

2. Background

2.1 Master planning area

Caboolture-Morayfield is the only Principal Activity Centre within the Moreton Bay Regional Council local government area.

The CMPAC master planning area is made up of the core where key economic activity is concentrated, and the frame area, which includes the immediate catchment of the centre (Figure 2.1).

The CMPAC master planning area is characterised by the following:

- The CMPAC core is focused on two distinct activity nodes – the traditional Caboolture CBD node and a specialist large scale retail strip development along Morayfield Road.
- The CMPAC core area contains both residential and non-residential land uses required to support the centre's activities. Residential land uses are largely concentrated in the Caboolture section of the CMPAC.
- The CMPAC core area is largely developed, with some limited opportunities for greenfield development provided in the southern section of the Morayfield area. Infill development and consolidation of existing land uses represent key opportunities for accommodating further growth of the CMPAC.
- The site currently owned by Peet Caboolture Syndicate Limited, referred to as the 'Precinct 4', comprising of 80ha of developable land. It is located immediately east of the Morayfield area and represents a significant greenfield development opportunity within the CMPAC core area.

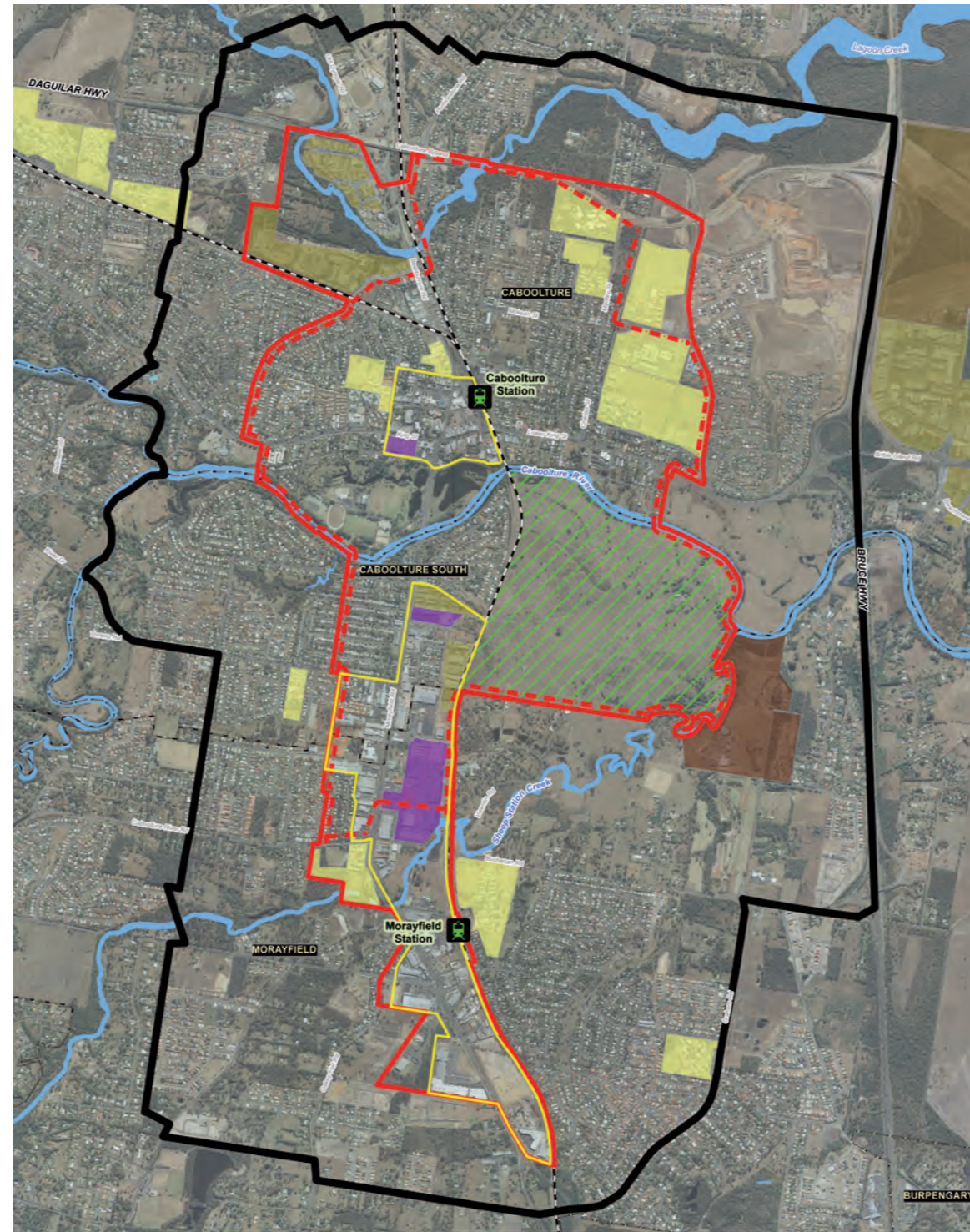
- The CMPAC frame area extends some 5.5 km north to south, and some 3 km east to west.
- The CMPAC frame area identifies the immediate catchment for the centre and comprises largely low density residential areas. The presence of large undeveloped lots in the southern section of the CMPAC frame area indicates a recent, and in part ongoing, transition from rural to urban land uses.
- The CMPAC frame area covers 2,376 ha, with the core area comprising 619.7 ha. The core area is made up of:
 - Precinct 1 CBD and Civic Heart – 148.9 ha
 - Precinct 2 Health and Education Hub – 116.7 ha
 - Precinct 3 Retail Focus – 140.4 ha
 - Precinct 4 Residential Focus – 147.2 ha
 - Precinct 5 Service Industry - 66.5 ha
- Existing and projected residential and employment population of the CMPAC is provided in Table 2.1.

