



Caboolture CBD

Urban Design Framework



Acknowledgment

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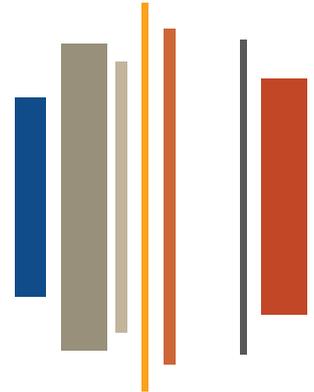
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Caboolture CBD

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Contents

1.0	Introduction	2
1.1	Purpose	2
1.2	What is an urban design framework?	2
1.3	Project frame of reference	3
2.0	Caboolture's central business district and frame	5
2.1	Caboolture's key assets	5
2.2	Caboolture's key challenges	6
2.3	Urban economic drivers – an overview	8
3.0	Urban design strategy	9
3.1	Vision	9
3.2	Key strategies	10
4.0	Design elements	14
4.1	CBD frame	14
4.1.1	Land use and density	15
4.1.2	Connectivity	16
4.1.3	Guidelines for infill residential developments	17
4.1.4	Public space network	20
4.2	CBD	22
4.2.1	Land use and density	24
4.2.2	Design guidelines for CBD development	26
4.2.3	Public domain - demonstration projects	30
4.2.4	Key catalyst sites	35
5.0	Implementation	37
6.0	Appendices	39
6.1	Community consultation report - Plan C	39
6.2	Urban economic drivers report - PricewaterhouseCoopers	48



1.0 Introduction

The role of this document is to clearly set out Moreton Bay Regional Council’s vision for the desired future development of the Caboolture Central Business District (CBD) and frame, as well as help to guide the transformation of the CBD over time through changes to land use, built form and public space.

1.1 Purpose

Moreton Bay Regional Council seeks to create a centre that is sustainable, accessible, connected, mixed use and diverse, and has a high quality public realm. This framework sets out an urban design road map for how to achieve these qualities in the centre.

This document will, in conjunction with other Caboolture ShirePlan documents:

- guide council staff and elected representatives to influence their future projects, plans and policies
- provide clarity to investors, developers and design professionals
- inform the public on how council intends to influence the transformation of the centre in the future.

1.2 What is an urban design framework?

An urban design framework is one of the suite of tools council needs to drive positive development outcomes in the centre in the future. An urban design framework describes an over arching vision and intended physical design outcomes for an area, giving direction to policies and site-specific initiatives within that area. An effective urban design framework provides vision and flexibility to guide large complex projects that are implemented over time, applying to both public and private sectors in establishing design and implementation approaches.

This urban design framework comprises both a framework articulating how the CBD will develop and the actions needed to realise that framework.

1.3 Project frame of reference

International research has concluded that good urban design can create value for communities, economy and the environment. In particular, good urban design can contribute to better public health, greater social equity, enhanced land values, a more vibrant local economy, reduced vehicle emissions and more sustainable use of nonrenewable resources¹. In the context of Caboolture's CBD, good urban design will assist Caboolture to become a memorable, sociable, economically successful and sustainable centre.

The Caboolture/Morayfield study area has been designated as a Principal Activity Centre (PAC) as part of the South East Queensland Regional Plan. This confers a high level of significance within the overall network of centres within the South East Queensland region, and underscores the importance of the quality of the public realm in this area. The study area is strategically located within a major growth corridor with an anticipated catchment growth of around 100,000 people over the next twenty years.

The CBD and frame area sit within the overall PAC area, containing a rail station, a range of services, major community infrastructure, retail and commercial development. With major landscape resources bisecting and framing the study area, a traditional main street and a robust urban structure, there is also the potential to reinvent Caboolture/Morayfield as a model of contemporary subtropical urbanism.

The Caboolture ShirePlan clearly reinforces the intention for the CBD as a high order centre, as follows:

Metropolitan centre zone:

1. *Development maximises the consolidation and integration of compatible uses to optimise the use of land and the physical and social infrastructure.*
2. *Development enforces the role of the centre in the hierarchy of centres as follows:*
 - Precinct 1: This precinct represents the Caboolture Town Centre and provides the primary administration, civic and commercial function in the district. High density residential, retail and entertainment uses are encouraged.*

3. *A diverse range of uses is provided to maximise the multi-functional role and vigour of the centre.*
4. *Development maximises the integration and use of public transport and promotes convenient pedestrian access, in Precincts 1,2 and 3 pedestrian movement dominates over vehicle movement.*
5. *Building design and layout maximise the exposure of commercial uses to areas of pedestrian movement, while optimising energy efficiency and the use of space.*
6. *The visual appearance of buildings is maximised through the use of strong architectural elements, focal points, colours, material, articulation and landscaping to emphasise the three dimensional nature of the centre, but also to recognise the human scale.*
7. *Buildings in Precinct 1 are designed to achieve a balance between the optimisation of views of natural features such as the Centenary Lakes and the Glass House Mountains and the need to avoid obstructing similar views from adjacent buildings.*
8. *Mixed residential and commercial development is provided in a way that maximises reciprocal amenity and functionality.*



Above: Council Chambers

1. 2005 NZ Ministry for the Environment Summary of The Value of Urban Design The economic, environmental and social benefits of urban design



Moving towards a Caboolture that is sustainable, innovative, diverse, accessible and integrated

Accordingly, Moreton Bay Regional Council sought an Urban Design Framework (UDF) that was:

Sufficiently robust in order to help the CBD forge a distinct image and character which is unique, vibrant, adaptable and sustainable, and that advances the principles of transit-oriented development.

In addition, Moreton Bay Regional Council has set out five key strategic principles/directions for the framework. These are:

- A “greener” and more environmentally sustainable Caboolture
- Superior and innovative urban design outcomes
- A wider diversity and mix of activities, uses and functions
- Increase accessibility and mobility, and promote a transit-oriented focus
- A public realm that helps consolidate and integrate the centre.

The UDF builds upon previous work undertaken by council for the Caboolture-Morayfield Principal Activity Centre (CMPAC).

In 2006, council commissioned consultants to undertake a review of the emerging trends, issues and influences impacting on the CMPAC that could inform the future directions for the centre 2026. This work was undertaken primarily to assist council with its preparation of the Local Growth Management Strategy (LGMS) for the former Caboolture shire. The draft LGMS was approved as a confidential strategy for the purposes of the first state interest check in 2007. However, due to the commencement of the SEQ Regional Plan review in 2008, council was not required to proceed with the completion of the LGMS. The work undertaken remains a significant study as it sets out a range of strategies for the future planning work undertaken for the CMPAC.

These planning strategies form a strong platform for the framework. In particular, the UDF seeks to develop through the design the following key findings of the work undertaken by HRP:

- Future development should be focused on consolidation rather than expanding centre based activities
- To provide for an increased residential population within the catchment of CMPAC
- Strategies aimed at better integrating Morayfield and Caboolture CBD need to be complemented by strategies recognising the major differences between the CBD and Morayfield
- The Caboolture CBD’s performance would be substantially improved if in-centre employment and resident population could be increased and a market focus developed that is ‘lifestyle’ based rather than competing on the basis of retail
- The centre needs to actively attract office development
- The importance of the train station to develop transit-oriented development needs to be recognised
- Continued investment in the public realm is needed
- Ensuring that new development adds value to the Main Street retail in siting and creation of design linkages.

While all of the above elements have influenced the formulation of the urban design framework, it has also been prepared with guidance from project officers and the project steering committee from within Moreton Bay Regional Council, as well as significant input from key stakeholders, local business people and community members through the community consultation program.

2.0 Caboolture's central business district and frame

2.1 Caboolture's key assets

Caboolture's CBD and frame area present strong preconditions for implementing the five key strategic principles outlined by Moreton Bay Regional Council. In particular, the centre possesses a number of key strategic advantages. They are:

PAC designation

According to the South East Queensland Regional Plan, principal activity centres are 'intended to service catchments of regional significance and accommodate key concentrations of employment.' The PAC designation provides a strong strategic context for the development of the centre, as well as a platform for a partnership between council, the community, and state government in the development of the centre.

Traditional town centre urban structure

The urban structure of a grid network of streets that is bisected by the main street offers a strong urban structure to consolidate. The grid offers development flexibility as well as an open pattern of pedestrian vehicular accessibility. The main street offers a strong focus for the centre, which currently has a human scale and strong planting in areas, offering the potential to reinforce this as a high quality, vibrant focus for the centre. The existing CBD has 'good bones' for consolidation and further development.

Parklands and landscape

The proximity to Centenary Lakes Parklands offers excellent potential to create a stronger relationship between the CBD and this large landscape resource. Views to and over the park present strong opportunities to create residential amenity, and the potential to improve the amenity of CBD by opening up these views. In addition, the CBD contains some mature street trees, including the venerable 'tree of knowledge', and some rich, dense planting incorporated as part of the streetscape revitalisation project.

The train station

The proximity of the train station to King Street and its retail and government uses, as well as the immediate surrounding mixed use precinct offers excellent potential to create transit-oriented development in the centre.

Proximity of 'older stock' housing close to CBD

To the north and east of the CBD are large areas of pre-1950s housing on 600m²+ blocks gridded streets. The openness of the street grid, the fact that mature trees and a pre-WW2 residential character exists, offer the potential for consolidation via sensitive infill over time through smaller scale investments rather than wholesale redevelopment, as a way of consolidating areas around the CBD. However even sensitive infill development displaces existing dwellings, and a fine grain planning process will need to be undertaken to identify key buildings and landscapes of value to the residential amenity of these areas, and for these to remain within the fabric of these neighbourhoods as they develop over time.

Employment areas within and close to CBD

The War Veterans Home, Caboolture Primary School, medical facilities, commercial offices, retail and Moreton Bay Regional Council offices act as strong employment generators in the CBD. The proximity of these facilities improves the opportunities to promote main street activation and intensification of public spaces as well as retail opportunities. In addition, the CBD frame area, the light industry precinct to the north is an important employment generator, as are the schools, hospital and tertiary education sites to the north-east of the CBD.

A CBD with a long east-west axis

The predominant axis of the CBD is east-west, offering many sites with a broad northerly frontage. In our climate, the benefits of well orientated blocks include increased opportunities to create energy efficient buildings, resulting in reduced operating costs with less reliance on heating/cooling/artificial lighting and greater outdoor amenity. In addition, the opportunity is provided to create north-facing public spaces and streetscapes.

Views

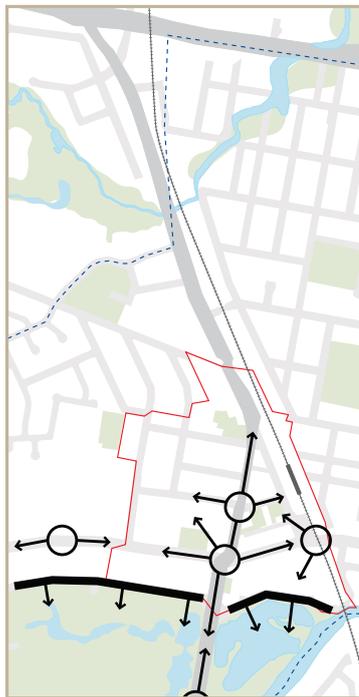
The CBD has extensive views south west to D'Aguiar Range and the surrounding hinterland. The Centenary Lakes Parklands can be seen from the southern side of King Street and along both Morayfield and Beerburum Roads. The overpass into King Street from the east creates a memorable vista through the main street allowing for entry nodes and focal points.



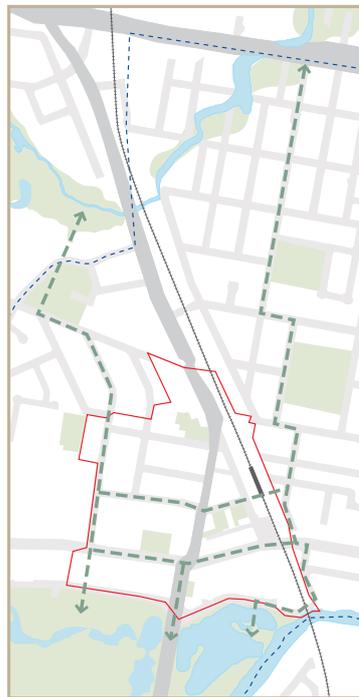
Above: Centenary Lakes



TOPOGRAPHY



VIEWS



GREEN LINKS

TOPOGRAPHY / OPEN SPACE

Legend	
	High point
	Steep gradient
	Valley
	Ridge line
	Green links
	Views and vistas
	Views over parkland



Above: Fragmented Urban Development

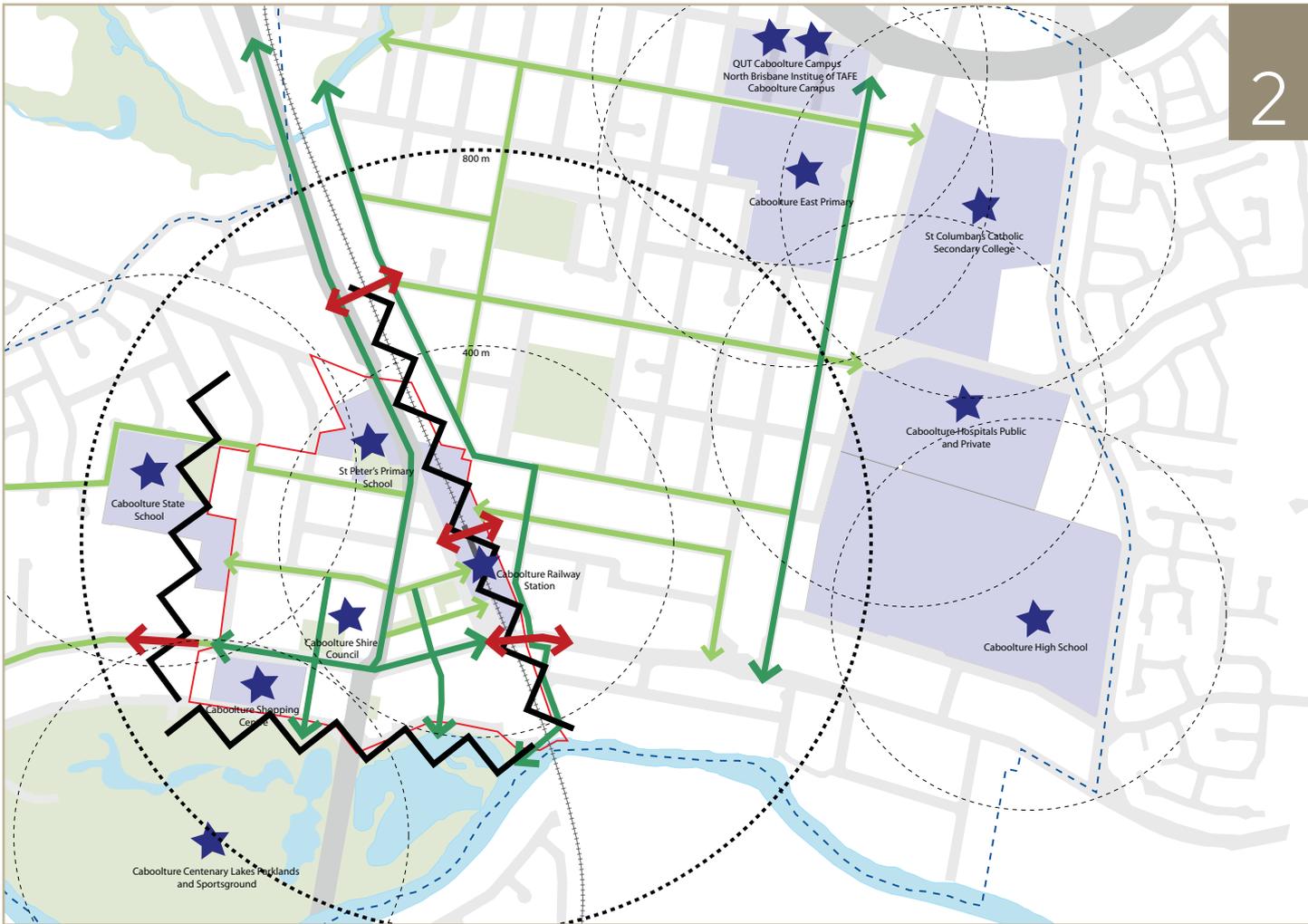
2.2 Caboolture's key challenges

Apparent limited interest in redeveloping in the CBD on the part of the private sector

Development applications in the CBD in recent years have been limited and largely for low scale development (see Diagram B). There is no substantial development pressures on the CBD currently, and a general hesitancy on the part of private developers to commit to major projects in the CBD. Urban dynamics are such that often well-judged catalyst projects can herald the beginning of a new development cycle – clearly such a catalyst influence is needed in the CBD.

Fragmented low density development which turns its back on the park

The majority of recent development in Caboolture has occurred around the outskirts of the CBD boundary. These have primarily consisted of small residential dwellings and some unit block developments. The CBD contains a reasonably large stock of low density houses that are slowly being utilised as private medical offices and other commercial uses, dispersing activity away from King Street and the core of the CBD. Development that has occurred along King Street has turned its back on the parklands, consequently the park edge of the CBD is dominated by high undercrofts, blank walls, service areas, carparks, and a rat-running street.



Accessibility

Accessibility to the CBD is currently hindered by three main constraints:

- the Caboolture Railway Station cuts off the CBD from the eastern housing population with only one pedestrian crossing point and one vehicle crossing along the King Street overpass
- steep topography to the south of King Street and along Morayfield Road prevents many pedestrians from accessing the Centenary Lakes Parklands and sporting fields from the CBD
- the precinct around Caboolture Primary School along George Street is not permeable and blocks off any pedestrian access from the western housing population through to the CBD. Pedestrian access from the west is only available along King Street (See Diagram A).

