have been developed to reinforce each areas scale as part of the centre as a whole whilst also providing a proactive approach towards redevelopment.

#### Caboolture CBD Provisions

- a) Development up to 3 storeys must have a minimum site area of 600m<sup>2</sup>, with a minimum primary frontage of 15m.
- b) Development up to 4 to 6 storeys must have a minimum site area of 1000m<sup>2</sup>, with a minimum primary frontage of 25m.
- c) Development up to 7 or 8 storeys must have a minimum site area of 1600m<sup>2</sup>, with a minimum primary frontage of 30m.
- d) Development up to 9 to 12 storeys must have a minimum site area of 2400m<sup>2</sup>, with a minimum primary frontage of 35m.

#### 4.9.2.2 Built form guidelines

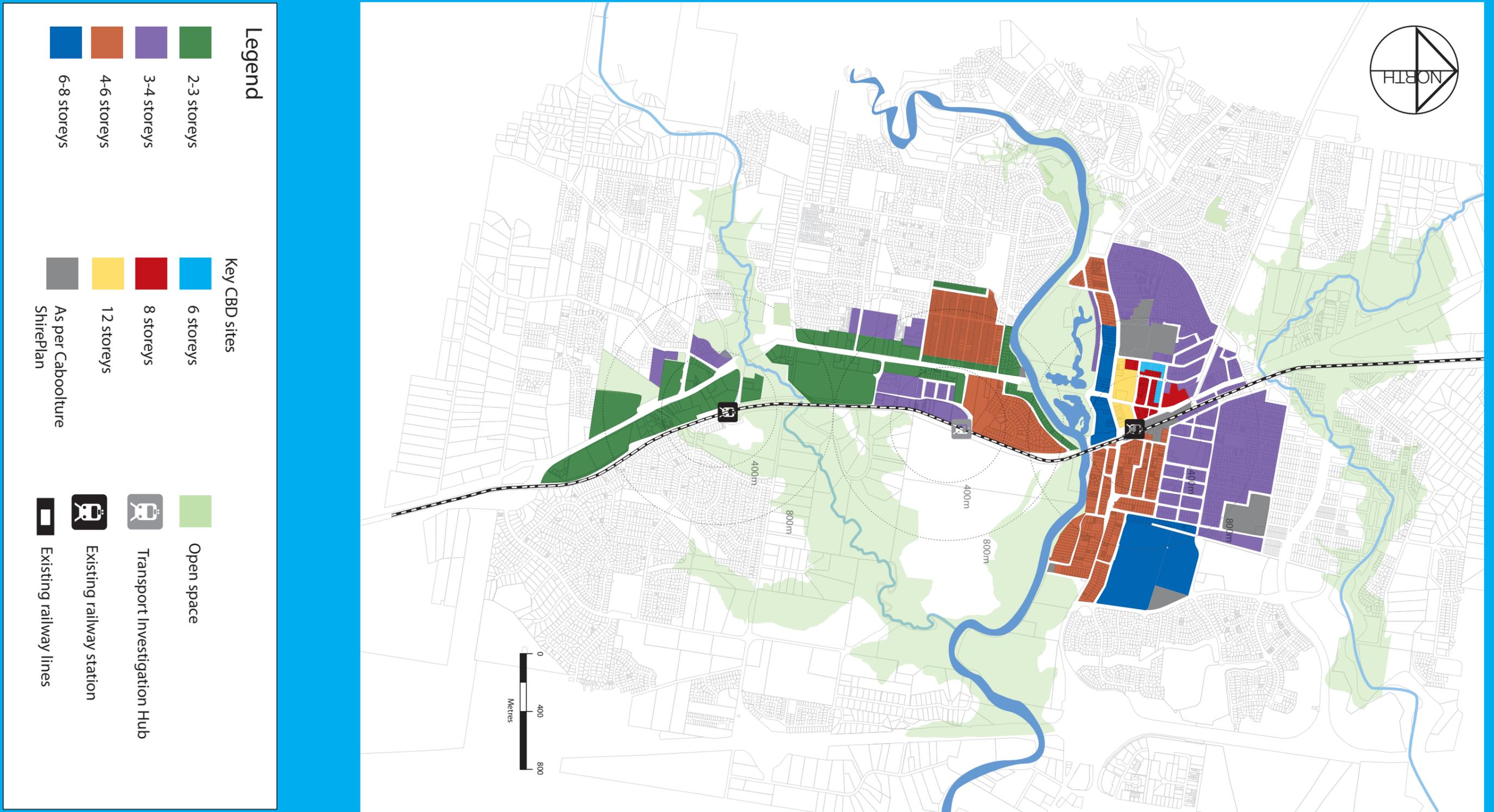
More detailed guidance for new development in the CMPAC will be implemented through the adaptation of the guidelines in the new Moreton Bay Regional Council Planning Scheme.