Table 2.1 CMPAC resident and employment population (2009-2031)

	CMPAC (Core and Frame), 2009	MBRC, 2009	CMPAC (Core and Frame), 2031	MBRC, 2031
Population (Revised OESR Figures June 2011)	20,000	362,250	49,436	533,168
Employment (50% self-containment)	9,000	83,000	16,593	126,356
Employment (70% self-containment)	N/A	N/A	22,401	170,581
Dwellings (Revised OESR Figures February 2010)	11,151	138,257	21,151	215,631
Non-residential GFA projections (Caboolture PIP Data 2026)	200,000 m ²		589,610m ² (2026)	
Attached dwellings (Revised OESR Figures February 2010)	2,799	18,944	8,612	52,208
Detached dwellings (Revised OESR Figures February 2010)	8,352	119,583	12,539	163,423

Source: Office of Economic and Statistical Research (OESR) updated data June 2011; MBRC, 2011

Figure 2.1 CMPAC master planning area



Reference: Boundaries as at October 2009, MBRC 2009.

2.2 Regional planning context

2.2.1 Key issues

2.2.1.1 Regional activity centres network

The South East Queensland Regional Plan 2009–2031 (the Regional Plan) is the Queensland Government's long-term plan that will shape development of South East Queensland (SEQ) over the next 20 years. A key component of the Regional Plan is the establishment of a network of activity centres across the region.

The CMPAC is one of 11 Principal Activity Centres (PAC) within SEQ, and is one of only two PACs located in the northern part of the SEQ region, with the other centre being the Maroochydore PAC. Chermiside represents the closest PAC to the Caboolture-Morayfield, located within the Brisbane local government area (refer Figure 2.2).

At present, the key issue for CMPAC development is competition with adjoining major activity centres in Strathpine, North Lakes and Redcliffe.

2.2.1.2 Population and employment growth areas

CMPAC is the Principal Activity Centre for MBRC. By 2031, the population of MBRC is projected to grow by some 208,380 to reach 533,168 people (which equates to some 50% of the current population). This population growth will translate into a demand for an additional 84,000 dwellings (the Regional Plan, p.24).