Topography

King Street is located along a ridge that has a ten metre cross fall to Elliot Street and Esme Avenue. Slight high points exist at the intersection of Beerburum Road and King Street and on the King Street overpass.

The need to recapture a strong identity

Over the years the pleasant country town quality of King Street and surrounds has been eroded by mediocre redevelopment and increasing speed and volume of traffic on King Street. While some elements of the older town exist, they are fragmented. The challenge is to knit these elements together and consolidate the centre in such a way as to re-capture the subtropical country town quality and build upon it.

Traffic and parking

Similar to many centres in transition, Caboolture CBD and frame works as a car-dependant centre with high demand for parking and high volumes of traffic passing through its centre. At the same time, it is widely recognised to be desirable to reduce the impact of traffic in the centre, particularly along King Street, in favour of providing a more pedestrian friendly environment. Demand for parking within the CBD relating to employee parking and park and ride for the train station continues to be high. At the same time, anecdotal evidence from local developers suggest that current car parking ratios required within the Caboolture ShirePlan, while not substantially higher than in comparable centres, render development unviable due the low value of land and the overall building economics in the centre.

DIAGRAM A: FRAME ACCESS AND PERMEABILITY

Legend	
	Key Pedestrian Link
	Major Pedestrian Route
	Minor Pedestrian Route
	Key Attractors
	Pedestrian Barrier
	400m radius - comfortable walking distance
	800m radius - comfortable cycling distance

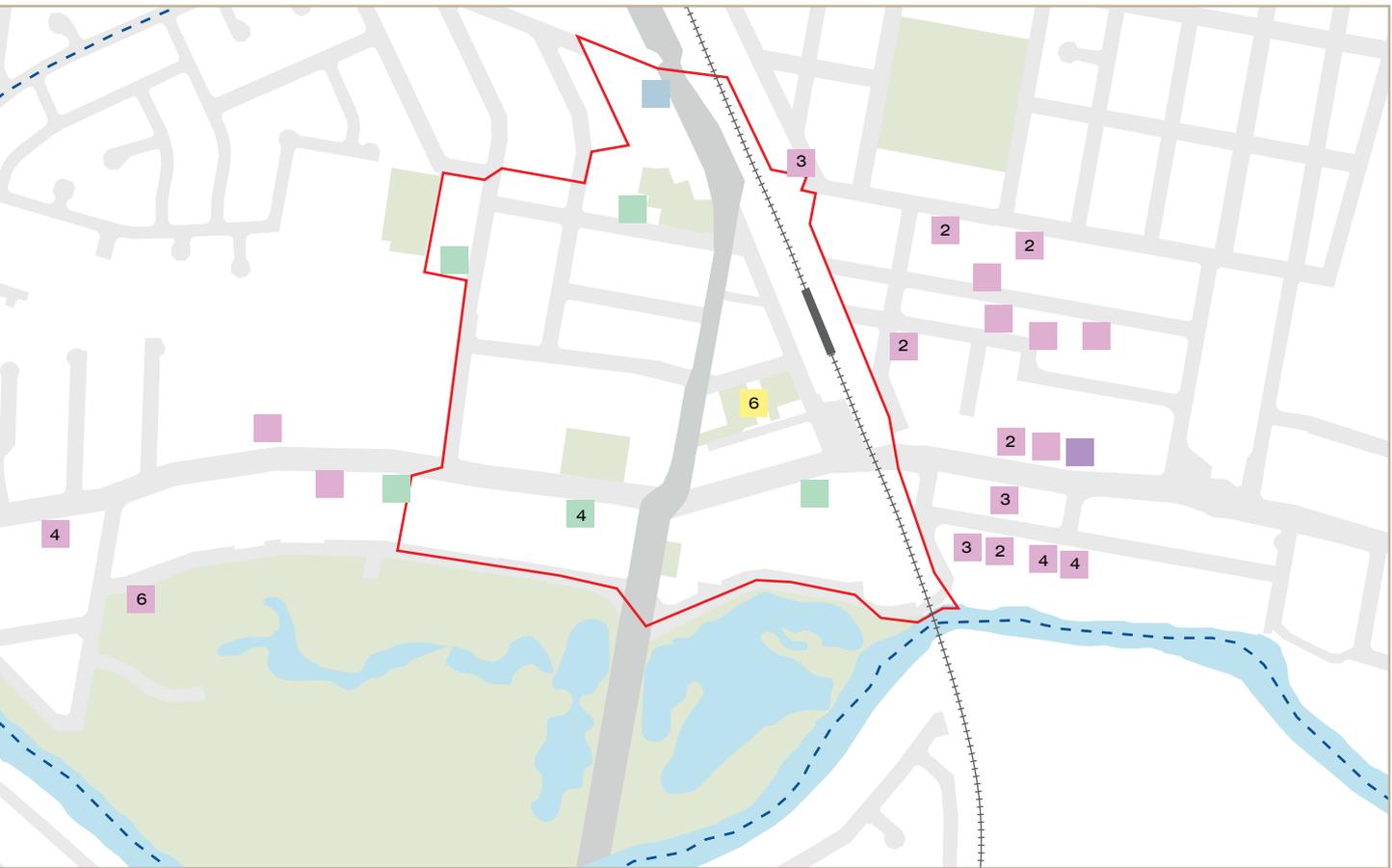


DIAGRAM B. DEVELOPMENT APPLICATIONS FOR 2002-2008

Legend	
■	Key Public Space Network
■	Urban Village - consolidate housing density
■	Civic Centre
■	Residential
■	Commercial / Government Mixed Use
■	Primary street activation / Mixed Use / Retail
—	Core
—	Major Through Road

2.3 Urban economic drivers—an overview

In order to understand development demand in the CBD and frame area within the next 18 years, as part of the urban design framework project PricewaterhouseCoopers were commissioned to prepare a desktop analysis of projected land use and area requirements, and key economic planning issues.

Their desktop analysis revealed the following projected area requirements by 2026 for the Caboolture-Morayfield PAC:

- Up to 312,877m² of commercial accommodation
- Up to 196,096m² of retail accommodation
- Up to 80,493 dwellings, with between 16,605 and 28,024 dwellings in the CBD and frame area.

How and whether or not these projected demands are fulfilled is dependant upon a number of key factors. In relation to the commercial development, a major factor determining the amount the commercial accommodation demand in the CBD will depend upon the extent of state government's follow through on a policy of decentralisation of services, and the extent to which it is mandated that new state government offices are located in principal activity centres.

For both government and private sector commercial development, it will be crucial to the future success of the CBD for Moreton Bay Regional Council to strongly support new commercial development in the CBD, not in Morayfield.

In terms of potential demand for residential development, the PWC report points out that there will be an increasing supply of attached dwellings in major Brisbane centres in coming years which is likely to exceed current uptake rates for apartments. This, combined with the fact that at present there is not a strong market for attached dwellings in Caboolture (although this may change over time), indicates that the key market driver for increased demand for apartments in the CBD will be relative pricing and affordability.

The apportioning of the figures between the CBD and Morayfield will again rely on council policy, and the recommendation of the PricewaterhouseCoopers report. This highlights the need to re-orient CBD retail so it does not compete directly with Morayfield's large format retailing, but focuses on retail associated with mixed use and Main Street retail forms.



3.0 Urban design strategy will offer a town centre experience that is fundamentally distinct from other parts of the CMPAC and that is unique in the northern Brisbane metropolitan area.

3.1 Vision

A high level planning vision for Caboolture's CBD and frame area has been set out previously, as follows:

Building on this planning vision, the urban design framework vision for the Caboolture CBD and frame is:

By 2026, Caboolture CBD and frame will be a bustling and economically successful regional hub supporting office workers, a residential population, cultural and civic events and a lively business centre. It will be an accessible and connected centre which is easy to walk, ride and bus to from adjacent residential and

employment areas, and which is easy to move around within. Caboolture's streets and public spaces will be subtropical, and memorable, evoking the qualities of an 'urban country town', known and experienced as the genuine civic heart of the local community. The centre will have a strong reputation for environmentally sustainable development, supporting architecture that is a model of contemporary subtropical urbanism.

This vision provides a central point of reference in developing the key strategies and design elements of the urban design framework.



URBAN DESIGN
FRAMEWORK PLAN

Legend	
	Commercial / Government Mixed Use
	Residential
	Existing Buildings
	Cultural / Community Use

3.2 Key strategies

In response to all of the above factors – the issues, the challenges, the Caboolture ShirePlan and the vision for the Caboolture CBD and frame, the urban design framework develops the following key strategies (See Diagram C).

Strategy 1: Differentiate the centre from Morayfield.

Morayfield is successful as a large format retail hub. Caboolture’s CBD and frame has the potential to be a mixed use regional office and civic hub, which includes residential, and supports externally oriented (as opposed to internal shopping centre) retail. This way the two centres do not compete head on but provide two complementary but equally important roles in the overall centres hierarchy. The other strategies of building transit-oriented development and a high quality public realm will reinforce the essential difference between these two sub-centres within the PAC.

Strategy 2: Consolidate densities, increase the depth of land use mix, and create transit-oriented development.

This needs to occur in both the frame and the CBD core.

2a. Consolidate the CBD frame and connect to the CBD.

As discussed in section 2, the areas surrounding the CBD, within 800m radii of the train station, contain housing, employment facilities, and a range of key services such as schools and health facilities. Within a 1.2km radius to the north-east and east of the train station are key attractions of the hospital, high school and the QUT/TAFE campus. At present these areas are not well connected to the CBD. With the consolidation of residential densities and improved connections to the CBD, these areas could continue to sustain retail and services within the CBD as well as benefit from them.

2b. Consolidate the CBD area within 400m radius of the train station.

The sites within 400m radius of the train station are of key strategic importance and should be developed to optimise their opportunities to connect high intensity employment, civic and residential uses to the train station.



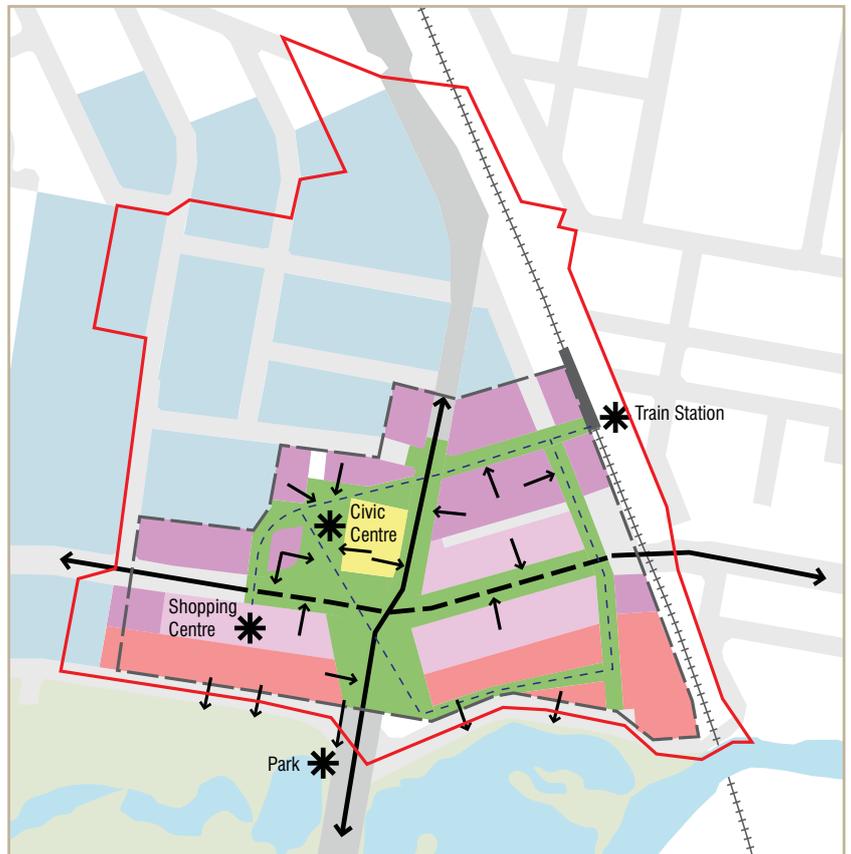
Top: Easterly View showing a max of 20 storeys

Strategy 3: Create a high quality, walkable and accessible public realm that evokes a subtropical ‘urban country’ identity and makes the most of the relationship to the park.

Creating successful TODs and successful centres requires a strong investment in the public realm to make places that people want to be in, and that create a strong identity. This means connecting areas that need to be connected, and creating shady planted, pedestrian oriented environments in the centre. It also means creating a fundamental reorientation of the centre so that it addresses and links to the parklands rather than turning its back to the parklands.

DIAGRAM C: CBD KEY STRATEGY DIAGRAM

Legend	
	Key Public Space Network
	Urban Village - consolidate housing density
	Civic Centre
	Residential
	Commercial / Government Mixed Use
	Primary street activation / Mixed Use / Retail
	Core
	Major Through Road





Strategy 4: Support King Street as a successful 'main street' environment, which links to the station.

New development needs to frame and connect to King Street as the key public space in the centre. Issues of urban quality and pedestrian amenity in King Street need to be further redressed.

Strategy 5: Create a clear urban structure for revitalisation to frame future development.

To create a successful centre, developers, planners and stakeholders need clarity about how the 'pieces of the jigsaw', or how all the different sites will come together over time to create a successful centre. The urban design framework needs to provide a clear 'road map' for how this will occur.

Strategy 6: Create a framework for encouraging best practice ESD developers – 'Caboolture is the place to do Green Star'.

State government has recently mandated a 5 star green star rating on new office buildings. Major corporate organisations are seeking to improve their environmental credibility or brandish their existing achievements. It is highly pertinent that the CBD's long east-west axis and proximity to the train station offers up sites where 5 star green star development may be more readily achieved.



Strategy 7: Develop implementation mechanisms that focus on delivering real opportunities for new development.

To ensure the success of the centre, implementation needs to focus on development opportunities that have genuine potential. This means concentrating on actively encouraging state and local government offices into the centre within easy access of the train station, some residential that capitalizes on park amenity, high street rather than large format retail, and cultural and civic uses.

Strategy 8: Strengthen Caboolture's beating heart.

With a program of civic and cultural events supported by a strong public space network.

Above: Town Centre Civic Plaza envisioned as an activated, busy civic heart

4.0 Design elements

The design elements are the core of the urban design framework, providing the physical structuring of uses, initiatives for the public realm, and built form guidelines that focus on how built edges interact with the public realm.

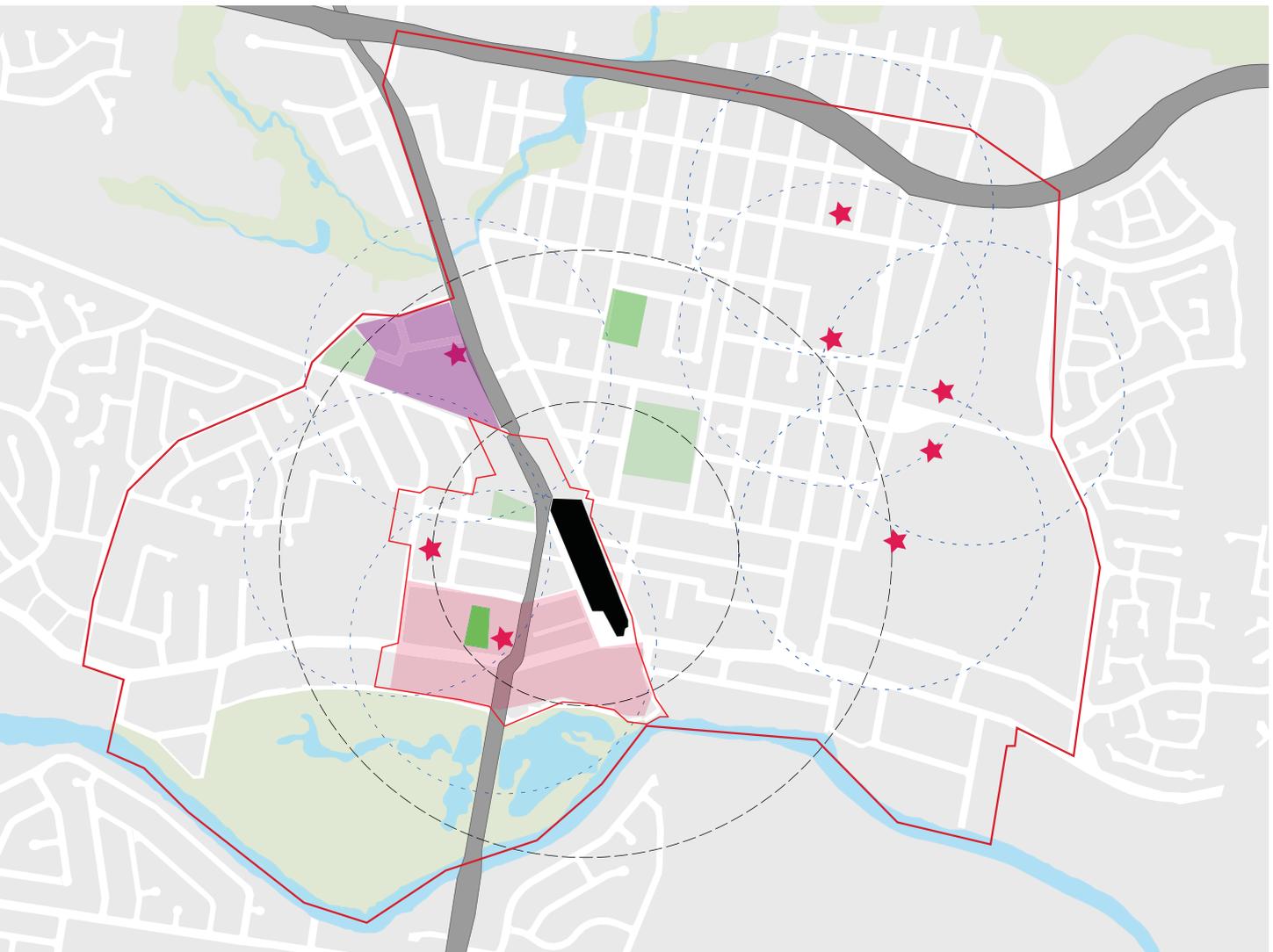


DIAGRAM D: CBD FRAME - CONSOLIDATION

Legend	
★	Key Attractor
---	400/800m Walking Zone
●	CBD
●	Light Industrial

4.1 CBD frame

The CBD frame area presents strong opportunities for consolidating densities, and providing stronger linkages between the CBD and its frame areas. This strategy will further support the creation of transit-oriented development, as well as provide a stronger local catchment population for the CBD, which will in turn further sustain the long-term success of the CBD. Providing stronger links and access between the CBD and key attractors of the TAFE campus, hospital,

and high schools will also reinforce the success of both. Diagram D shows the walking distance radii from the station to attractors and precincts and within and around the CBD and the relationship of these to each other. The diagram clearly shows the potential to consolidate and connect these areas to each other and the CBD.