The guidelines are focused on achieving the following key outcomes:

- Promoting sustainable development within the centre;
- Creating human scale streetscapes; – Creating active and safe streets and public spaces with high amenity; and
- Creating a subtropical 'urban country' identity for the centre.

The desired built form outcomes for each of the key precincts are discussed on page 39.

Figure 4.9 Building heights



## King Street and the Caboolture CBD

The Civic Precinct, King Street, existing main street retail, commercial uses and the street grid, which connects these, form a town centre which still has some of the qualities and scale of the country town that it once was. This is valued by the community as the traditional heart of Caboolture. In addition the open street grid, the proximity of older stock housing, the prevalent east-west direction of streets and the presence of the station and other town centre uses set the preconditions for the successful creation of transit-oriented development over time. The eastern end of King Street in particular has a series of traditionally scaled frontages and businesses on the street.

Within King Street and the Caboolture CBD the primary objectives are:

- Creating active and safe streets and public spaces with high amenity.
- Creating a subtropical 'urban country' identity for the centre.
- Promoting sustainable development within the centre.
- Creating human scale streetscapes.
- Reinforce the sense of a strong 'civic heart'.

## Parklands Edge

Within the CBD there is a strong opportunity to reinforce the traditional centre and its east-west orientation with high density housing along the edge of the parklands. This strategy has a number of advantages:

- It reinforces the primacy of the traditional town centre, but does so in a way that creates a re-orientation towards the parklands.
- It creates sites for low energy building design – i.e. north facing, with opportunities for natural ventilation.
- It provides more activation of the parkland.

Where new residential development is located along the edge of the park, it is important that the development form activates the parkland, and reinforces its use, value and importance.

It is also important that it creates a site where sustainable housing can optimise good solar orientation and natural ventilation.

## Morayfield Road

At present the streetscape is very dominated by carparking spaces and signage. Buildings tend not to address the street and many buildings present blank walls to the street. The overall environment is a hostile and poorly presented street. At

the same time, the car-based nature of the uses means that accommodating visibility to signage and carparking spaces remains an important aspect of the overall development form. It is proposed that new development on Morayfield Rd achieves a better balance between carparking and signage visibility and providing a clear address to the street and contributing to the streetscape. Provide an appropriately designed hard and soft landscaped setback to all street frontages where buildings are not built to the boundary to develop a transition between public and private open space.

## Existing Residential Precincts

The existing residential precincts throughout CMPAC have a low key detached residential character, with a strong presence of mature vegetation in backyards and on streets.

The keys to successful infill housing in CMPAC will be in ensuring that as much as possible of existing vegetation is retained as an amenity resource, and that new development reinforces the values of good subtropical design. In addition, it is important that new development creates good streetscapes by being 'good neighbours' to existing and other new development.

## Hayes Street

As a major east-west connecting road between key institutions and the Caboolture CBD, Hayes Street is of key strategic importance. It is envisaged as a mixed use street in the future. Consequently it is important that new development is consistent with principles for CMPAC as a whole and addresses and where possible activates the street, and creates good subtropical living and working environments.