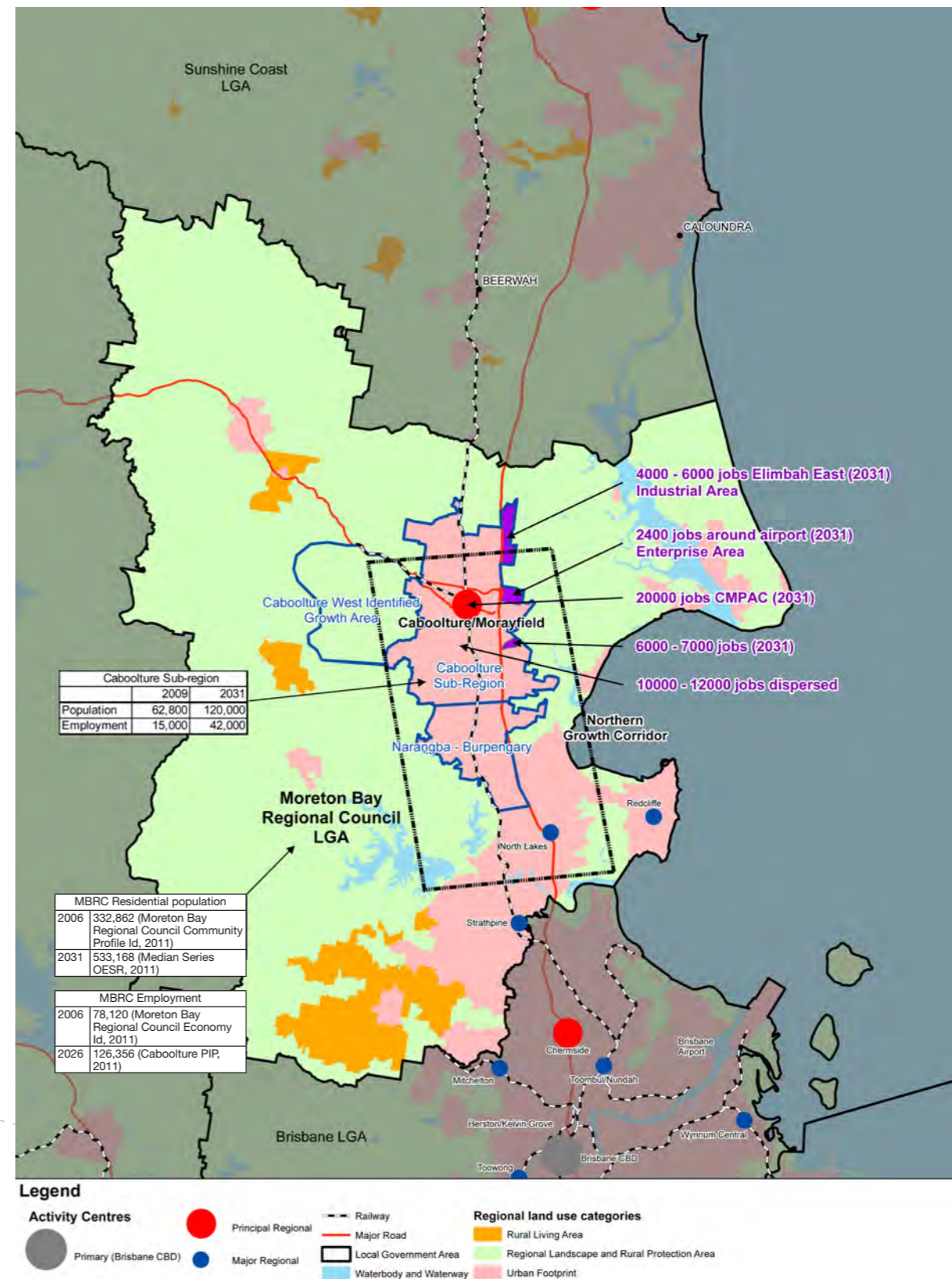
The future growth is expected to occur in the 'northern growth corridor', focused around the CMPAC, and the major regional activities centres of North Lakes and Redcliffe (the Regional Plan, p.24). The expected growth in the northern corridor is in the order of 100,000 people. The Regional Plan (p.25) identifies CMPAC, the Caboolture locality in particular, as the focus for infill development.

Rural residential lands and other remnant broad hectare lands at Narangba and between Morayfield and Burpengary, and land in the Caboolture West Identified Growth Area are identified as long-term opportunities to accommodate residential development within Moreton Bay.

CMPAC is located within the growing Caboolture sub-region. CMPAC's relationship with the emerging residential and employment areas within the sub-region is critical to securing its role as a PAC. At present, employment nodes are dispersed throughout the sub-region, diluting CMPAC's potential to accumulate required critical mass of employment within the centre's boundaries. Ensuring that CMPAC is established as the primary location for in-centre employment occurring within the sub-region will be critical.

The declaration of Caboolture West in 2011 has provided an opportunity to further strengthen the role of the CMPAC within the region. Any future planning work for Caboolture West will have regard for the role of CMPAC and will not compromise its future.