4.1.1 Land use and density

Diagram E shows the intended predominant land uses and densities in the areas around the CBD – the frame areas. These uses and densities are directed towards achieving successful transit-oriented development. In the areas to the east of the railway, overall density can also be increased via small-scale sensitive infill between detached houses at a sympathetic scale in a way that keeps important suburban landscape and leaves important detached housing stock. Introducing new, robust, flexible and space-efficient building forms (eg terrace house) can be considered as well as increasing typical housing heights to three storeys as of right. 35du/ha has been nominated as the target average density for this precinct as a density that has been established through research as the lowest density threshold to support viable public transport. Closer to the railway station the density is increased.

To the west of the CBD a similar infill approach is taken, although this area already has some medium density housing and a less flexible urban grid presenting fewer opportunities to provide connections within and to the CBD. In the areas within close walking distance proximity and with potentially high amenity overlooking the parkland, proposed densities are higher again, targeting 60du/ha as an average density reflecting the need to make the most of the station location. This includes the area immediately to the north of the CBD which has strong preconditions for achieving a mixed use urban village supporting the CBD and capitalising on the train station location.

Design guidelines for achieving successful infill housing are included in the 'Guidelines for Infill Residential Development' section.

DIAGRAM E: CBD FRAME - DENSITY

2. See Newman P and Kenworthy J, *Urban Design to Reduce Automobile Dependence*, in *Opolis: An International Journal of Suburban and Metropolitan Studies*, vol2, Issue 1 2006

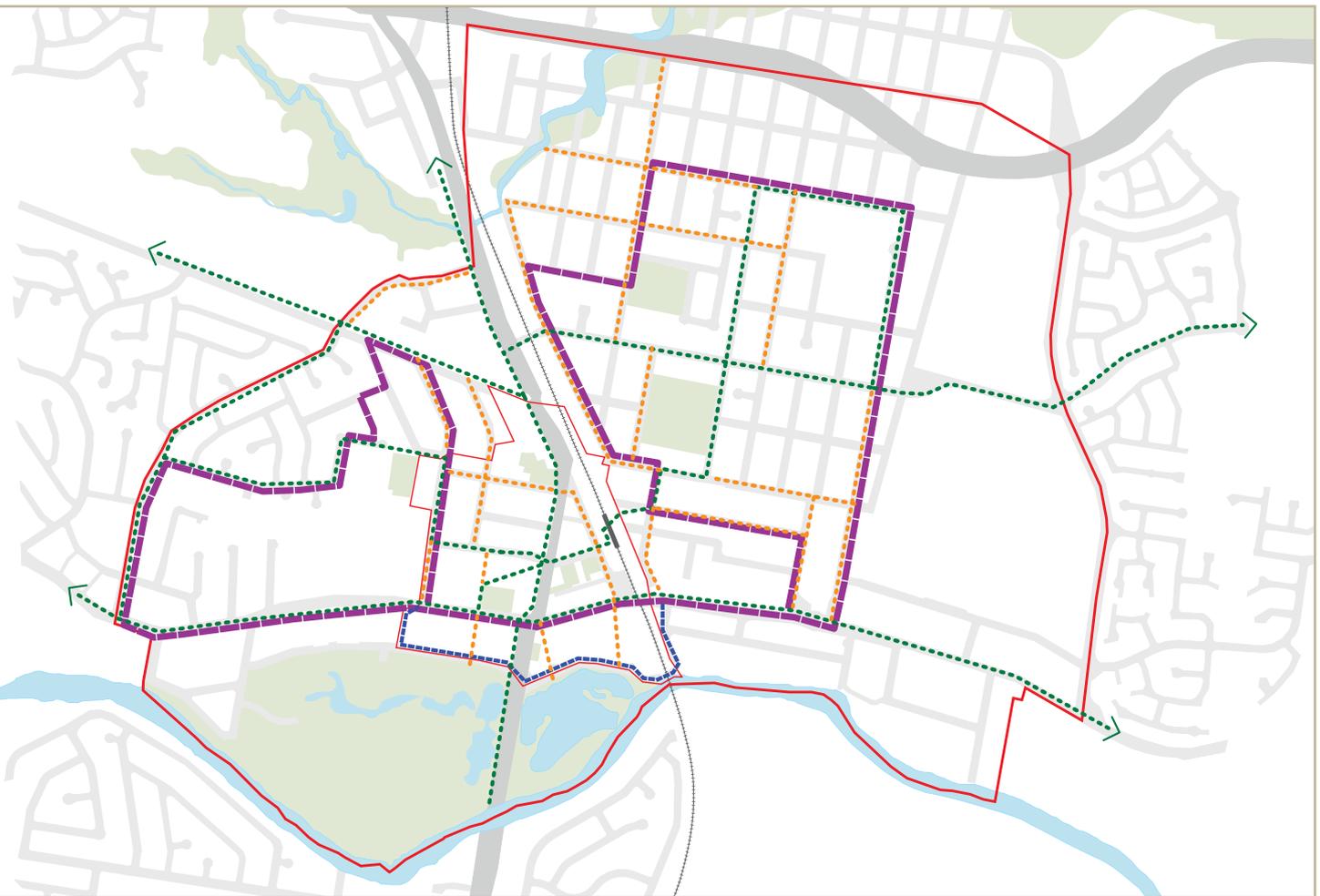


DIAGRAM F: CBD FRAME - MOVEMENT

Legend	
	Major Ped/Cycle Route
	Minor Ped/Cycle Route
	On-road Cycle Route
	Proposed Bus Route

4.1.2 Connectivity

In order to create a successful transit-oriented development, and to support the economic and social vibrancy of the CBD, it is essential that people can move easily between areas by walking, riding and using public transport, in addition to traveling by private motor vehicle. To this end, the frame areas of the CBD need to be retrofitted to improve their connectivity to the station, the CBD and each other. This means a program of streetscape and transport improvements, and strategic land purchases as indicated in Diagrams F and H.

There are two significant components to improving access to the CBD from the western and eastern residential areas. The eastern connection relies on the redevelopment of land around the railway station to create an improved all-abilities elevated access across the railway lines. The western connection requires the purchase of land between Ruth Street and Mill Road to open up a direct pedestrian access route.

The Caboolture frame area features a relatively flat landscape, making it ideal for both pedestrian and bicycle journeys. However, the physical barriers of the train line, lack of direct linkages and streetscape legibility can discourage these activities.

Key pedestrian and bicycle routes have been identified Diagram F for upgrading to create high quality, pleasant and well defined connections between major destinations. Major routes indicate streets which have the capacity for significant upgrading in terms of footpath and lighting provision and tree planting for shade.

Minor routes indicate narrower streets which can also support pedestrian enhancement. On-road routes can also be created in association with these pedestrian networks, deviating only in the CBD to reduce conflict with vehicles along King Street.

The proposed local bus loop service would greatly improve access between the CBD and immediately surrounding residential areas, and is targeted at reducing short car trips for over 400m distances. Accessibility into the CBD is limited, and so a regular, frequent service of this nature would supplement the alternative transport options for the eastern and western residential areas. The existing bus routes that service the greater area and Morayfield have also been shown for reference.



The keys to successful infill housing in this precinct will be in ensuring that as much of existing vegetation is retained as an amenity resource, and that new development reinforces the values of good subtropical design.

4.1.3 Guidelines for infill residential developments

The existing residential precincts to the east of the railway line and the west of the CBD 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 this precinct will be in ensuring that as much 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 any new streetscapes created by new developments are 'good neighbours' to existing and new developments.

Objectives:

The objectives for infill residential development in this precinct are to:

- Create a high amenity mixed density neighbourhood that provides a range of housing types
- Achieve an overall average density of 35du/ha to support public transport
- Create a subtropical living environment as defined by the centre for subtropical design³ in which:
 1. *Nature is highly present in urban development. The natural environment is to be integrated within the development of the built environment*
 2. *There is a high percentage of open space within development: Private, semi-private, and public open space is to be an important integral component of all development, allowing access to the natural environment, and enabling an outdoor based lifestyle*
 3. *Create an open and permeable built environment. Design to allow for the penetration of breezes, the presence and intrusion of nature, and a sense of openness and movement.*

To achieve these objectives, the guidelines are built around the following strategies:

Locate high density near open space

- Accompany increasing levels of density with increasing proximity to open space
- Ensure ready access to useful open space in compactly developed place.

Urban growth with increased tree cover

- Accompany increasing urban growth/expansion/consolidation with increasing growth
- Expansion and consolidation of urban tree cover.

Foster tree planting and continuous vegetation

- Plant native trees extensively throughout communities, and preserve existing trees during new construction.

Built environment integrated with nature

- Allow breezes, sunlight, and the natural environment to penetrate into the built environment.

Balance building heights and vegetation

- Allow trees to dominate building form. Preferred height for medium density development is two to four storeys, similar to heights of mature shade trees.

Promote a range of medium-density housing forms

- Facilitate the development of small scale and larger scale consolidation, encouraging housing types ranging from duplexes to terraces to apartments.

Ensure new development makes good neighbours and streetscapes

- Ensure new development promotes safe and hospitable streetscapes and avoids side boundary overlooking.

3. 2004 Centre for Subtropical Design Subtropical Values and Principles of Subtropical Design for the South East Queensland Region A Report for the Office of Urban Management Queensland Government

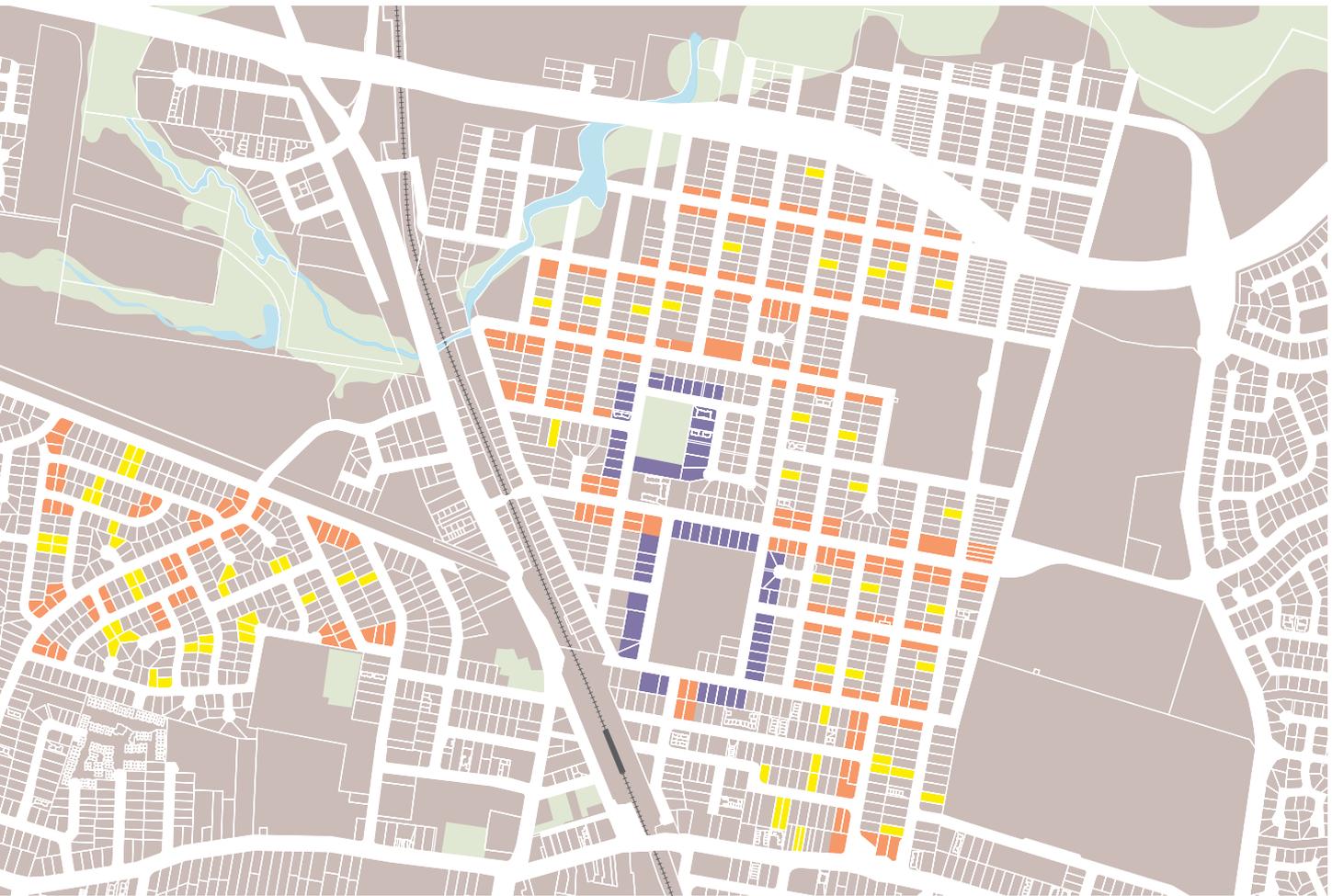


DIAGRAM G: INFILL RESIDENTIAL MEDIUM DENSITY DEVELOPMENT

Legend	
■	Overlooking Green Spaces
■	Borrowed Landscape
■	Increased Density

Elements for inclusion in design guidelines/ Caboolture ShirePlan documents could include:

Locate higher density near open space

To achieve a strong sense of the dominance of landscape and create a consolidated 'green' suburb, new medium density housing should be sited so that mature vegetation and vegetated corridors are retained. In addition, medium density housing should be sited so that it takes advantage of the vegetation and landscape outlook, offering the potential to create naturally ventilated buildings with indoor/ outdoor living spaces that have a green outlook.

Diagram G graphically represents locational principles for new medium density development:

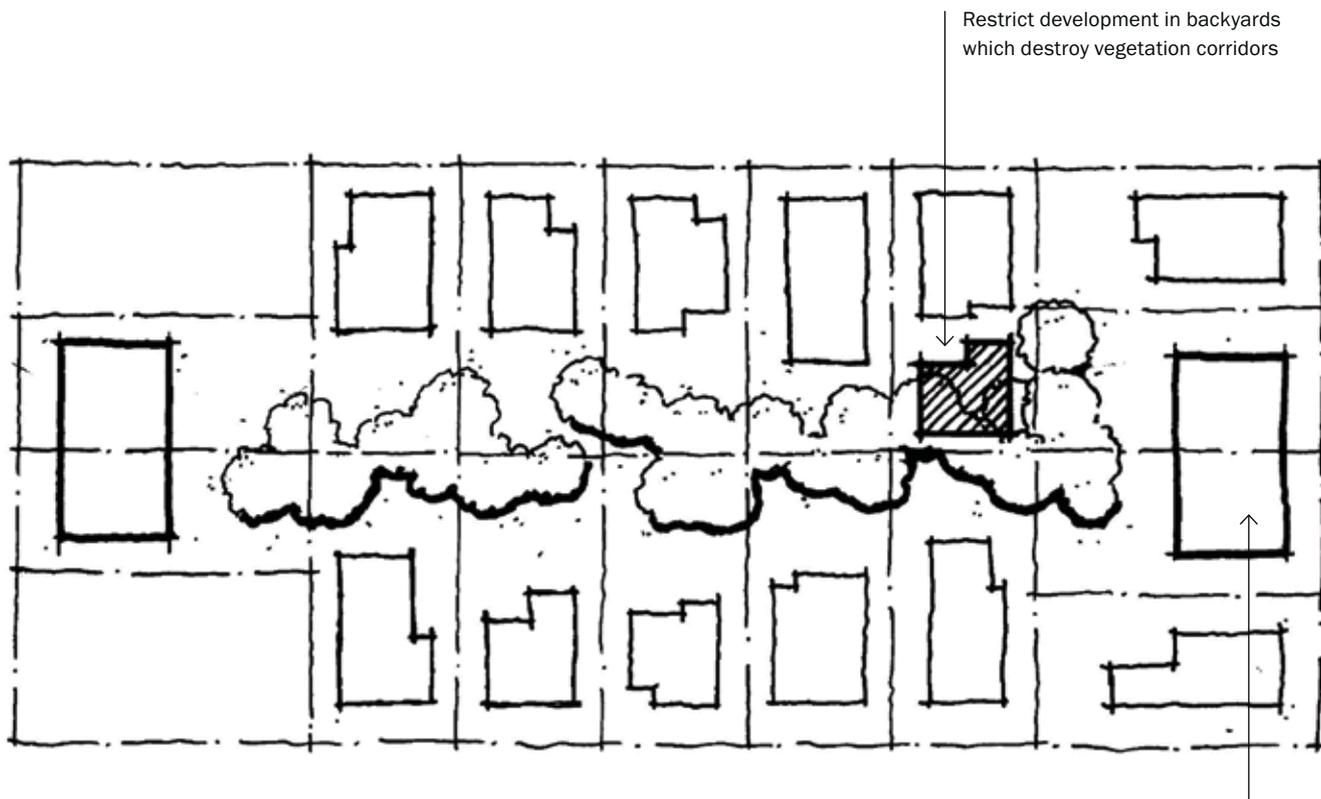
Type 1 location: Overlooking green spaces within easy walking distance of public transport.