## Precinct 4

The current development plans for the site do not optimise the full strategic value of this site for CMPAC and need to be revised to create the development outcome described below.

- A development with mixed density and affordable housing.
- Higher density residential overlooks parkland and links to the Caboolture CBD.
- Allowance is made for higher density residential near the Transport Investigation Hub, organized around a central park area.
- The development form does not intrude upon the flood plain and works with the existing land form and storm water regime rather than creating heavily engineered solutions.

- If a major east-west central connecting road is incorporated in the development, then this road is located within a landscape corridor rather incorporated as a residential frontage street.
- Bike paths and pedestrian paths are incorporated around the edge of the park and through the development.

- A safe, accessible pedestrian and bicycle link to the shopping precincts on the western side of the railway is incorporated.

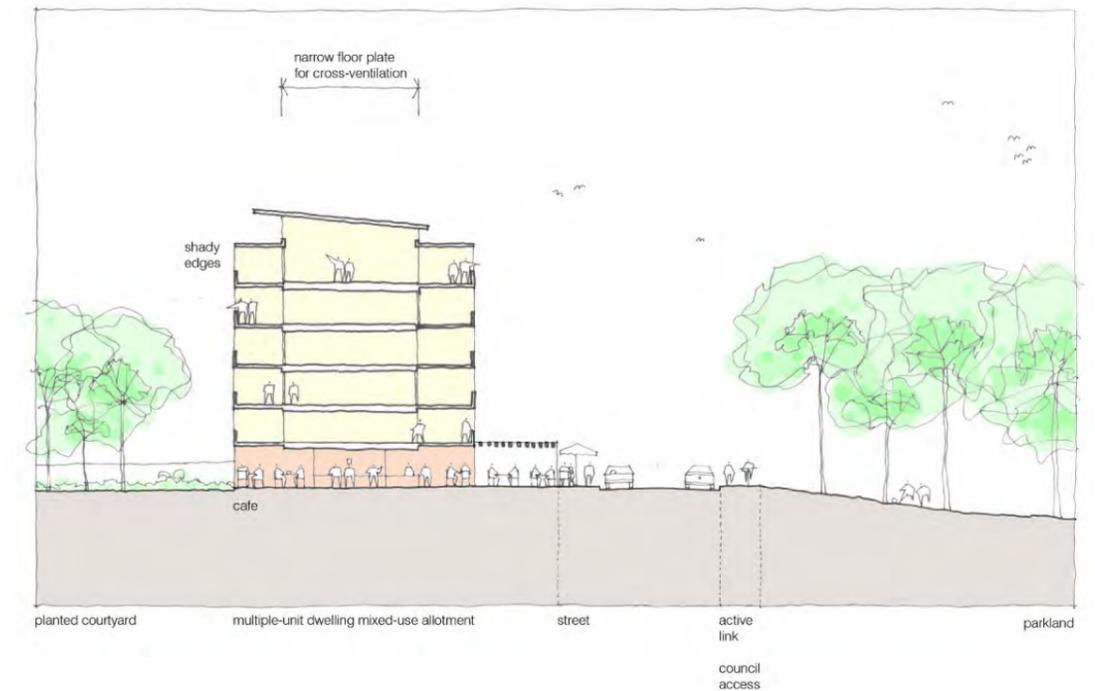
## Overarching Objectives for All Development

Create a subtropical living environment, as defined by the Centre for Subtropical Design, in which:

- Nature is highly present in urban development.
- There is a strong relationship to open space within development and this is to be an important and integral component of all development, allowing access to the natural environment, and enabling an outdoor based lifestyle.
- An open and permeable built environment is created. Design to allow for the penetration of breezes, the presence of nature, and a sense of openness and relationship to the outdoors.
- Buildings wherever possible, achieve a strong relationship to the landscape through a high degree of integration between indoor and outdoor spaces.