Figure 2.2 Regional context – activity centres network and identified growth areas



Reference: Moreton Bay Regional Council (MBRC), 2010, 2031 Strategic Plan, In-house presentation to Council, Moreton Bay Regional council: Caboolture

2.3 Local planning context

2.3.1 Key issues

2.3.1.1 Economic development

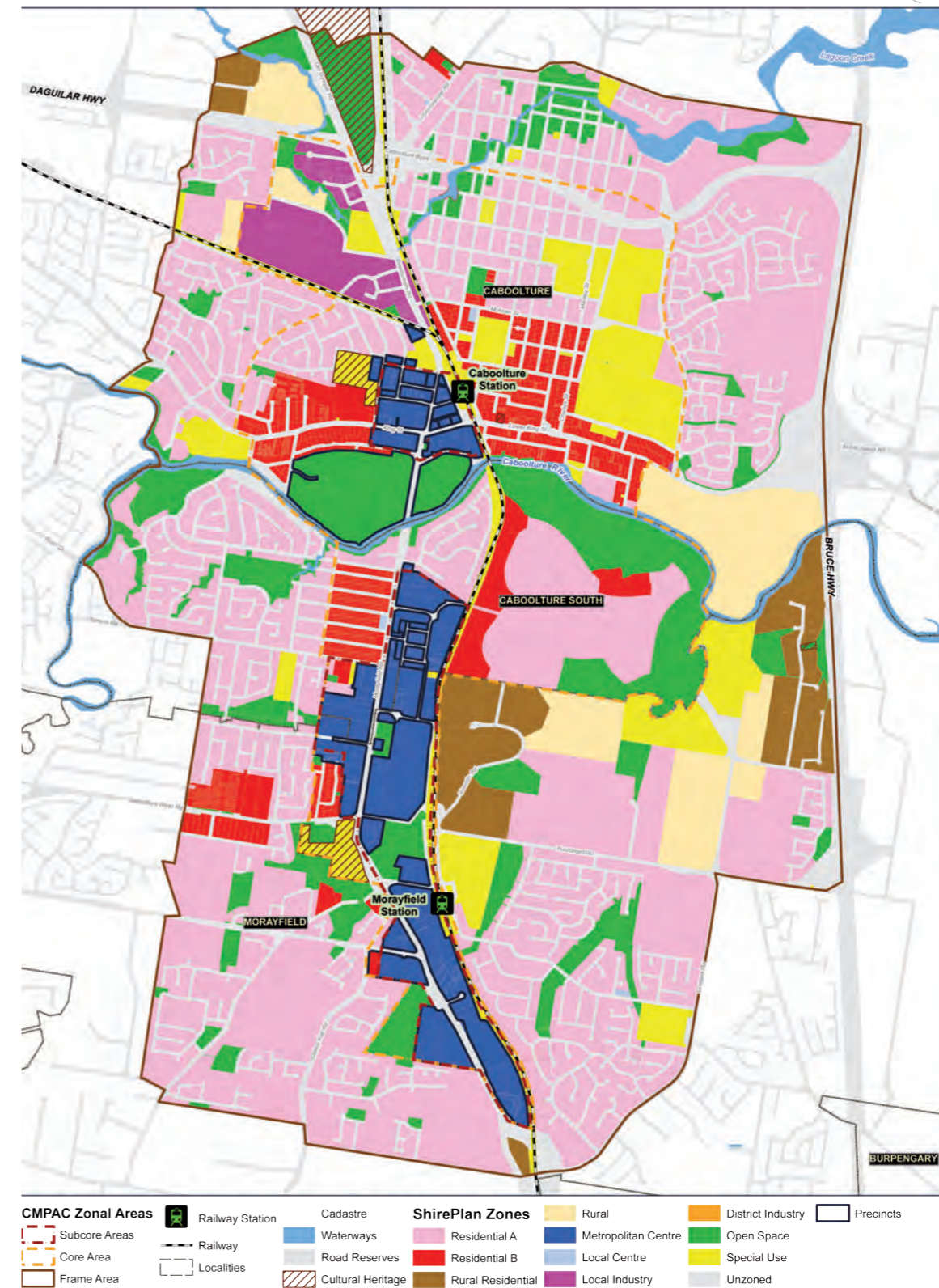
The two main economic issues that prevent CMPAC from operating successfully as a Principal Activity Centre are:

- a lack of strategic employment opportunities as a basis for economic development
- the lack of a concentrated centre core to enable productivity increases through agglomeration.

2.3.1.2 Land use issues

- The Caboolture ShirePlan strategic framework and land use designations support the regional role of the CMPAC, both with respect to commercial and residential land uses. The Metropolitan Centre land use designations provide a more specific direction with respect to type and distribution of the centre activities to be located within the CMPAC area. These are, however, largely reflective of the existing land uses and provide limitations for an 'innovative' approach to the CMPAC redevelopment. Caboolture ShirePlan Provisions that apply to CMPAC are illustrated in Figure 2.3
- The CMPAC planning framework currently does not provide the intensity and mix of land uses required to facilitate transit oriented development and stimulate economic activation.