Type 2 location : At the ends of existing rectilinear blocks, but not in the middle, where there is the potential to create a relationship with 'borrowed' landscape established in other people's backyards rather than in the back of blocks – Refer to the Borrowed Landscape Diagram.

Type 3 location: The creation of small units of increased density within the same scale as existing residences – ie 2 storeyed duplexes, which allow deep planting on the block. Maximum of 40% site cover.

Urban growth with increased tree cover

- Site design delivers high quality sub-tropical landscape amenity that promotes a landscape environment that is shaded, light and cool
- Development includes unobstructed deep planting zones
- Landscape is integrated with built form and should be of a subtropical character with appropriate robust and colourful sub-tropical species
- Where possible existing vegetation should be retained and incorporated into landscape corridors and /or contribute to open space networks
- Views overlooking established and future landscape pockets and corridors are to be protected and retained.



Built environment integrated with nature

Building designs reflect a contemporary urban subtropical character that promotes:

- Environment that is shaded, light and cool
- Outdoor or semi-enclosed public spaces that complement adjoining indoor spaces
- Openness and relationship to landscape
- Buildings incorporate the use of screening, sun shading devices and recesses in response to facade orientation to create comfortable internal and external spaces
- Buildings, wherever possible, achieve a strong relationship to landscape through a high degree of integration between indoor and outdoor spaces
- Landscape is integrated with built form and should be of a subtropical character with strong textures, colours and robust subtropical species
- Generous outdoor living spaces are incorporated into the design.

Balance building heights and vegetation

Create environments where built form and vegetation have equal prominence

Applicants submit site context studies showing height of buildings against dominant canopy height, and plans demonstrating quantum of mature trees and how buildings are set within vegetation.

Promote a range of medium density housing forms

- To support housing diversity and appropriate responses to sites and facilitate a range of medium density housing forms
- On single blocks, duplexes or terrace housing permitted, within a 40% site cover. Applicants to present site plan demonstrating how usable outdoor space is provided with opportunities for mature planting in backyards. Development of rear yards on up to 600m² blocks not permitted.
- On amalgamated blocks, a range of medium density forms permitted provided all other guidelines followed.

Ensure new development makes good neighbours and streetscapes

- The site layout contributes to the streetscape and overall residential amenity by buildings facing streets and on-site open spaces so that residents are provided with a sense of address and privacy
- The development has a clear and prominent principal entrance to the street frontage and/or individual entrances to individual ground floor units
- Carparking is conveniently located but does not dominate the street frontage.

Instead consolidate at ends of blocks

Above: Borrowed Landscape

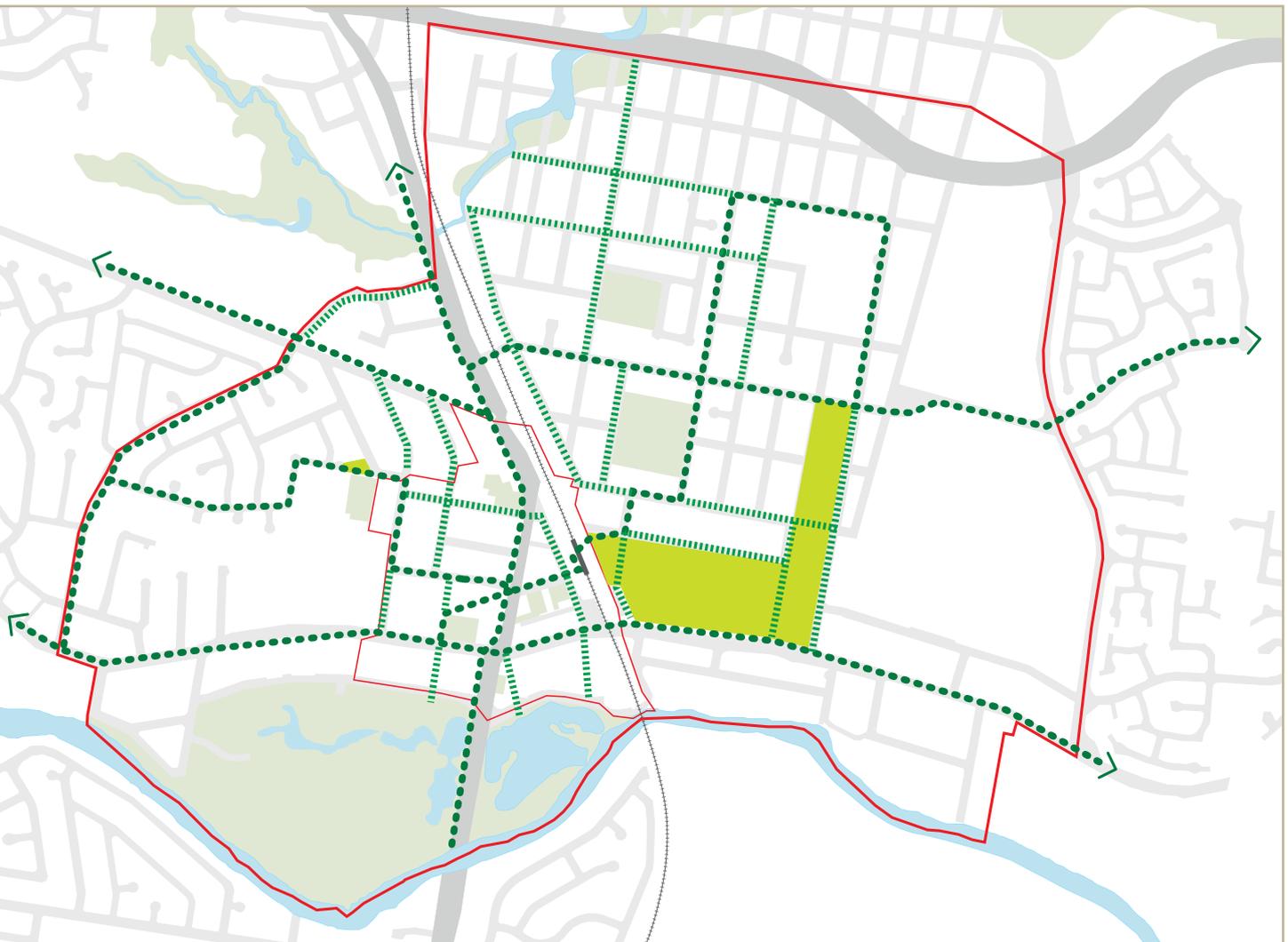


DIAGRAM H: CBD
FRAME - STREETScape AND
LAND PURCHASE

Legend	
	Major Streetscape Planting
	Minor Streetscape Planting
	Recommended Land Purchase Areas

4.1.4 Public space network

To augment the small scale infill development outcomes in the CBD frame area and achieve a high quality subtropical public realm an increase in the percentage of open space provision and types is required. A high degree of integration with the natural environment is also required to establish an enduring and dominant vegetated presence that both supports human occupation and increases flora and fauna habitat values.

The following objectives were developed to achieve this outcome.

Objectives

- Establish an integrated network of open space, recreation and public domain areas that facilitate and enhance the lifestyle of the existing and future residents and users
- Enhance pedestrian safety and amenity by applying CPTED principles to all designs (increased lighting, clear sight lines etc)

- Enhance use and integration with the existing Town Centre, Lagoon Creek and Centenary Lakes and regional trails network via improved amenity, brochures and signage
- Foster a distinctive community identity that reflects the depth of history, community pride and environmental values of the area
- Provide appropriate amenity, solar access and shelter for the range of seasons, particularly shade in summer
- Ensure WSUD principles applied to all public domain and streetscape projects
- Link with showgrounds to the CBD.



To achieve these objectives, the following demonstration projects were identified:

Recommendations

Open space

Key open space guidelines for the outer frame of Caboolture include:

- Diverse and sustainable range of public spaces – regional, district and pocket parks, playgrounds, youth spaces and streetscapes that encourage social interaction and use by all.
- Increase the pedestrian amenity in the western, north east and eastern residential areas to support the consolidation of the outer frame, improve pedestrian access to the CBD and provide a pleasant alternative transport option.
- Aim to provide access to a useable open space area within 400m walking distance of anywhere in the entire frame area. To achieve this council must begin to strategically purchase land parcels whilst the real estate market is low to build a network of open space areas linking Centenary Lakes to Lagoon Creek on both the eastern and western sides of the rail corridor. As densities increase in the eastern Caboolture area, these parks will become invaluable community resources and playspaces.
- Caboolture to D'Aguilar Rail Trail – as identified in the Caboolture trails strategy, the disused D'Aguilar to Wamuran rail corridor is currently being used

as an informal shared trail and particularly advantageous route for children traveling to school. Council to pursue acquiring the corridor from Queensland Rail.

- Utilise appropriate species selection in streetscape plantings to augment the habit links between Centenary Lakes and Lagoon Creek.
- Council to purchase land to create a pedestrian connection between Ruth Street and Mill Road and improve access to the western residential area.

Streetscape

- As identified in section 4.1.2 connectivity, supporting an environment that facilitates walking, cycling and public transport trips is a key ingredient in the development of a successful transit-oriented development. Diagram H identified both major and minor pedestrian routes that connect the western and eastern residential areas to the CBD, TAFE/QUT, hospital, bus and train stops.
- Identify WSUD opportunities in all streetscape upgrade projects to contribute to improving the quality of stormwater entering Caboolture River and Lagoon Creek.



DIAGRAM 1: CBD URBAN DESIGN FRAMEWORK

4.2 CBD

An integrated plan of development

Examples throughout our region, around Australia and the world show that successful centres are created over time by having a strong pattern, idea or unifying culture that underpins and coheres them, that is widely or commonly understood. Often this unifying feature is a street, a public space, or a network of streets and public spaces that cohere and give structure to the centre. Barcelona has Las Ramblas, Manhattan the Grid, Noosa has Hastings Street. Closer to home, in the past 15 years we have seen the transformation of centres such as the James Street Precinct in New Farm, and Bloomfield Street in Cleveland, where a clear vision has been set for the structure and identity of the public realm, and private development has moulded itself to contribute to the larger pattern.

To regenerate Caboolture in the future, a strong coherent pattern of public spaces and development needs to be established to guide all future decision making, and provide the template for the regeneration of the centre.

King Street and Beerburrum Road have provided some structure for the centre over time, but now, with the increasing strategic importance of the railway station, an additional layer of urban structure needs to be added to create the key linkages between the key magnets of the station, shopping centre, council offices/civic square and parklands.



Diagram I shows how a new urban structure can be overlaid on the existing, creating an integrated plan of development for the regeneration of the CBD. This new structure of public space is essentially a bisected diagonal rhomboid, which is generated by linking paths between key activity generators. The Civic Centre is an important 'fulcrum' or intersection within this pattern. King Street retains its primacy as the dominant mixed use/ retail spine, while a network of activated streets and squares that are lower in the retail hierarchy than King Street forms other linkages. The urban structure also reinforces a strong visual and actual linkage to the parklands in the widening and greening of pedestrian corridors towards the park along Beerburum Road.

This network of public spaces is framed and created with redevelopment. James Street is envisaged as an office and cultural/entertainment precinct which links directly to the Civic Centre and Civic Square, King Street is envisaged as a mixed use retail and commercial environment, and Esme Avenue overlooking the park is envisaged as a residential environment which captures the benefits of the views over the park and to D'Aguiar Range.

DIAGRAM J: 8 STOREY VIEW FROM SOUTH

Legend	
■	Commercial / Government Mixed Use
■	Residential
■	Existing Buildings
■	Cultural / Community Use



DIAGRAM K: UP TO 20 STOREYS
- EASTERLY VIEW

4.2.1 Land use and density

Diagrams K and L show massing models of the urban structure and how new development might occur in the future within the existing building heights framework of the Caboolture ShirePlan. The land use framework is as follows:

The train station is an important redevelopment opportunity. While it is unlikely that in the short term park and ride demands will relieve pressure on the immediate site for parking, in the medium term the site presents excellent opportunities for high intensity office/mixed use development which facilitates an improved link across the railway, and incorporates 'TOD Hubs' or small station-based convenience retail nodes to service travellers and immediately surrounding residential areas.

James Street, which incorporates the existing council owned site, can be redeveloped as a high intensity mixed use office and entertainment precinct, with ground floor uses which activate the street. The proximity of the sites on James Street to the train station suggest that the uses here should be of the highest intensity within the TOD area, and incorporate a strong mix of uses, but with offices space as the dominant use.

The civic/cultural precinct is currently under-developed considering its strategic location in the centre of town. This urban design framework strongly advocates the consolidation over time of the amalgamated Moreton Bay Regional Council offices into this location – which would entail a significant and higher intensity redevelopment of this site. This would provide the opportunity to establish clearer urban links and pathways, rejuvenate community facilities, and create a thriving hub of office and cultural uses in the centre of town, framing and activated civic space.

King Street is envisaged as a mixed use precinct with ground floor retail. The scale of development facing onto King Street is envisaged to be a lower scale – up to four storeys, with up to eight storeys toward the centre of these deep blocks. The four storey limit onto King Street is to maintain the dominance of vegetation and an 'urban country' scale to King Street. On the western end of King Street, in the future the current shopping centre can be redeveloped as a mixed use development which still may contain significant retail but in a different format from the current format. Along the western end of King Street, due to the more fragmented pattern of land ownership, it is envisaged that smaller scale redevelopment would occur throughout this area.

Esme Avenue and Elliot Street overlooking the parklands present the best possible sites for residential development, and it is envisaged that these developments can be up to eight storeys.



The PricewaterhouseCoopers study proposes the following floor area targets for 2026 for the entire Caboolture-Morayfield PAC:

- Up to 312,877m² of commercial accommodation
- Up to 196,096m² of retail accommodation
- Up to 80,493 dwellings, with between 16,605 and 28,024 dwellings in the CBD and frame area.

Floor area targets which are accommodated in the urban design framework are as follows:

Residential:

The urban design framework dwelling numbers target for the CBD is lower than the PWC target as the UDF takes into account design and amenity parameters, and the fact that many of the sites will be smaller scale consolidation sites rather than unconstrained Greenfield sites, which will impact on yield.

The overall target for dwellings in the CBD and frame area is approximately 11,700 dwellings, comprising 700 new dwellings in the core area – to the south of King Street; 5000 new dwellings in the consolidation areas immediately adjacent to the CBD (targeted @ 60du/ha) and 8000 dwellings in consolidation areas in frame area (targeted @ 35du/ha). This would result in an additional 17550 people living within close proximity to the CBD.

Commercial

The urban design framework tests two different scenarios for commercial development in the CBD core – a scenario where eight storeys is the dominant height throughout the CBD core, and a second scenario which tests the current planning scheme which imposes no height limits north of King Street, and where we have assumed a range of taller buildings between 16 and 20 storeys high. Total commercial GFA for the first scenario is 130,626m², while total commercial GFA for the second, higher building scenario is 187,577m².

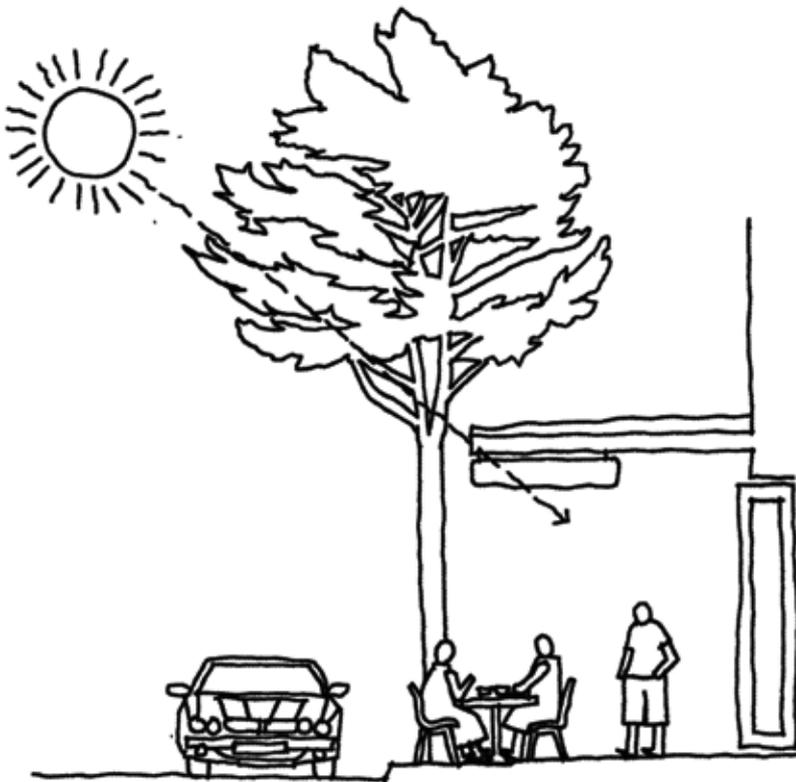
These allowance or targets for commercial floor space fall short of the PWC target, however are reasonable targets for the first focus area for the CBD. Once the core area is developed, it would be logical to consider other sites on James and King Streets as potential commercial/mixed use redevelopment sites in 10-15 years. The urban design framework is based on achieved critical mass in the core area shown to ‘kick start’ the revitalisation and activation of the CBD.