To minimise energy consumption through building and landscape design. In particular buildings are to be designed in such a way that:

- Maximises internal cross —ventilation and prevailing cooling breezes;
- Maximises northern winter sun —and screen undesirable northern summer sun and western sun;
- Reduces demands on non—renewable energy sources for cooling and heating
- Maximises use of daylight for lighting;
- Promotes retention of existing trees where possible and the promotion of appropriate landscaping in the public and private realm; and
- Creates safe, sociable and welcoming streetscapes and public walking paths.





## 4.10 Natural environment strategy

### 4.10.1 Vision and objectives

The Master Plan considers the CMPAC natural environment as its major asset and a key to its future success. The Caboolture River, waterways and the richness and expanses of associated green spaces are key features differentiating Caboolture-Morayfield from other Principal Activity Centres.

The vision for the Natural Environment Strategy is that the value of the natural environment in the CMPAC is recognised and the condition of the natural environment is protected, enhanced and sustainably managed. Underpinning the Natural Environment Strategy is the idea of building community capacity to encourage the adoption of environmental values. By providing current and future CMPAC residents with the opportunity to learn about and become involved with environmental issues, a heightened level of awareness and appreciation of the values associated with the natural environment will be generated.

#### Objectives:

- Improve water quality within the CMPAC waterways and riparian corridors.
- Conserve and manage existing wetlands in order to maintain their ecological health and function.
- Manage the impact of flooding in order to protect people, property and the environment, and manage water quality issues.
- Maintain and enhance remnant regional ecosystems (RE) and regrowth RE within the CMPAC area.
- Increase nature conservation values.
- Provide effective habitat corridors.
- Provide suitable habitat for koalas and opportunities for koala movement within CMPAC.
- Provide an integrated open space network.
- Protect Koala Habitat.

### 4.10.2 Key elements

Key elements of the Natural Environment Strategy include:

- **Improve water quality** – Moreton Bay Regional Council has identified the declining health of the Caboolture River as a major community concern and the Council endorsed Caboolture River Recovery Plan. Those elements of this plan relevant to the CMPAC area listed below. The integrity of existing wetlands must be protected and enhanced in

order to maintain their ecological health and function. The future development of the CMPAC area represents an opportunity to incorporate various strategies to improve water quality emanating from the area. To this end there are seen to be opportunities to embellish and extend existing identified wetlands within the area.