Figure 2.3 Caboolture ShirePlan designations



2.3.1.3 Social issues and housing

- Limited community diversity and associated concentration of social disadvantage is one of the critical issues for the future CMPAC growth. Over 30% of population is over 65 years of age, combined with relatively high levels of disability (over 13% are in need of assistance with core activities), and over 40% of households earn less than \$500.00 per week. To achieve a more balanced community outcome with greater economic and social development, the area needs to balance the demographic profile by attracting residents with higher education and income profiles.
- CMPAC has a low private home ownership rate, with almost one third of the medium density dwellings in the Caboolture locality being owned by the Department of Housing or an institutional owner. To achieve a more balanced community diversity outcome, CMPAC needs to develop a stronger home ownership profile.
- Current supply of residential development within CMPAC does not reflect the projected demand based on the Regional Plan requirements for the PAC (in terms of density and diversity of housing forms) and the share of MBRC infill dwellings required to be accommodated within the CMPAC, with some 10,000 of additional dwelling units required by 2031.
- There is currently limited private sector interest in higher density development in CMPAC; market interest in the medium density and mixed use development product will need stimulation by public investment (e.g. urban improvements; incentives and partnerships) in the short-medium term.

2.3.1.4 Quality of built environment

There are a number of issues relating to urban form and design that currently impact on and restrict the function and identity of CMPAC.

- CMPAC contains a number of existing assets that will need to be protected and emphasised. These include the Caboolture River, the traditional urban grid structure in the Caboolture, and the expanses of green areas adjacent to the waterways.
- CMPAC lacks a positive visual identity and a distinctive sense of character. Generally monotonous building design, expansive surface parking and vehicle dominated streets all contribute to an overall negative image of the place.
- The decentralised urban form and low density of CMPAC precludes the levels of activity required for a high quality, vibrant urban environment.
- CMPAC is physically divided by the Caboolture River, railway line and Morayfield Road. Additional connections, across each of these barriers, for all users, are necessary for the centre to function as a whole.

2.3.1.5 Natural environment issues

- CMPAC is traversed by the Caboolture River and numerous tributaries, with the PAC development pattern being significantly influenced by flood management and associated water quality management and conservation requirements.
- Key environmental management issues for CMPAC development include:
 - floodplain management and adaptation to effects of climate change
 - water quality management
 - habitat corridors protection.

2.3.1.6 Transport issues

- The CMPAC is dominated by 'big box' development and sprawling low density residential. This type of development promotes car use and results in environments that are uninviting to walk and cycle.
- Due to a limitation of alternate routes, the CMPAC relies on Morayfield Road for north-south vehicle movements and King Street/Lower King Street for east-west vehicle movements. This in turn funnels traffic through the centres of Caboolture and Morayfield. As a result, the centres of Caboolture and Morayfield are car dominated.
- The majority of people movements are going out of the CMPAC in the morning peak. This is evidenced by a high resident population that commutes to Brisbane. As such, Caboolture Train Station is South East Queensland's largest Park 'n' Ride station. It is also the seventh busiest station in South East Queensland based on number of passengers boarding and alighting in the morning and evening peak periods respectively.
- Morayfield Road, the North Coast Rail Line and the Caboolture River currently act as major barriers to pedestrian and cyclist movement in the CMPAC.
- Bus services in the CMPAC operate at limited frequencies and most have circuitous routes due to the cul-de-sac style road network in residential areas.
- The walking and cycling network is disjointed and limited. The cycle network is limited to discontinuous sections of cycle lanes and off-road shared pathways. Pathways are mostly narrow and are unsafe for shared use except for very short cycling trips.

2.3.1.7 Other physical infrastructure

- CMPAC is provided with sufficient physical infrastructure to accommodate future growth in the medium term; however, long term growth may require augmentation beyond the levels currently planned for. Careful consideration with respect to sustainability and resilience of new infrastructure will be required.
- CMPAC has access to high quality broadband telecommunications network, which is considered an opportunity for business development in the area.

2.4 Key drivers for Master Plan development

Development of the Master Plan is driven by the following factors:

- designation of the Caboolture-Morayfield as a Principal Activity Centre;
- economic development imperatives;
- community development imperatives; and
- sustainability and adaptation to climate change.

2.5 Community consultation findings

It was not possible during the preceding stages of the Master Plan development to engage in extensive consultation with the wider community. Consultation to date with the community and stakeholder reference groups highlighted the following issues as key community concerns:

- public transport accessibility to CMPAC;
- parking;
- safety; and
- current lack of appreciation of CMPAC's natural resources and open spaces.

These issues have been used to guide the preparation of this Master Plan.