Retail

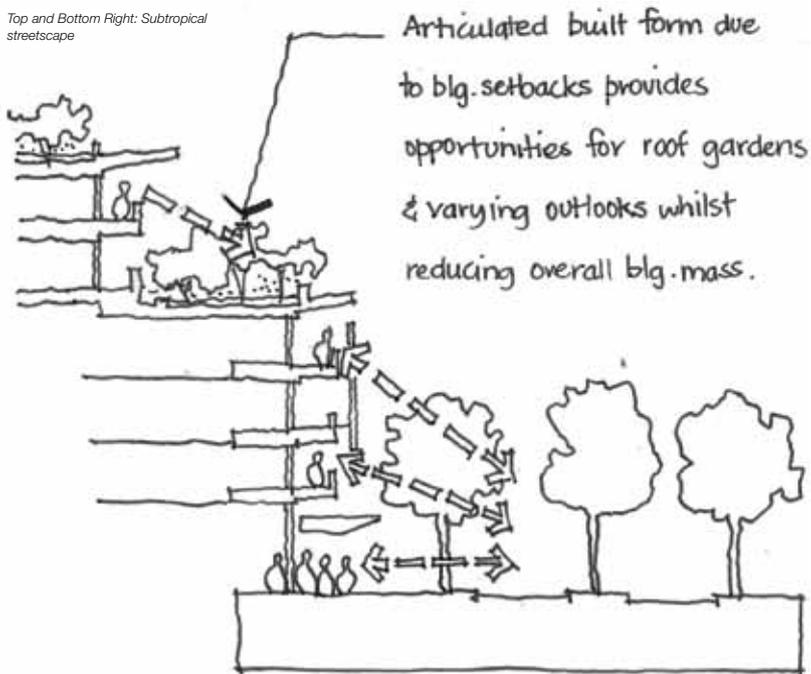
The urban design framework plan at present provides for approximately 40,000m² of new retail in addition to what exists in the centre at present. It is assumed that the vast bulk of retail growth targeted in the PWC report would be accommodated in areas outside of the CBD more suited to bulky goods and ‘big box’ format retailing.

DIAGRAM L: UP TO 20 STOREYS - NORTHERLY VIEW

Legend	
■	Commercial / Government Mixed Use
■	Residential
■	Existing Buildings
■	Cultural / Community Use



Top and Bottom Right: Subtropical streetscape



4.2.2 Design guidelines for CBD development

Objectives

The guidelines are 'scoped' here for adaptation into the Caboolture ShirePlan. These scoped elements are focused on achieving the following key outcomes:

- 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.

Accordingly, the guidelines require new development to:

1. *Contribute to the creation of human scale streetscapes*
2. *Contribute to the creation of shady subtropical public spaces*
3. *Facilitate the provision of deep planting zones*
4. *Create vibrant mixed use streetscapes*
5. *Create residential living environments which balance privacy and casual surveillance*
6. *Integrate environmentally sustainable design measures, in particular energy efficient design and water sensitive urban design measures*

Overall building form is designed as a series of human-scaled components to reduce overall bulk.

- Building mass is articulated to reduce bulk and to highlight the building address and prominent entry point/s
- Building design demonstrates 3-dimensional modelling that takes account of skyline and urban form considerations.

Buildings are designed to relate to human scale at street level.

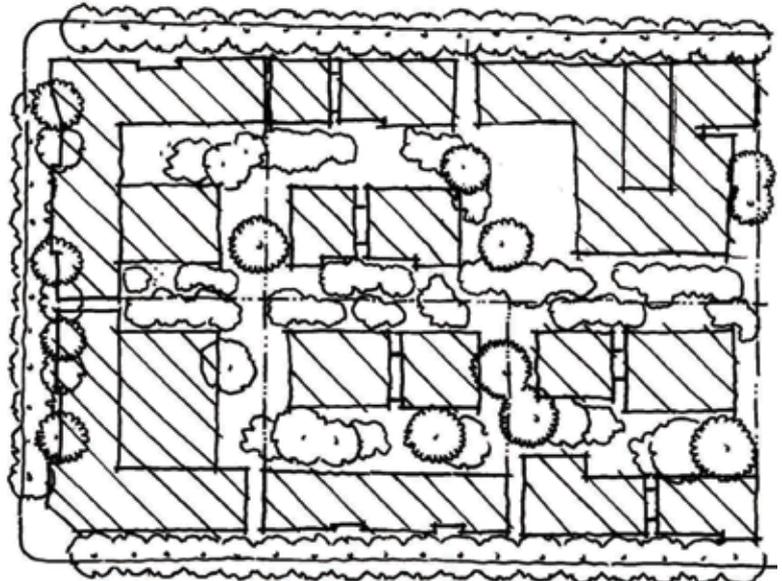
- Street frontages are to relate to pedestrian scale through the design of articulated awnings, shopfronts and entries
- Building heights facing King Street are a maximum of four storeys, with taller development set back 10m from the street boundary alignment.

Building frontages and streetscapes are designed to provide a suitable level of comfort for pedestrians in a subtropical climate.

- Awnings and verandahs overhang public footpaths to provide continuous shade and shelter for pedestrians
- Awnings over public footpaths are set back 1.5m from front of kerb to accommodate mature street trees
- New development is to make provision for significant street tree planting and landscaping areas which facilitate visual access to the building address and frontage

Building designs reflect a contemporary urban subtropical character that promotes:

- Environment that is shaded, light and cool
- Outdoor or semi-enclosed public spaces that complement adjoining indoor spaces
- Openness and relationship to landscape
 - Buildings incorporate the use of screening, sun shading devices and recesses in response to facade orientation to create comfortable internal and external spaces
 - Buildings, wherever possible, achieve a strong relationship to landscape through a high degree of integration between indoor and outdoor spaces
 - Landscape is integrated with built form and should be of a subtropical character with strong textures, colours and robust subtropical species
 - Generous outdoor living spaces such as roof gardens and verandahs are incorporated into the design.



Top and Bottom Left:
Deep planting zones

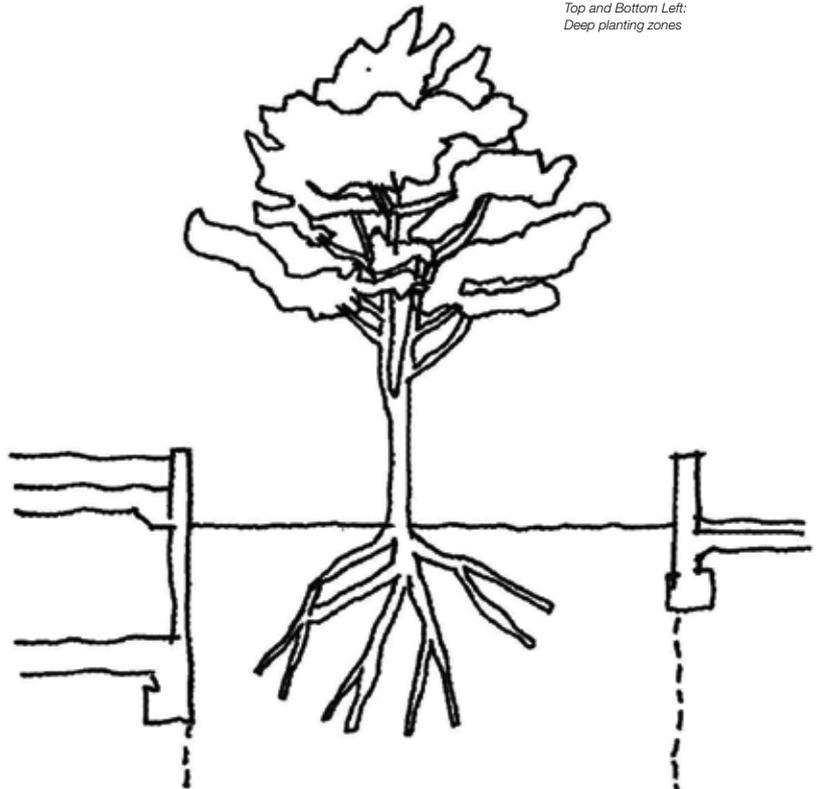
Planting design positively contributes to the amenity of the development and to the diverse subtropical character and ecology of the precinct.

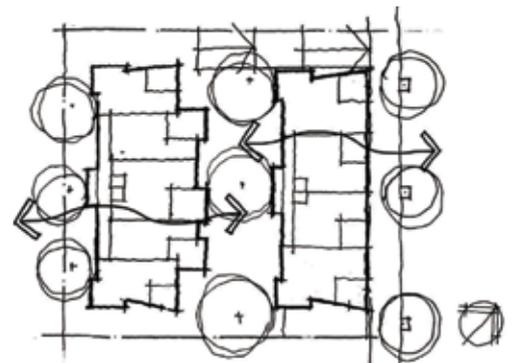
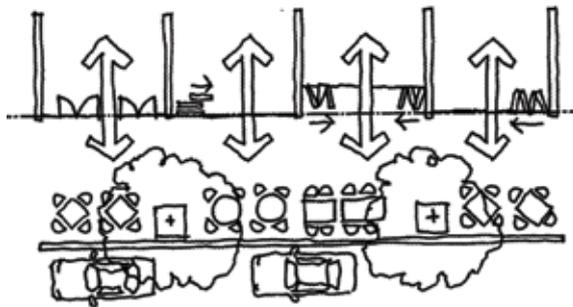
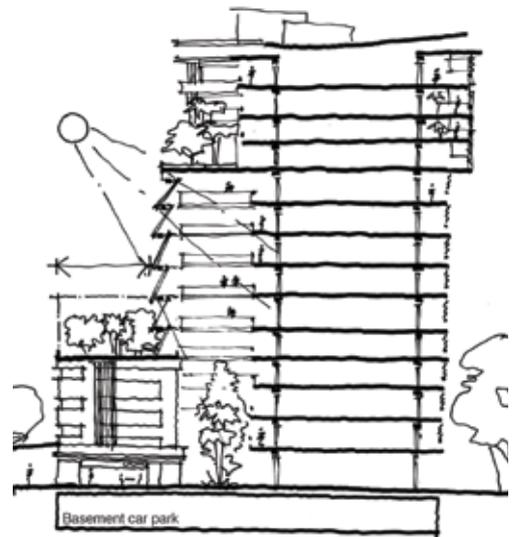
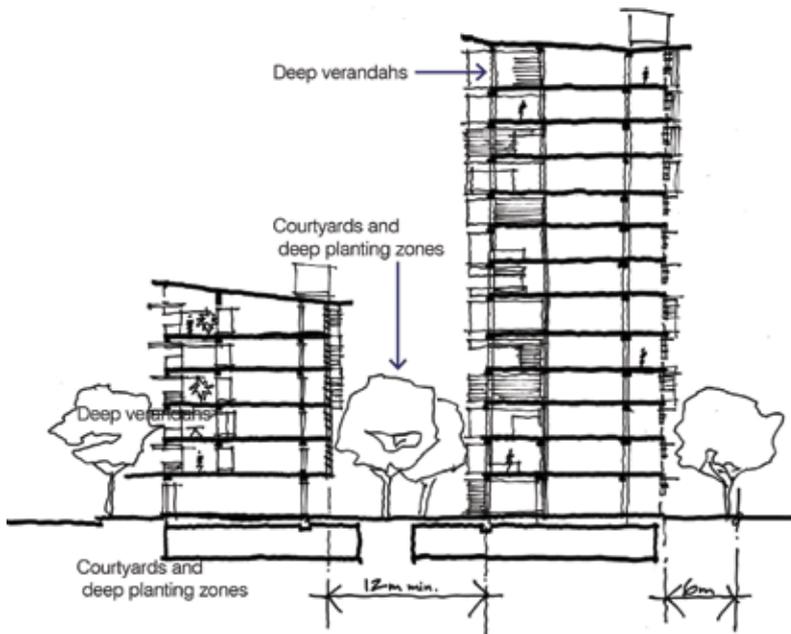
Landscaping incorporates a planting design which provides:

- a. A framework of predominantly endemic native species
- b. Native palm species planted as small groups amongst other tree types as an emergent feature
- c. Visual interest through form, texture and variations in seasonal colour
- d. Compatibility with buildings, hard paved areas, overhead and underground services
- e. Scale relative to the size and nature of the development and its setting
- f. A network throughout buildings of mature trees.

The opportunities for water infiltration on site are maximised by:

- a. Draining portions of hard surfaced areas to permeable surfaces
- b. Maximising areas of turf, garden beds and pervious paving types
- c. Minimising the area of impervious surface finishes on the site
- d. Providing permeable surface treatments.





Building frontages contribute to the creation of lively and active streetscapes. (Refer to Diagram M)

Full Active Frontage (100%)

Along King Street and Morayfield Road/
King Street intersection

Frontages must be designed in a manner that creates lively and interesting spaces at a pedestrian friendly scale. (Refer to Full Active Frontage Diagram)

- Stimulates activities that are likely to foster casual, social and business interaction for extended periods and encourages night time activity in the town centre for increased safety (such as shop fronts, indoor/outdoor cafes and restaurants)
- Present a maximum of 80% of building frontage as windows/glazed doors and a maximum of 20% as solid façade
- Buildings, wherever possible, achieve a high degree of integration between indoor and outdoor spaces
- Driveway access and service access to be located to the rear or side streets of full active frontage zones so as not to compromise the street character and pedestrian amenity.

Intermittent Frontage (85%)

Along James Street, mid-block adjacent to the parking station and directly outside the train station

The ground storey level of premises with frontage to a public urban space and key pedestrian linkages:

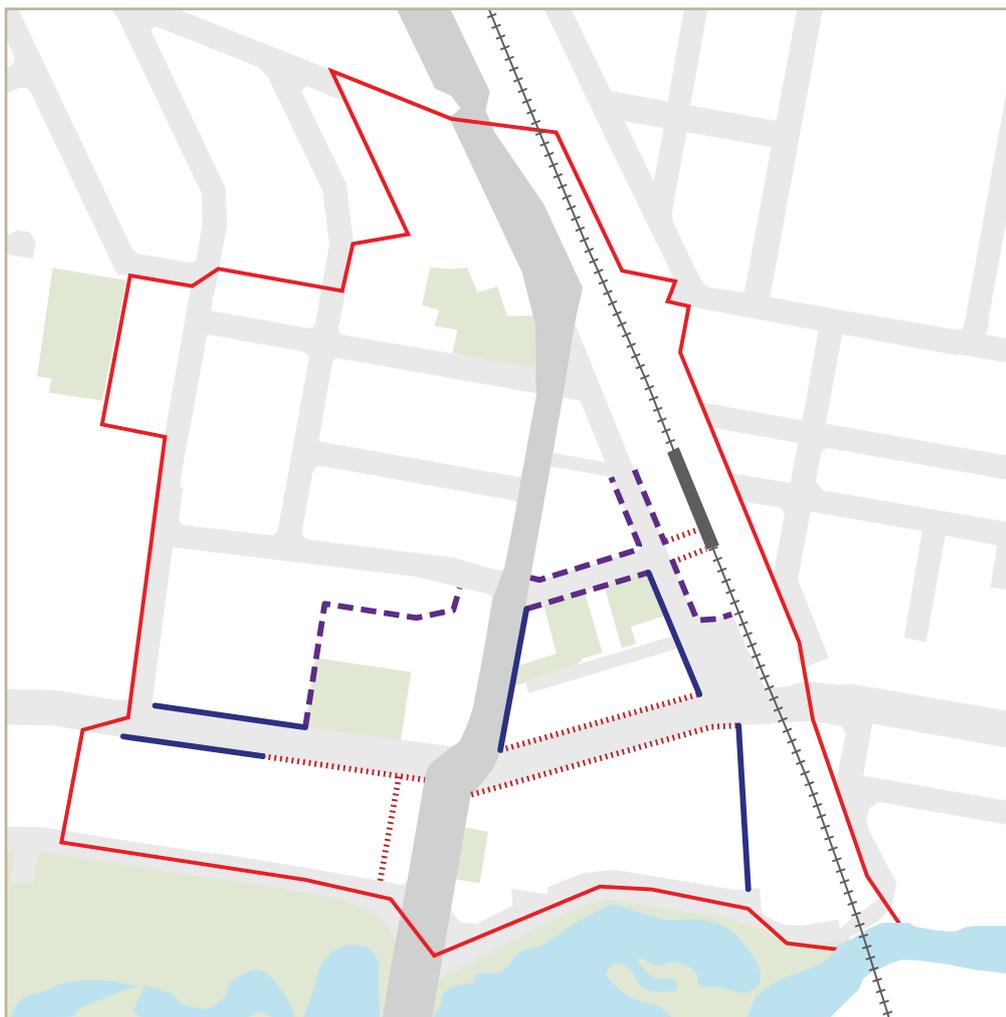
- Fosters activities that incorporate passive pedestrian usage both day and night
- Present a maximum of 70% of building frontage as windows/glazed doors and a maximum of 30% as solid façade
- Provide clear or relatively clear windows and, where provided, grille or translucent security screens rather than solid shutters, screens or roller-doors
- Aids in promoting CPTED techniques, such as passive surveillance and natural access control.

Top Left: Thin Plan Residential and Mixed Use Development

Top Right: Commercial Development with Atria and Lower Scale Development to the Street Edge

Bottom Left: Full Active Frontage

Bottom Right: Thin Plan Development for Natural Light and Ventilation



Targeted Frontage (60%)

Shopping centre complex, Matthew Terrace and Beerburum Road

- Present a maximum of 60% of building frontage as windows/glazed doors and a maximum of 40% as solid façade
- Provide clear or relatively clear windows and, where provided, grille or translucent security screens rather than solid shutters, screens or roller-doors.

Building layout and orientation should be designed to facilitate use of natural ventilation and daylight.