- **Protect catchment/Protect and enhance the CMPAC wetlands** – There are a range of wetland types identified within the CMPAC, which is also within the catchment of Moreton Bay, itself a wetland of national importance. The future development of the CMPAC area represents an opportunity to incorporate various strategies to improve water quality emanating from the area such as:-
  - Investigate opportunities for the restoration and rehabilitation of degraded waterways (both upstream and within the CMPAC).
  - Investigate opportunities for the restoration and rehabilitation of riparian vegetation within the CMPAC area.
  - Consider the inclusion of the above areas within Open Space Priority Infrastructure Plans enabling access to mechanisms ensuring protection as the area develops.
  - Maintain the present requirement for protection and establishment of buffers.
  - Develop a localised catchment management plan focussing on Sheepstation and Lagoon Creeks and the Caboolture River and associated localised tributaries which identifies constraints and opportunities for protection.
  - Establish key monitoring points within the CMPAC area and conduct baseline studies on which to measure future performance.
  - Investigate financial constraints which restrict the use of Council funds for the purchase of 'green infrastructure'.
  - Develop a community awareness campaign raising issues relating to waterway health within the CMPAC, identifying how community action can improve waterway conditions.
- **Improve water quality emanating from the CMPAC area**
  - Ensure all development within CMPAC adheres to the principles of Water Sensitive Urban Design (WSUD), the Moreton Bay Action Plan of the Healthy Waters Strategy 2007 – 2012 and State Planning Policy 4/10: Healthy Waters
  - Audit existing stormwater systems and retrofit where necessary to include WSUD.
- Develop and implement erosion and sediment control policies specifically applicable to the CMPAC area.
- Determine nutrient levels that waterways within the CMPAC area are capable of receiving in order to maintain stream health.
- Investigate sediment-water nutrient flux and cycling within estuarine reaches of waterways of the CMPAC waterway conditions.
- **Manage flood risks** – The CMPAC is significantly constrained in terms of flooding, with floodplains associated with the Caboolture River and Sheepstation Creek traversing the area. The waterways within the CMPAC area are of specific environmental value as they sustain habitat corridors, aquatic ecosystems, wetlands and stands of valuable remnant regrowth vegetation and remnant regional ecosystems. Ongoing flood management strategies will protect people, property and the environment, and manage water quality issues.
- **Determine suitable land uses within floodplains** and develop a matrix of development controls commensurate with flood risk. Land uses suitable within the floodplains include:
  - Active open space areas such as sports fields and parks suitable for holding regional level concerts and music festivals, skate bowls or bicycle recreation pathways.
  - Community use areas such as meeting places, community vegetable gardens, regional botanic gardens and special interest group areas such as model aircraft enthusiasts.
  - Utilities establishment areas such as telecommunication facilities.
  - Prohibit expansion, and encourage relocation, of development from the areas affected by 1 in 100 year flood events.
  - Prohibit future land uses which involve the storage and disposal of environmentally hazardous industrial and agricultural chemicals and other dangerous goods.
  - Ensure that essential services located within a floodplain are designed and constructed to function during and immediately after a flood event.

- Ensure robust stream bank health through suitable maintenance of riparian vegetation – perhaps linking riparian revegetation areas with commensurate uses mentioned above.
- Ensure an integrated governmental approach is undertaken to adequately address flood impacts across the both the local and greater catchments of the Caboolture River.

- **Preserve and protect biodiversity and habitat corridors**

Although the CMPAC is highly urbanised there are remnants of vegetation generally associated with the waterways in the area. A number of Remnant Regional Ecosystems (RE) exist within the CMPAC area. These remnants form part of the three major habitat corridors centred upon the Caboolture River and Lagoon and Sheepstation Creeks and further serve to enhance protection and connectivity of the region's biodiversity. Preserving existing remnant and regrowth RE supported by active rehabilitation will help enhance the general nature conservation values and improve habitat connectivity within the CMPAC area

- Ensure existing remnant RE within the CMPAC area is protected in perpetuity.
- Protect all remnant and regrowth RE within CMPAC from inappropriate development.
- Ensure that future land uses are suitably buffered from remnant and regrowth RE.
- Adopt a 'no net loss' policy for existing remnant RE within the CMPAC area.
- Work toward a gain in remnant RE.
- Rehabilitate areas of potential RE and have reclassified on statutory mapping.
- Acquire adjoining useful sites, potentially via offset agreements. Rehabilitate and seek reclassification within statutory mapping.
- Increase diversity of habitats within CMPAC.
- Establish a overarching landscape plan for the CMPAC area which includes a diversity of native species. Ensure native species indigenous to the local area are used in landscaping policy applicable to the CMPAC area.
- Establish a 'significant tree register' applicable to the CMPAC area.
- Incorporate habitat specific elements (e.g. nesting boxes, bat boxes etc) within existing green space and future developments.
- Improve and strengthen habitat corridors.

- Protect habitat corridors within CMPAC area from inappropriate development.
- Determine suitable land uses within habitat corridors (e.g. open space, parkland with suitable species etc).
- Determine suitable land uses within habitat corridor buffer area.
- Investigate opportunities for restoration and rehabilitation of degraded areas within habitat corridors.
- Incorporate a diversity of habitat types in corridors to cater for a broad suite of species.
- Locate new infrastructure to avoid habitat corridors.
- Consider 'retro-fitting' appropriate measures to enhance connectivity (e.g. fauna fences to reduce road mortality, and fauna crossings to enhance movement across corridor breaks) into existing infrastructure within habitat corridors and habitat corridor buffer areas.