Buildings to be located and orientated in such a way that:

- Maximises internal cross ventilation and prevailing cooling breezes. (Refer to Thin Plan Development for Natural Light and Ventilation Diagram)
Maximises northern sun and screen undesirable western sun
- Reduces demands on non-renewable energy sources for cooling and heating.

Plan widths of buildings should:

- Allow for the maximum penetration of natural light and cooling breezes
- Avoid excessively wide facades and inadequate spaces between such buildings
- Avoid the negative effects of wind tunnelling on streets and outdoor spaces.

Best practice Water Sensitive Urban Design (WSUD) is incorporated within development sites and adjoining street frontages to mitigate impacts of storm-water run-off.

On site re-use and water quality improvement devices are incorporated into buildings.

Use of on-site water storage facilities (either above or below ground) to collect stormwater run-off for reuse on site for cleaning and irrigation purposes.

Footpaths incorporate one of the following possible solutions:

- Buffer strips, porous pavements, bio-retention systems and landscape swales incorporating basins and sand filters.

DIAGRAM M: ACTIVE FRONTAGES

Legend	
	Full Active Frontage (100%)
	Intermittent Frontage (85%)
	Targeted Frontage (60%)



DIAGRAM N: CBD PUBLIC DOMAIN

4.2.3 Public domain - demonstration projects

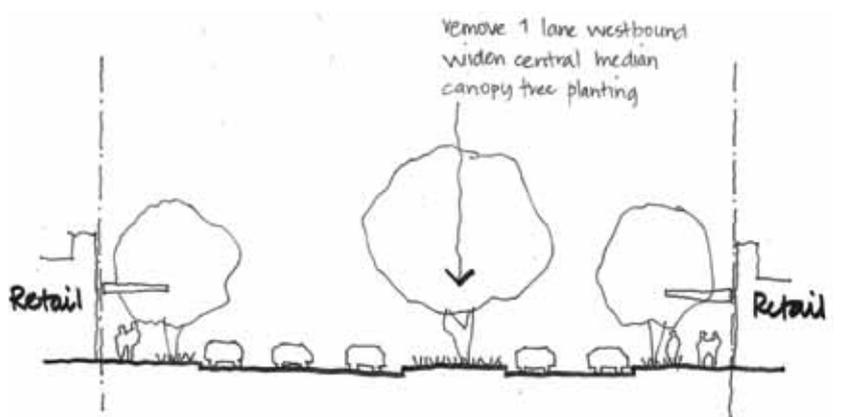
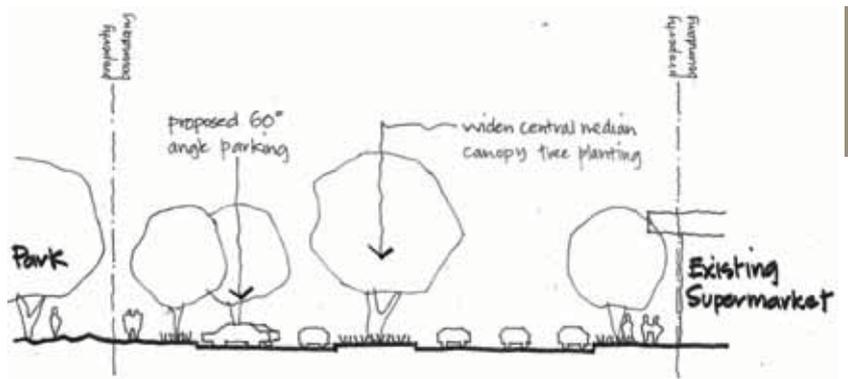
The creation of a safe, lush, subtropical public domain environment is an integral part of the future development of the CBD to further attract and retain visitors to the centre and underpin the 'urban country' qualities of the CBD. Although there are a number of existing significant quality parklands and planting in and near the CBD, both physical and visual linkages require improving. The core aim of the public realm is to retain the human scale dimension to the street environment and park spaces, ensure safety for users at all times of the day and night, and allow for informal and formal activities to occur.

The Caboolture CBD public domain will build on the previous streetscape project undertaken as part of the Caboolture CBD revitalisation and beautification project commenced in 2000, referencing the strong heritage themes and local environmental assets.

Objectives

- Establish the town centre as the focal point of all community activity and external programs
- Public spaces must have a clear accessible safe and convenient linkages, especially between the railway station, shopping centre, Civic Centre, Centenary Lakes and King Street
- Public spaces to have a sense of entry
- King Street to become a memorable and desirable pedestrian experience with improved safety and accessibility, lush subtropical planting, slow traffic speeds, discouragement of truck usage and increased on-street parking opportunities
- King Street to create a sense of arrival to the CBD via the upgrading of avenue tree planting, narrowing of roads, and additional signage (Refer to Lower King Street and King Street Diagrams)

- Active frontages within the public spaces to be encouraged to support informal surveillance and connection between buildings with uses during the day and night
- Public spaces to be designed to accommodate multiple, diverse users and activities, temporary festival events and flexibility to adapt to future needs
- Public spaces should have clear pedestrian movement routes, seating and clearly defined activity zones for various uses
- Public spaces should use themes that build on a distinctive topic and character that is meaningful to the local community and provides opportunity for creative expression. (for example the existing historical Indigenous and European stories used to develop the King Street Streetscape Improvement project)
- Design of the public domain and built form shall integrate public art planning and local creative talent in accordance with the council public art strategy
- Public space improvements should build on the existing assets of the CBD spaces, including mature shade trees, public art and streetscape upgrades, and where possible separate the pedestrian routes from the road network
- Ensure WSUD principles applied to all public domain and streetscape projects
- Enhance pedestrian safety and amenity utilising CPTED principles to all designs, this includes open views through parks, reduction of hiding spots, reduction of level changes, increased lighting and night time activation.



Top: King Street - pink line represents the widening of the central median

Bottom: Lower King Street - pink line represents the widening of the central median



DIAGRAM O: CBD PUBLIC DOMAIN
DEMONSTRATION PROJECTS

Demonstration projects

The CBD has been divided into a number of precinct areas (as illustrated in Diagram O) to capture the public realm improvements associated with the key catalyst site projects. Within these precinct areas a series of capital works demonstration projects have been identified to be funded and implemented by both council and private development contribution.

	Demonstration project	Related catalyst site	Purpose	Activity	Requirements
1	James Street Promenade	2	Paved pedestrian promenade	Provides direct tree lined pedestrian only access connecting the train station, civic precinct and shopping centre.	A generous space should be provided to allow the promenade to also function as the forecourt to office buildings in James Street, including seating areas and café spaces. Supplement existing mature trees with additional deep soil planting to establish a shady, vegetated barrier.
2	Town Centre	3	Civic heart	Focus for community gathering, cultural activities and identity. Public space for all age groups and participation in community life.	Retain balance between paved and grass surfaces and retention of mature trees. Remove stairs and severe grade change barriers and replace with contiguous ramped surfaces. Redevelop playground and stage amenities. Establish outdoor cinema, busking and other ephemeral activities.
3	Station Plaza	1	Pedestrian and cycle access and transport interchange	Transport interchange with east west bus lines and north south rail services. Will provide recognisable pedestrian connections to James Street Promenade and Walter Street to the east of rail line.	Concourse retail activity and related services encouraged. Improved overpass facilities to connect to eastern residential area.
4	Morayfield Road Pedestrian Link	4	Street frontage pedestrian link	Tree lined pedestrian link between King Street and Elliot Street along Morayfield Road.	Severe grade change – 10m drop – between King Street and Elliott Street to be addressed. Deep soil planting and green wall planting opportunities to enhance the street frontage of built developments. Creation of a new gateway that can respond to plantings in Lions Park on opposite side of road.
5	King Street	4	Main Street café/restaurant pedestrian precinct	Slow traffic, highly vegetated lush, wide footpaths with maximum active frontages.	Widen central median to create space for central line of trees to reinforce shaded avenue and main st designation. Add additional angle parking on street to slow traffic movement in the CBD.
6	Station Park	1	Local park	Open turfed area as local amenity.	Open turfed area with shade trees, seating and small play equipment. Pedestrian entry gateway to the CBD from the east. Involve young people in the design development.
7	Walter Street Streetscape	1	Streetscape upgrade	High quality pedestrian space or informal gathering.	Wide pedestrian area with lush shadey plantings linked to Station Park.
8	Armstrong Way + Matthew Terrace	2	Pedestrian link/pocket parks	Small seated areas with shade along pedestrian routes.	Creation of a series of seating and planting nodes behind King Street for workers and pedestrians to rest and eat away from traffic movement.
9	Centenary Lakes Pedestrian Link		Integrated pedestrian link	Tree lined pedestrian link between King Street and Centenary Lakes.	Severe grade change – 10m drop – between King Street and Elliott Street to be addressed. Deep soil planting and green wall planting opportunities to enhance the street frontage of built developments.
10	Lions Park	-	Village green/park	Play, weddings, relaxation, respite.	Existing soft landscape elements and water feature to be retained. Increase visibility into park from King Street, Morayfield Road and access to Centenary Lakes Underground powerlines along Morayfield Road. Plant on stone retaining wall.
11	Lakes Centre Pedestrian Link	5	Integrated pedestrian link	Pedestrian connection between King Street, Lakes Centre and Esme Avenue.	Highly visible and shaded pedestrian link that encourages and facilitates pedestrian movement between the train station, King Street and the Lakes Centre.
12	Esme Avenue	5	Streetscape upgrade	Pedestrian boardwalk and access to Caboolture River and Centenary Lakes.	Implement traffic calming devices to slow rat run traffic and replace 90degree parking with parallel parking to create more room for a pedestrian boardwalk along the Lakes.
13	Matthew Terrace Streetscape	1	Streetscape upgrade	Improved streetscape environment.	Upgrade streetscape amenity to link to Station Plaza and create a northern gateway to the CBD.
14	George + Haskings Streets Streetscape	-	Street planting	Improved streetscape environment.	Plant more shade trees along these streets to improve the pedestrian amenity links to the school and community facilities from King Street.



4.2.4 Key catalyst sites

Highest priority catalyst sites

The sites to the north of King Street are considered to be the highest priority sites to 'kickstart' the development of the centre (See Diagram P). This is because these sites include the two council-owned sites and the station site, where demonstration projects can be achieved that will offer private development the certainty of substantial public sector investment in the centre. All of these sites are earmarked for office and cultural uses, and are best-placed to accommodate substantial government office accommodation.

The train station site (3)

The train station is a critical site because it potentially provides a link between housing to the east and the CBD. Increasing the level of accessibility from the east will help feed and activate the CBD. Consultations have been held with Queensland Rail about this site and further establishment of partnerships are required for successful development.

It is recommended Queensland Rail take a staged approach to how they manage issues regarding 'park and ride' on the site. At present, there is high demand for 'park and ride', and they will be required to provide for it in the short-medium term. Ideas discussed for dealing with ongoing short-medium term 'park and ride' include;

- Relocating the park and ride elements further to the north of the station and redeveloping within a contained footprint around the station
- Developing park and ride in an above ground car parking component of the new development, designed so it can be later refitted as office space (ie with a suitable floor-to-floor height).

The train station development needs to incorporate a station plaza surrounded by shops, which is linked by

escalators to an overpass and convenience retail on the eastern side. The office towers associated with this development could be up to 20 storeys or higher depending on feasibility as there are no immediately adjacent impacts on lower scale development. It is important that new development activates the street and provides for night time safety in the precinct. Any car parking would need to be sleeved in retail at ground level.

Caboolture central site (1)

This site is critical as a council owned site and has enormous potential to be a strong demonstration project to set the bar for the quality, scale and ESD performance of development in the CBD. The proximity of the site to the Railway Station, King Street and the 'civic heart' precinct, gives it key strategic potential. This site has the prospective to support multi-storey development at a high intensity with a mix of uses.

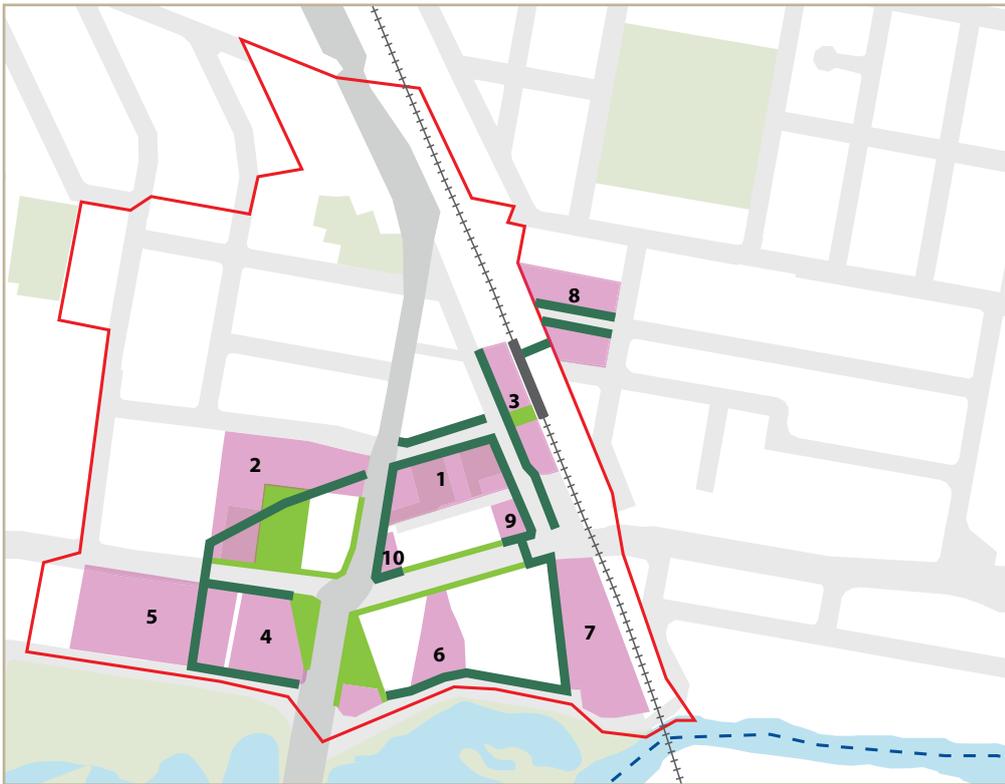
Bringing state government offices onto this site as part of a mixed use development would be an ideal outcome for the CBD. Ground level cultural uses also desirable, but it is imperative that 'big box' uses with blank walls do not end up on the street, but are sleeved into street fronting retail.

This site has excellent capability for green star rated development. The massing model shows the potential for a series of towers interspersed with atria and cross-block connections to King Street. This development could be utilised to help fund streetscape and public realm improvements to James Street, which is a vital component in creating a better pedestrian link to the train station.

The existing council offices site (2)

This project strongly recommends the consolidation of this site as the functional and symbolic 'seat' of Moreton Bay Regional Council. As the designated PAC, the council offices should be located in the highest-order centre. Locating the new offices for Moreton Bay Regional Council into the CBD would genuinely 'kick start' the development economy of Caboolture. Introducing many new office workers to the CBD and providing certainty and commitment to the local development industry about the status of the centre, would be highly beneficial. Locating the new offices on this site would also help to activate the area as the civic heart, and provide the opportunity to create new civic facilities in the centre.

New development on this site can also be utilised to create the critical link between the railway station and the shopping centre. It can also create a new civic space which is of higher quality, activated by new development in the surroundings with ground level retail and community uses. Orientation of the site also allows the potential to be an outstanding ESD development.



King Street sites - east (6)

It is acknowledged that the majority of these sites are smaller, individually owned lots, and may take some time to redevelop. A collaborated approach to this redevelopment would result with the most benefit to the CBD urban form. The preferred form of development onto King Street is four storeys with a 10m setback to taller development. It is essential that these developments are mixed use with ground floor retail to activate the streetscape.

The Seafood Market site (7)

The current location of the Caboolture Seafood Market provides an excellent location for substantial redevelopment. The proximity to King Street, existing civic amenities and the train station, as well as the broad views over the lakes and surrounding hinterland, offers a quality setting for a high density, mixed use development. This site has the capacity to provide for extensive commercial and office space with ground floor retail.

Residential sites (4-5)

To increase pedestrian activity, add depth to and increase the level of density in the CBD, several sites have been located for up to 8 storey residential accommodation. The most optimum sites for this form of development occur along the southern side of King Street. These sites were chosen because of the steep topography which slopes towards the south creating extensive views over the lakes and surrounding hinterland, as well as the close proximity to King Street, civic precinct, commercial offices and train station.

This development should also increase the level and quality of pedestrian access directly to the Centenary Lakes and sportsgrounds which currently have limited access. The residential apartments will also incorporate CPTED techniques and solar orientation allows the potential for ESD development.

The Shopping Centre site (5)

This site is envisaged as a mixed use precinct with ground floor retail. Development facing onto King Street is anticipated to be a lower scale – up to four storeys at the front, with up to eight storeys toward the centre of these deep blocks and residential at the rear as previously discussed. The current shopping centre should be redeveloped as a mixed use development which still may contain significant retail but in a different format from the current layout.

This site will also act as a key attractor for the rest of the centre’s developments. The location of the site at the western end of King Street influences pedestrians to move throughout the CBD, from the train station and civic precincts to promote and sustain an active and lively streetscape environment.

Appropriate development in terms of intensity and quality on all of these sites is crucial to the future success of the centre, and we strongly recommend that initial implementation efforts target successful development on these sites.