- **Protect koala habitats and their connectivity** – Within the CMPAC area koala bushland habitat primarily occurs in areas identified as habitat corridors (as described above). Small fragments of koala bushland habitat exist outside of these corridors scattered amongst the Sheepstation Creek and Lagoon Creek catchments. It is necessary to maintain and enhance koala habitat and improve the overall connectivity for koalas through the CMPAC area.

- Ensure existing koala habitat within CMPAC area is protected in perpetuity.
- Protect all identified koala habitat within the CMPAC area from development.
- Identify and protect all koala forage trees within the CMPAC.
- Ensure that future land use activities are suitably buffered from known koala habitat.
- Work toward a net gain in Koala habitat.
- Incorporate koala forage trees in new landscaping.
- Actively engage the development industry and government agencies in identifying suitable areas within the CMPAC area as offsets.
- Rehabilitate suitable areas of degraded koala habitat.
- Ensure development within the CMPAC is sympathetic to Koala populations.
- Incorporate 'koala friendly' design strategies into future development of CMPAC e.g. fencing in public areas that will allow koala to easily climb over of through, identify potential koala – vehicle collision points and incorporate speed attenuation devices into roads.

- Future infrastructure upgrades to include the 'retro-fitting' of adequate mitigation to ensure the safe movement of koalas e.g. exclusion fencing against major roadways, fauna crossings etc.
  - Ensure connectivity is maintained or enhanced between habitat areas.
  - Protect habitat corridors.
  - Rehabilitate fragmented areas of habitat corridors with suitable koala tree species.
- **Provide an integrated open space network** – As population densities increase within the CMPAC, accessible and attractive open spaces will increase in importance. The cornerstone of the open space network is currently, and likely to continue to be, the extensive Caboolture Arboretum / Centenary Lakes area. However, new areas of open space, generally constrained by flood, will progressively come on line with the implementation of the CMPAC, including the area known as the Precinct 4 near the Transport Investigation Hub at Caboolture South
  - Ensure open spaces are suitably located.
  - Audit existing open spaces.
  - Prepare a Priority Infrastructure Plan addressing open space within the CMPAC area.
  - Ensure open space is protected from inappropriate development.
  - Determine suitable land uses within open space (refer to 'flooding and flood plain management actions', above).
  - Ensure ongoing security of tenure for open space.
  - Consider flexible site coverage ratios for developments within the CMPAC area if suitable and alternative public open space identified within a PIP for the CMPAC can be secured.
  - Ensure open space is accessible.
  - Develop a network of interconnected trails and pathways between each open space element
  - Consider higher density residential accommodation is suitably placed within walking distance of areas of open space.

#### 4.10.3 Priority actions

- Develop a localised catchment management plan for CMPAC.
- Develop a community awareness campaign focusing on the values and management requirements of Caboolture River, Sheepstation Creek and minor tributaries within CMPAC area.
- Establish an overarching landscape plan for CMPAC.



## 4.11 Physical infrastructure strategy



### 4.11.1 Vision and objectives

The overall vision for the Physical Infrastructure Strategy is that future growth for CMPAC is supported by adequate and sustainable physical infrastructure. A detailed Infrastructure Plan and Capital Works Program are provided in Part 4 of this Master Plan.

#### Objectives:

- To ensure infrastructure required to support the CMPAC growth is identified and planned for to enable its delivery in timely and economical manner.
- To ensure the strategy to upgrade and integrate existing infrastructure conforms to current best practice guidelines of MBRC and other regulatory bodies and addresses current sustainability concepts.
- To ensure the phasing of the proposed development will take into account and integrate with future regional service upgrades planned by Moreton Bay Regional Council, relevant state entities and infrastructure providers.

### 4.11.2 Key elements

Key elements of the Physical Infrastructure Strategy are provided in table 4.10 and illustrated in Figure 4.11.

**Table 4.9 Physical infrastructure**

Infrastructure network	Context	Strategy elements	Proposed infrastructure
<b>Water</b>	The Master Plan area is serviced with reticulated potable water drawn from an existing water treatment plant located on the Caboolture River at King Street and from the regional bulk water supplier. Council's Planning Scheme Policy PSP21C supports the implementation of rainwater tanks and grey water harvesting to augment the potable water supply. Growth projected in the Master Plan will require upgrades to trunk water mains especially to two strips of areas, south of King Street and south of Caboolture River, that are earmarked for high rise densification.	<ul style="list-style-type: none"> <li>• Plan and implement potable water main upgrades to match growth forecast. In the short term existing water infrastructure will support growth.</li> <li>• The development should apply principles that will support a sustainable supply of water to the Moreton Bay Region as a whole.</li> <li>• The development should, by means of innovative and practical water designs achieve a water balance that will reduce the demand on the potable supply.</li> <li>• The development should seek to make mandatory water saving fixtures, fittings and plumbing connections that will deliver certainty to the water reduction targets.</li> </ul>	<p>Potable water main augmentation connecting the 500 diameter trunk bulk water supply main at Beerburrum Road to King Street.</p> <p>Trunk water main upgrade along Morayfield Road</p> <p>Potable water main augmentation along Elliott Street.</p> <p>Potable water main augmentation along Church Street and Fortune Esplanade.</p> <p>Provide local minor infrastructure to extend trunk water mains to new developments.</p>
<b>Recycled Water</b>	The WWTP in Weier Road has capacity to treat effluent to Class A+ at approximately 9 MI/day. It is currently treating approximately 8 MI/day and a maximum of 4MI/d day has been piped for reuse with the balance discharged to the river. Treated recycled water from the WWTP has only limited application at this time due to the extent of reticulation mains laid to date. The increase in demand for water from the potable water supply resulting from the intensification as envisioned in the Master Plan will be reduced through the efficient use of recycled water.	<ul style="list-style-type: none"> <li>• Plan and extend existing recycled water reticulation network to service growth areas envisioned in the Master Plan.</li> <li>• The Master Plan will embrace best practice in terms of sustainable use of water by encouraging the use of recycled water and rainwater as redevelopment progressed.</li> <li>• Council policies on the use of rainwater and recycled water will be strengthened to encourage efficient use of alternative water supplies.</li> </ul>	<p>Recycled Water main along Morayfield Road, linking Buchanan Road to King Street.</p> <p>Recycled water main along King Street to Mewett Street.</p> <p>Recycled water main spur along Church Street and Fortune Esplanade.</p>