DIAGRAM P: CBD CATALYST SITES

Legend	
	Catalyst Site
	Public Realm Improvements Funded by Catalyst Project
	Public Realm Improvements Funded by Council

1. Government offices, cultural uses, ground floor active frontage onto 3 principal streets
2. Government offices, cultural uses, ground floor active frontage to principal public space and link through
3. Government offices, ground floor active frontage to principal street, station square
4. Retail mixed use, residential commercial, ground floor active frontage to 2 principal streets and green terrace linking to park
5. Retail mixed use, residential commercial, ground floor active frontage to king st
6. Residential
7. Residential, commercial, green link through block
8. Retail/community services, parking, railway link
9. Corner site, gateway building
10. Corner site, gateway building



5.0 Implementation

For council to achieve its goal of a sustainable, innovative, diverse, accessible, integrated regional centre, it must identify the priority actions and mechanisms that are available to them.

This section of the report focuses on the range of implementation methods that council can employ to reach the stated objectives of the core strategic principles.

This includes the following areas that council can focus their energies:

Leadership

Council to lead by example in delivering quality urban design outcomes for Caboolture.

Policy and Regulation

Establish a design led focus to policy and regulation.

Inclusiveness

Council to involve the broader community in the design, establishment and implementation of both built projects and activation programmes.

Recognition

Council will recognise and celebrate best practice urban design outcomes.

These actions can be used to underpin the detail of the proposed masterplan, support community development and also commence a dialogue with state government agencies and private developers.

The core principles of the action plan are driven by a civic led investment model that promotes high quality design outcomes and involvement. The private market cannot be relied upon in this area as leverage for economic improvement given the volatility of current global lending markets and the low economic status of the area. Civic investment by both local and state government departments should lead change within Caboolture to provide the context for private investment to flourish.

The post amalgamation transition could therefore present a unique opportunity to link the future of Caboolture with the future and face of the new Moreton Bay Regional Council.

Caboolture urban design framework Implementation action plan				
No.	Action	Timeframe	Partners	Funding
1	Utilise the masterplan process to further develop the direction of the various strategies identified in the UDF, key catalyst projects and inform the statutory amendments to Caboolture ShirePlan. Seek collaborations with major landowners within the CBD throughout the master planning process by recommending landholders prepare master plans for key private sites and enmesh this process within the overall CBD master plan development. This will enable council to influence broad planning and design of sites, provide more surety of future CBD development direction within the CBD and facilitate faster development processes.	Immediate	MBRC	MBRC State government
2	Create a task force (state government agencies, local government, community stakeholders, businesses and major landholders) to oversee and guide the development of the masterplan, application of urban design guidelines, development of the key catalyst projects and other programs. Facilitate state investment development in Caboolture CBD in line with state policies of decentralisation. Seek state funding for MBRC to undertake the master planning process, develop key catalyst sites and support place making and activation programs to stimulate revitalisation of the CBD. Develop an appropriate governance model to ensure the taskforce has an active advisory role within the master planning process and has a charter to facilitate broader community and state agency involvement in the master planning process.	Immediate	MBRC	MBRC
3	Identify a political champion with MBRC for the immediate revitalisation of Caboolture CBD and seek commitment across Moreton Bay Regional Council.	Immediate	MBRC State government	-
4	Investigate options to develop a memorandum of understanding with local quarries and truck drivers regarding heavy vehicle use of King Street to reduce amenity impacts at key times: Alternatively regulate and sign the exclusion of 4.5T trucks from King Street in the CBD and liaise with major truck companies in the area to establish appropriate alternative routes.	Immediate	MBRC truck companies	MBRC
5	To assist in achieving exemplary urban design outcomes, council to consider amending the existing Caboolture ShirePlan for sites within the CBD to allow for a reduction in the current on-site carparking ratios per development and a car parking contributions scheme (for developments that meet exceptional urban design outcomes).	Immediate	MBRC	-
6	Develop free or low cost programs held in the town centre run by either council or community groups funded by council (ie PCYC) to activate the town centre and compliment existing events programs.	Immediate	MBRC community	MBRC State government
7	Develop a stronger brand for Caboolture and utilise regional tourism advertising campaigns with local and CBD investment campaigns to market Caboolture as an accessible and emerging urban country centre on the metropolitan fringe.	Immediate - 1 year	MBRC DTRDI	MBRC DTRDI
8	Invest in a placemaking program lead by the Economic Development Unit in collaboration with landowners, Caboolture traders and the community to develop a collaborative economic model to revitalise CBD, particularly King Street. Support this placemaking program by developing a complimentary activation and events program.	Immediate - 1 year	MBRC traders DTRDI	MBRC Traders DTRDI
9	Employ a project officer (3 year contract basis) to oversee the implementation of the masterplan - manage the establishment of programs, strategic collaboration with state government departments, and implementation of both internal and externally funded catalyst projects.	1 year	MBRC State government	MBRC State government
10	Undertake detailed traffic modelling of King Street and develop a strategy to reduce traffic speeds and establish a pleasant and viable café/restaurant precinct.	1 year	MBRC	MBRC
11	Investigate car-pooling incentives for businesses in the CBD and potential to offer concessions in Caboolture ShirePlan for new development proposals that include a sustainable travel plan.	1 year	MBRC	-
12	Undertake a TOD transport study in conjunction with Translink and Queensland Rail to develop qualitative scenarios on a nexus between parking provisions, population demographic change models and incentives for alternative transport options to determine detailed requirements for future multi-modal needs.	1-2 years	MBRC QT	Co-funded
13	Undertake a district traffic study in conjunction with Main Roads to develop a strategy to slow and/ or remove traffic numbers from King Street and increase access to D'Aguilar Highway as an east-west bypass, particularly for heavy vehicles.	1-2 years	Main Roads MBRC quarries and truck companies	-
14	Prioritise the following developments to support revitalisation of the CBD inline with business and broader community engagement outcomes: Multistorey carpark Neighbourhood centre expansion Transit centre at western side train station.	1-3 years	MBRC PPP	Co-funded

**Caboolture urban design framework
Implementation action plan**

No.	Action	Timeframe	Partners	Funding
15	Utilise design competitions for significant developments on public sites/ or private developments to engage the public, design professionals and students in an urban design discourse and realise quality built outcomes.	1-2 years	MBRC private developers	MBRC private developers
16	Develop and implement a streamlined development approval process for CBD projects with a focus on producing high-quality urban design outcomes by scoring applicants against agreed urban design principles. Proposals that pass can be fast tracked through the streamlined process. Proposals that fail to reflect urban design excellence will need to be re-designed, or follow the current statutory processing timeframes.	1-2 years	MBRC	-
17	Strategic land purchases to increase open space provision within eastern and western residential frame including the following: Purchase lots between Ruth Street and Lill Road to open pedestrian links to the west of CBD Liaise with Queensland Rail to purchase the D'Aguiar - Wamuran Rail Corridor for recreational trail purposes.	1-3 years	MBRC QR	MBRC
18	Liaise with Queensland Rail to improve or increase safe and accessible crossing points over existing railway line to improve accessibility to CBD for pedestrians and cyclists.	1-5 years	MBRC QT	QT
19	Establish a capital works program for the implementation of both demonstration and catalyst projects.	1-5 years	MBRC PPP	MBRC external
20	Recommend that Moreton Bay Regional Council locates its main council office and chambers in Caboolture and ensure a large number of council officers are located in Caboolture buildings to increase the economic vitality of the CBD.	2-5 years	MBRC	MBRC



6.0 Appendices

6.1 Community consultation report - Plan C

Caboolture CBD Urban Design Framework

Community Engagement / Outcomes Report

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Table of Contents

1.0	Stakeholders	4
2.0	Introduction	5
2.1	Project objectives	5
3.0	Consultation approaches and methods	5
3.1	Interviews	6
3.2	Public workshop	6
4.0	Community engagement outcomes	7
5.0	Recommendations	9
5.1	Strategy 1: Facilitate appropriate development	9
5.2	Strategy 2: Improve access to and within the CBD	9
5.3	Strategy 3: Activate the CBD with events and programs	10
6.1	Public workshop outcomes	10

1.0 Stakeholders

The project team would like to offer kind thanks to the officers from Moreton Bay Regional Council and in particular individuals from the organisations and businesses listed below for their contributions during the community engagement process for the Caboolture CBD Urban Design Framework.

Businesses

Bell Miller Solicitors	Golden Casket Newsagency	PRD Nationwide
Caboolture Book Exchange	Hasking Street Pharmacy	Property Lovers
Caboolture Business Enterprise Group	Infocus Money Management	Ps Tacs Accountants
Caboolture City Second Hand	Ken Hicks & Associates	Railway Kiosk
Caboolture Commerce	Ken Lai Pharmacy	Realway
CBD Traders	Kookaburra Realty	Rockmans
Creative Cuts	KPE Developments	Sci Qual
CrediFlex	LJ Hooker	Scott Damien's restaurant
Crystal Connections	Madhu's hair	SEQ Skin Cancer Clinic
Cuckoo	Millers	The Club Tavern "The Twisted Arm"
DeMartini Fletcher	Mobbs and Company	Worklinks
D.M.E Law Pty Ltd	Newsexpress	
Fernwood	North Harbour	
Get Crafty	Office Choices	

Community/not-for-profit groups

Registered workshop attendees

Art and craft gallery	Cesidio Conte
Artisan's guild shop	Cr Adrian Raedel
Break Through Community	Cr Greg Chippendale
Housing Services Inc.	Cr James Houghton
Mission Australia	Cr Mike Charlton
Multicultural Association of Caboolture Shire	Cr Rae Frawley
National Rodeo Association	Eileen Meyer
Open Minds	Geoff Brown
Spiritus	Joy Leishman
	Peter Hamilton
	Phillip Akes
	Wally Wight

Moreton Bay Regional Council Officers Project Consultant Team

Catherine Rollo – Strategic Planner
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Michael Madden - Coordinator Structure Planning and Urban Design
Peter Rawlinson – Manager Regional Planning
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Sophie Head – Coordinator Economic Development

Plan C Project Team

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Hayley Ward – Communications Coordinator	Caroline Stalker – Director/Architect
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Tristan Peach – Project Manager	

2.0 Introduction

This report outlines the methodology and findings from consultation undertaken by Plan C during Stage 3 of the development of the Caboolture CBD Urban Design Framework (UDF). Consultation undertaken in stage 3 sought to gather feedback on the draft UDF and gather ideas from key CBD landholders, businesses, organisations and individuals towards activation and revitalisation of the Caboolture CBD. Engagement methods involved roving face-to-face interviews, phone interviews and a public workshop targeting businesses and groups with premises in the CBD, as well as key stakeholders such as commerce groups and major landholders.

There was a large amount of interest from stakeholders involved in the process in the Caboolture CBD. The information outlined in this report has been incorporated within implementation guidance for the Caboolture UDF and will provide valuable grass roots guidance to later planning stages and activation programs.

2.1 Project objectives

1. To engage with businesses, community groups and landowners in the CBD to communicate the urban design framework and to get their feedback on the draft UDF.
2. To seek ideas regarding activation and revitalisation initiatives to compliment the urban design framework process.

3.0 Consultation approaches and methods

3.1 Interviews

Plan C staff asked stakeholders for their comments on the UDF and also asked about public spaces, local culture and ideas for events. The questions were open ended and answers were grouped into categories/themes similar to the survey. All stakeholders visited for face-to-face interviews were provided with an information sheet and a map showing intended future uses from the draft UDF. During telephone interviews, stakeholders were provided with a verbal description of the key aspects of the UDF. Because most stakeholders were busy running their organisations/businesses it was not possible to explain the whole UDF to them during an interview, but all stakeholders were invited to the public workshop where a fuller explanation was provided by the project team. Stakeholders requiring more information during face to face interviews were shown the Caboolture UDF Preliminary Strategies to assist in communicating the vision and key aspects of the UDF.

TABLE 1 – CONSULTATION ACTIVITIES AND STATISTICS

Type	Description	Date	Venue	Number of Participants
Face-to-face interviews	Door-to-door interviews with businesses and community groups with premises in the CBD.	25/9/2008 - 9/10/2008	King Street	31
Phone interviews	Phone interviews following up people not able to talk when visited for a face-to-face interview. Also targeted businesses with premises on streets other than King Street.	26/9/2008 - 23/10/2008	N/A	15
Email	One response to the interview questions was received via email.	29/9/2008	NA	1
Public workshop	Detailed information provided on UDF and consultation to date. Stakeholders asked to provide feedback to facilitators in small groups.	13/10/2008	Main Hall, Caboolture Memorial Hall, King Street	26

3.2 Public workshop

A public workshop was held from 5 to 6.30pm on Monday, 13 October 2008 at the Caboolture Memorial Hall, King Street. The workshop was advertised via:

- The information sheet distributed to stakeholders
- A letter from Moreton Bay Regional Council to all addresses on their stakeholder database
- Verbal invitations to stakeholders interviewed by phone.

During the workshop, attendees were provided with a detailed explanation of the draft UDF, including key issues, proposed land uses and densities. Attendees were also provided with a summary of consultation undertaken up to 13 October, and were then invited to provide input to facilitators on a range of topics. This gave people the opportunity to make more specific comments on the draft UDF, supplementing the more generalised comments provided in the interviews.

4.0 Community engagement outcomes

The summary table below integrates comments arising from all consultation activities in this stage. The comments have been summarised under themes similar to those used in the survey questions. Full documentation of stakeholder comments from the workshop is provided in sections 6.1.

TABLE 2 – KEY OUTCOMES OF CONSULTATION

Development	General issues
<ul style="list-style-type: none"> ■ General support for the UDF ■ Want a cultural centre – use new and/or existing buildings ■ Need to differentiate CBD from Morayfield in terms of retail options and character ■ Focus around the town square / memorial hall area ■ More street cafes, ethnic restaurants, boutique shops, internet cafes ■ Make better use of lake area – walkways and cafes ■ BMX facility near Caboolture Train Station ■ Transit centre based around Caboolture station – suggestion for it to be on eastern side ■ Units must be affordable ■ Caboolture Neighbourhood Centre running out of space ■ Designate area around Hayes Street (east of railway line) as a “learning precinct” ■ Need for a department store ■ Getting government offices in CBD a key factor ■ Short-term accommodation for visitors. 	<ul style="list-style-type: none"> ■ Town centre dying, vacant shops, and some businesses expecting to close down ■ Poor state of Caboolture Park Shopping Centre ■ Noise from heavy vehicles on King Street not compatible with outdoor dining ■ Lack of affordable activities for young people and young families ■ Safety at night ■ Anti-social behaviour (swearing, drinking in public, hanging around) ■ Graffiti ■ Homelessness ■ Impact of redevelopment and rising rent prices on community groups/not-for-profits leasing premises in the CBD.

Transport

- Lack of parking – shoppers, business, caravans/ motor-homes, buses
- Business needs safe long term parking for employees
- Slow down King Street to make it a place, rather than just a corridor to pass through
- Ensure heavy traffic bypasses King Street – various opportunities for ring roads / bypasses
- Footpath problems for seniors with mobility issues
- Access to complimentary activities eg TAFE, showgrounds, hospital, Morayfield Centre
- Essential for council to implement car parking contributions scheme for CBD and frame.

Public spaces

- Streetscape improvements to streets other than King Street – eg provide bins and better landscaping on Annie, James, Hasking, Matthew
- Need for better pedestrian lighting
- People generally happy with parks in the area.

Activation - events and programs

- Support for expansion of Urban Country Music Festival in the CBD
- Linking events in the showground with the CBD eg the two rodeos, Sunday markets
- Events that lead up to and follow on from major events at the showgrounds eg family day with jug bands and mechanical bulls linked with rodeo
- Multi-cultural festival attracts 5,000 - 6,000 people to town square – town square cannot fit everything
- Low cost family days and picnic in the park
- Open-air movies and art displays
- Regional business and trade expos
- Food festivals and gourmet cuisine markets using food from region
- Monday - Friday events for workers eg markets
- Reclaim town centre at night
- Open air
- Multi-cultural.

Who to engage (in future consultation and activation programs)

- Train users
- Arts groups
- Seniors
- Young people – get them active in the community
- English second language, TAFE, university and school students
- Indigenous and multi-cultural community
- Traders and business networks
- Hundreds of seasonal workers eg strawberry pickers
- Need for political champion
- Caboolture Redcliffe Multi-Cultural Forum (CARM)
- State needs to put money into the CBD.

Cultural aspects to incorporate

- 129 different nationalities in the area
- Farming (strawberries, pineapples, dairy history)
- Historical buildings
- Kabi Kabi Indigenous people
- Diverse culture
- Low income area.

5.0 Recommendations

The following three strategies address some of the common issues and ideas raised by stakeholders during consultation. The table for each strategy outlines actions built from consultation outcomes that should be considered by MBRC as the CBD community's vision to improve the CBD.

5.1 Strategy 1: Facilitate appropriate development

There was a feeling amongst some stakeholders that the town centre was dying, and some businesses said they were expecting to close down or move to other areas. People mentioned the amount of vacant shop fronts in the CBD and many stakeholders expressed disappointment at the poor state of the Caboolture Park Shopping Centre. People also suggested that the CBD needs to differentiate itself from Morayfield in terms of retail options and character.

Actions	Timeframe	Who
<p>Form a development taskforce, led by a project facilitator or place manager, to encourage development by council, state government, the private sector, Public Private Partnerships (PPPs) and the community.</p> <ul style="list-style-type: none"> ■ Research governance models to inform structure, roles and membership of taskforce ■ Initially business and community groups should be considered for membership of the taskforce's advisory group ■ Regular progress updates provided to members. 	Immediate	MBRC Queensland State Government Business groups Landholders
<p>Define a brand/character for Caboolture and encourage land uses that will make the CBD more people friendly and differentiate it from Morayfield.</p> <ul style="list-style-type: none"> ■ Suggested appropriate land uses include: internet cafes, street cafes, a convention/cultural centre, a transit centre and private live music venues ■ Provide rates discounts and other incentives to encourage these uses. 	Immediate and ongoing	Business MBRC
<p>Support development of key CBD functions as recommended by stakeholders during consultation:</p> <ul style="list-style-type: none"> ■ Transit centre at Caboolture Railway Station ■ Large car parking facility ■ Explore options for increasing capacity of neighbourhood centre. 	5 years	QUT Queensland Rail Community groups

5.2 Strategy 2: Improve access to and within the CBD

The most common issue repeatedly raised by stakeholders across all categories was lack of parking. In particular, businesses said they needed safe long-term parking for their employees. Stakeholders saw the high traffic speeds and heavy traffic along King Street as a major constraint to developing a more people-friendly shopping strip, and emphasised the need for reduced speed limits and bypasses for heavy vehicles.