Infrastructure network	Context	Strategy elements	Proposed infrastructure
<b>Stormwater</b>	The all precincts within the Master Plan area are predominately developed as urban land with roads and stormwater drainage infrastructure. The development intensification will be predominantly realised through high rise buildings and redevelopment of existing built form. As such redevelopment and intensification visioned in the Master Plan are not expected to significantly change the surface water runoff quantities. The Master Plan does not trigger the need for any major drainage infrastructure other than that is planned within the current Council ShirePlan. The Master Plan will provide significant opportunities to incorporate rain water capture and re-use mechanisms and surface water quality improvement devices as the redevelopment progresses. Moreton Bay Regional Council's policy guidelines on stormwater management will guide the redevelopment within the Master Plan precincts in terms best practice design.	<ul style="list-style-type: none"> <li>Development should not place property or people at risk from flooding due to any loss of flood storage or flood conveyance.</li> <li>Development should maximise the use of developable land without the need to compromise built form outcomes by establishing within the fringes of the flood plain.</li> <li>Development should employ measures that treat stormwater at source, through Water Sensitive Urban Design Principles, to achieve controls over water quality and quantity before release to the receiving environment.</li> <li>Development should provide for and dedicate drainage corridor reserves, consistent with Council's PSP21E Trunk Infrastructure Contributions – Stormwater, to preserve stormwater conveyance.</li> <li>Stormwater should be considered as a resource that can be used to balance the demands on potable supplies and minimises the release of waste water.</li> </ul>	<p>Implement stormwater infrastructure for both water quantity (conveyance, detention) and water quality (SQIDS, Corridor re-vegetation etc) as identified in the Council's Planning Scheme Policy (PSP21C).</p> <p>Preserve "drainage corridor reserves" identified in Council's Planning Scheme Policy (PSP21C).</p> <p>Implement stormwater harvesting and reuse within individual developments/ redevelopments.</p>
<b>Sewerage</b>	Growth projected in the Master Plan will require significant upgrades to sewer infrastructure. There are no physical constraints to increasing the capacity of the sewerage reticulation systems. The waste water treatment plant (Weier Road) that serves the Master Plan catchment is currently undergoing an upgrade to handle 60,000EPS. However new developments, notably the Precinct 4 are expected to consume a significant component of this upgrade. As such there will be only limited spare capacity available to cater for the ultimate growth scenario in the long term. As such the WWTP will have to be further upgraded in the future. This will be constrained by the limitations on effluent discharge into Caboolture River.	<ul style="list-style-type: none"> <li>Plan and implement sewer upgrades to match growth forecast. In the short term existing sewer infrastructure will support growth.</li> <li>The development should, by means of innovative and practical water designs achieve a water balance that, where possible will reduce the quantity of treated effluent that is discharged to the Caboolture River.</li> <li>The development should apply principles that will support a sustainable treatment and disposal of waste water within the South Caboolture Sewerage Service Catchment.</li> <li>New subdivision developments should incorporate Reduced Infiltration Gravity Sewers (RIGS) to reduce the infiltration of stormwater into the sewers.</li> </ul>	<p>Gravity sewer augmentations along King Street, Morayfield Road.</p> <p>Dux Street Pumping Station upgrade.</p> <p>Rising main augmentation from Dux Street Pumping Station to WWTP</p> <p>Upgrade Waste Water Treatment Plant (WWTP) at Weier Road.</p> <p>Provide local minor infrastructure to extend trunk sewers to new developments.</p>

Infrastructure network	Context	Strategy elements	Proposed infrastructure
<b>Energy</b>	The Master Plan area is well serviced by reticulated electricity. There are no significant constraints to expand this infrastructure in order to cater for future growth. However the utility providers must be consulted early to ensure timely upgrades into the future.	<ul style="list-style-type: none"> <li>Buildings should be designed to be energy efficient to reduce the demand for power.</li> <li>Feasibility of central energy plants may be investigated where sufficient demand exists, such as a medical precinct or an industrial precinct.</li> </ul>	<p>Plan and install new electricity cables, where possible, during road works to minimise cost and disruption.</p> <p>Consider Photo-Voltaic or solar power installations, wherever possible, to complement energy consumed from the power grid. Hot water installations, lighting in courtyards, car parks and internal roads are ideally suited for such applications.</p>
<b>Telecommunication</b>	The Master Plan area is well serviced by Telecommunication infrastructure. Telstra has recently completed a major project that allows for direct fibre connection in the Caboolture - Redcliffe area to Telstra's NextIP Network. The telecommunication service provider is expected to readily assess the needs of the development within the Master Plan area at various stages and provide state of the art communication infrastructure and connections as the development progressed.	<ul style="list-style-type: none"> <li>The development should take advantage of the availability of fibre connections and access to high-speed reliable communication infrastructure in the area.</li> <li>Infrastructure corridors on the verges of internal roads should accommodate sufficient space within for cable routing.</li> </ul>	<p>Incorporate smart networking conduits during the design or retrofitting of buildings to facilitate easy access to cabling.</p>

Figure 4.1 Physical infrastructure strategy