Actions	Timeframe	Who
Consider development of a public car park, the costs for which could be funded through levies and CBD rates following development.	6 months +	MBRC State government <i>(levies to CBD business and organisations)</i>
Allocate existing parking spaces in safe locations for long-term staff parking but preserve shopper parking in easy access.	6 months	Land owners MBRC
Improve physical and visual connections between CBD and other major destinations eg hospital, university, showgrounds.	1 year	MBRC Queensland Transport
Build a boardwalk along the river with legible connections to the CBD.	2 years	MBRC
Reduce speed limits on King Street, particularly during events.	1 year	MBRC Department of Main Roads
Improve connectivity across rail and main road corridors.	2 years	MBRC Queensland Rail Department of Main Roads

5.3 Strategy 3: Activate the CBD with events and programs

Many stakeholders noted safety issues in the CBD, particularly at night, created by anti-social behaviour such as drinking in public. Stakeholders also commented there were not enough affordable activities for young families and young people. The lack of activities to bring people into the CBD combined with the anti-social behaviour means it can be deserted at night and on weekends. Activation of the CBD is a complimentary process to the UDF development that will give people a reason to come to the CBD and stimulate local economic activity.

Actions	Timeframe	Who
Utilise vacant shop fronts for art, fashion and other displays. ■ MBRC to provide rates discounts or subsidise rental.	Immediate	Land owners MBRC
Develop an activation plan for the CBD with a regular schedule of events and expansion opportunities for existing events. (Refer tables 3 and 4 for preliminary ideas).	6 months	Community groups Business Plan C MBRC
Employ an events officer to organise events in the CBD.	6 - 12 months	MBRC
Expand graffiti removal program to include pro-active public art programs involving young people.	6 months	PCYC Bunnings MBRC Schools Burganga Justice Group

TABLE 3 – EXPANSION IDEAS FOR EXISTING EVENTS

Event	Timing	Expansion
Urban Country Music Festival	1-4 May '09	<ul style="list-style-type: none"> ■ Reduce traffic on King Street or close off from general traffic – improved conditions for busking and outdoor dining ■ Suggestion for stage in Lakes Centre Car Park ■ Lead-up and follow-on events.
Rodeos at the showground	June and Nov '09	<ul style="list-style-type: none"> ■ Lead-up/follow-on events in CBD ■ Improve physical linkages between showgrounds and CBD ■ Collaborate with National Rodeo Association in Caboolture CBD.
Woodford Folk Festival	27 Dec '09 - 1 Jan '10	<ul style="list-style-type: none"> ■ TransLink subsidy to reduce fares, increase frequency and extend hours of operation of bus between Caboolture station and festival site – get more people going to the event via Caboolture ■ Market accommodation opportunities to festival musicians and general public ■ Improve physical and visual link between railway station and CBD to encourage foot traffic.

TABLE 4 – REGULAR EVENT PROGRAM

Timing	Example events	Locations
Weekly	Regular mid-week events <ul style="list-style-type: none"> ■ School band performances ■ Education workshops ■ Migrant women's morning tea ■ After school activities. 	Town square
	Saturday <ul style="list-style-type: none"> ■ Regional cuisine and organic food markets every second Saturday (on the off-week of the Burpengary Organic Markets) with cafes, local art, local fashion and music ■ Open air movies. 	Town square
Annual	<ul style="list-style-type: none"> ■ Berry festival ■ Regional business/trade expo. 	Showground Town square
Ongoing	<ul style="list-style-type: none"> ■ Licensed buskers ■ Displays in vacant shop fronts ■ Community stalls ■ Open-air art exhibitions. 	Various

6.0 Public workshop outcomes

Development	<ul style="list-style-type: none"> ■ Locate transit centre on eastern side of railway station ■ Density diagram – misses out a section along the rail (presently zoned residential B, should be high density) ■ Key issues (for 35 dwelling/hectare area) <ul style="list-style-type: none"> ■ affordability ■ demand for units is based on price first, location second ■ units have to be cheaper than house/land package ■ currently good demand for unit stock between hospital and CBD ■ Caboolture Neighbourhood Centre located in town square – multi-tenancies. Do not have enough space. Currently divide the space into hours with various courses – anger management, counselling, budgeting, multicultural program, community ambassador program (local champions for different ethnic communities) ■ Caboolture Business Enterprise Group want to build a larger English language centre ■ More affordable student accommodation ■ Bring some of the QUT Carseldine courses (Carseldine campus closing down) to Caboolture campus ■ Potential to move neighbourhood centre closer to the train station? ■ Residents in Caboolture east (just east of train station – Hayes Street) want their area to be designated as a “learning precinct” with accompanying signage. The area has child care, an early years centre, a tech shed, TAFE, hospital, PCYC, preschool. Will give people pride in their community and address the current perception of Caboolture ■ Issues with site 10 – is it practical – land size? ■ Height limits in UDF reflect current scheme. Clear evidence is needed to determine whether we need change in height limit ■ PricewaterhouseCoopers report suggested height limit is not a problem – car parking ratios are ■ Need for department store within CBD ■ Getting government offices in CBD is the key. Need commitment from council to relocate all council functions to CBD.
Transport	<ul style="list-style-type: none"> ■ Ambulance and fire station located on eastern side of King Street which means access is required through King Street ■ Ring road or alternative bypass for CBD in order for east-west traffic to easily move (emergency traffic) and allow King Street to slow down ■ Check on status of connection to bypass from road next to hospital (see density diagram) ■ Pedestrian areas need to be designed carefully to be safe (currently some are unsafe). Increased population and business in town will help solve this with more people in the CBD ■ Essential for council to implement car parking contributions scheme for CBD and frame ■ How do we get the CBD to be a destination for the transport system? ■ Access to complimentary activities eg TAFE, showgrounds, hospital, Morayfield Centre ■ Safety with pedestrian and transport links – security and lighting ■ Accessibility along Morayfield ■ Transporting students longer distances ■ Car parking is a big issue – levied car parking – is it viable?
Public space	<ul style="list-style-type: none"> ■ Safety and sub-tropicality, lighting, planting.
Issues	<ul style="list-style-type: none"> ■ Security even during the day in King Street and perception of security required.
Safety of business	<ul style="list-style-type: none"> ■ A lot of community services in commercial premises on King Street – what will happen to them during redevelopment, and if rents go up how will they survive? Potential to relocate to the Hayes Street Learning Precinct – there is council owned land there that could be used ■ No one willing to spend money to upgrade the Caboolture Park Shopping Centre.
Who to engage	<ul style="list-style-type: none"> ■ Need for political champion ■ Caboolture Redcliffe Multi-Cultural Forum (CARM) ■ Set of networks ■ Youth / family / business / training / aged / refugee groups ■ English second language, TAFE, university and school students ■ State needs to put money into the CBD ■ Lack of leadership from council.
Cultural aspects	<ul style="list-style-type: none"> ■ 129 different nationalities in the area – more diverse than other parts of the region
Activation – events and programs	<ul style="list-style-type: none"> ■ Multi-cultural association aiming to help people start walking on their own feet, rather than continually being dependent on government. Programs to ensure migrants have their skills and degrees recognised in Australia ■ Starting a program with Department of Immigration and the Sunshine Coast Regional Council to have a settlement officer for Caboolture – could potentially go in neighbourhood centre, council don’t need to provide monetary support ■ Multi-cultural festival attracts 5,000-6,000 people from the Caboolture region <ul style="list-style-type: none"> ■ in-kind support from council ■ use the town square – now too small for the festival ■ tents, food workshops, departments and services ■ supported by business ■ NAIDOC week sacred music festival – town square ■ Christmas carols.



6.1 Urban Economic Drivers Report - PricewaterhouseCoopers

Urban Economic Drivers:

Caboolture-Morayfield Principal Activity Centre

Prepared by
PricewaterhouseCoopers

18th August 2008

Table of Contents

1	Executive summary	50
2	Introduction	51
3	Caboolture - Morayfield PAC overview	51
4	Property trends and macro-economic influences	52
5	Competition and market equilibrium	54
6	Impact of competition	54
7	Outlook	54
8	Findings and methodology	55
9	Planning considerations	66
10	Recommendations	66

1 Executive summary

On 30 June 2008, PricewaterhouseCoopers received written advice from Architectus Brisbane and the Moreton Bay Regional Council to conduct an independent desktop analysis of the projected commercial, retail and residential demand for the Caboolture Morayfield Principal Activity Centre. This report will focus on the property economic, business trends and social demographic drivers that will influence property development in the context of a designated Principal Activity Centre (PAC) as defined in the South East Queensland Regional Plan 2005 – 2026 (SEQRP).

This report is a preliminary evaluation that will comment on:

- The potential demand for commercial and retail business space and residential consumption within and adjacent to the PAC
- The projected economic drivers and the impact over a 18 year horizon (to 2026)
- Commercial balance to ensure development of the 'highest and best use' from a land use planning perspective
- The macro economic issues that will impact demand within the Caboolture-Morayfield PAC for:
 - the proposed provision of infrastructure
 - the impact of surrounding centres upon the economic drivers in the PAC
 - the property, business and social trends that will drive demand in the PAC
- Trends in the built form of commercial and medium density residential over a 18 year horizon,
- Additional town planning issues that could be noted by the Moreton Bay Regional Council.

To provide the required evaluation PricewaterhouseCoopers undertook the following methodology:

- Analyse the existing commercial and residential supply in the region and the PAC
- Analyse growth in commercial turnover, employment and population demographics
- Establish historical space requirement profiles from existing data
- Interpret data to produce a desktop analysis of the probable demand/consumption over a horizon of 18 years
- Interpret required town planning limits to ensure the PAC supports the highest and best use of available land
- Analyse competition factors in surrounding centres that could impact, positively and negatively, demand/consumption in the PAC
- Prepare preliminary report based on all immediately available information.

For the purposes of this report it has been necessary for PricewaterhouseCoopers to make various assumptions and qualifications to our analysis, including (but not limited to):

1. This study is a desktop analysis only.
2. The exclusion of cyclical market patterns.
3. Demand patterns are not to be overly influenced by planning decisions now and into the future.
4. Economic growth factors other than population are ignored.
5. The source data provided by the Moreton Bay Regional Council is reliable.
6. A building efficiency of 80% for commercial and 75% for retail.
7. One in three new dwellings will be attached dwellings and these are assumed to be located predominantly within the PAC.
8. A maximum retail building envelope of 50% of the total site area.
9. A maximum residential density of 60 dwellings/ha.
10. A displacement factor within infill locations of 8 dwellings/ha.

Sub-market specific assumptions are stated separately in the findings and methodology chapter.

The study has found the following range of projected area requirements by 2026 for the Caboolture – Morayfield PAC Catchment:

- 250,000m² NLA to 312,877m² NLA commercial business space
- 146,009m² to 196,069m² of retail business space
- An additional 47,696 to 80,493 dwellings within the Caboolture – Morayfield PAC Catchment including 16,605 to 28,024 dwellings within the PAC.

The recommendations from this report are for the Moreton Bay Regional Council to:

1. Review the current statutory planning schemes to facilitate infill and greenfield development to meet future projected demand.
2. Implement local structure plans that generate a compact and easily traversed city footprint to encourage commercial development.
3. Reduce the difficulty of amalgamating sites to encourage a higher density of development via efficient sites.
4. Dramatically reduce height restrictions to minimise required building footprints, encouraging of large net floor area building consistent with the projected accommodation needs.

5. Dramatically reduce car parking restrictions/allowances as to avoid penalising large scale NLA commercial development.
6. Ensure a ready supply of residential area around the TOD potential areas.
7. Develop strong planning controls incorporating the logical 'precincts' for land usages.
8. Transition current mixed uses in the retail precincts nearer to the CBD into definable and "readable" common use areas such as homemaker, bulky goods, building products and services and an automotive hub.

2 Introduction

Caboolture-Morayfield has been identified by the Department of Infrastructure and Planning in the South-East Queensland Regional Plan 2005 – 2026 (SEQRP) as a Principal Activity Centre (PAC). PricewaterhouseCoopers has been engaged as a subcontractor to Architectus Brisbane to conduct an independent desktop urban economics analysis of the Caboolture Morayfield PAC for the Moreton Bay Regional Council. The purpose of this report is to project the potential demand for commercial, retail and residential accommodation out to 2026. The projections are based on demographic trends, market indicators from other centres and information supplied by the Moreton Bay Regional Council.

This report will address the urban economic factors and drivers that should be considered in the development of a structure plan for the Caboolture Morayfield PAC. Addressed further is an outline of the development incentives/constraints that are recommended to ensure the highest and best use of property in the PAC and that a satisfactory market equilibrium is maintained to ensure functionality and amenity.

3 Caboolture - Morayfield PAC overview

Caboolture and Morayfield were identified in the South East Queensland Regional Plan (SEQRP) as a future Principal Activity Centre (PAC) along with 14 other centres in South East Queensland. An existing, active access to passenger rail, arterial roads, additional development potential and a central location makes the existing Caboolture CBD the logical pivot of the new commercial, retail and residential hub with strong potential to incorporate Transport Oriented Development (TOD) principles.

At the date of the 2006 census the Caboolture statistical local area accommodated 7,210 dwellings. Of these dwellings 5,532 were separate single unit dwellings, 370 were semi detached, 775 were classified as attached dwellings and 111 dwellings were classified as "other". Caboolture CBD has a sub-regional shopping centre on King Street with a gross lettable area (GLA) of approximately 18,000m² with Kmart and Coles as the anchor tenants. Following Morayfield Road, towards Morayfield, a homemaker centre is located on the eastern side. Morayfield contains three neighbourhood shopping centres with a combined GLA of approximately 15,000m² and the major regional Morayfield Shopping Centre with a GLA of 58,661m². There is also substantial but unmeasured areas of service industry and retail warehousing in the area particularly along major roads.

Commercial

As of the date of this report, due to the lack of commercial information, the total Net Lettable Area (NLA) of commercial accommodation in the region has not been determined. Visual street level observation of Caboolture and Morayfield suggest that office accommodation is minimal, consisting mainly of service industry (banks, real estate agents etc).

As outlined later in this report the lack of information on current capacity is not an impediment to this report as the existing commercial business space does not and will not meet future demand on the basis of quality.

Retail

The suburbs of Caboolture and Morayfield accommodate approximately 91,000m² net lettable retail area. The majority of this is within the Morayfield Shopping Centre and the Caboolture Park Shopping Centre.

Centre Name	Type	Suburb	NLA
Caboolture Park Shopping Centre	Sub Regional	Caboolture	18,065
Heritage Plaza	Neighbourhood	Morayfield	2,836
Market Plaza	Neighbourhood	Morayfield	5,000
Morayfield Shopping Centre	Major Regional	Morayfield	58,661
Morayfield Village	Neighbourhood	Morayfield	6,359

Table 1: Existing Retail Facilities in Caboolture and Morayfield Source: Property Council of Australia

Morayfield Shopping Centre accommodates five major tenants totalling over 30,000m² of the total GLA, while providing over 23,000m² of specialty retail consisting of 154 tenancies. The centre also has a 500 seat food court with 11 tenancies.

Caboolture Park Shopping Centre is an enclosed, air conditioned centre located centrally on King Street in the Caboolture CBD. There are plans for refurbishment, however currently the centre accommodates a Kmart and a Coles with some additional specialty and convenience tenancies including a newsagent, craft store and a small food court. However, a street level observation indicates that a relatively large amount of tenancies were vacant. These vacant tenancies included several shops with King Street frontages.

The retail industry is the largest employer in the Caboolture Morayfield PAC Catchment, (followed closely by manufacturing and health care and social assistance), employing 13.3% of the population as of 2007.

Residential

The current market for residential accommodation in Caboolture and Morayfield has slowed significantly in recent months. Anecdotal evidence from local agents suggests a 10% drop in realisations, a significant amount of resales and marketing periods extending towards 120 to 150 days for a property of average quality.

RP Data research shows that in the financial year 2007-08 a total of 636 sales were recorded in the suburb of Caboolture; however, the majority of sales occurred before January 2008. Figure 3 below shows the number of sales by month for the financial year 2007-08 for all residential accommodation in Caboolture.

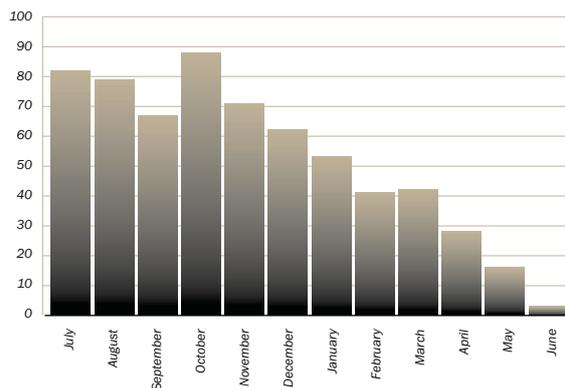


FIGURE 3: NUMBER OF RESIDENTIAL SALES BY MONTH FY07-08 SOURCE: RP DATA

Supporting the anecdotal evidence, Figure 3 shows the downward trend in sales rates has been rapid since October 2007. The June total, however, may be inaccurate pending an update of RP Data, as it is a lag indicator; only three sales have been recorded.

Along with the historically significant slowdown in sales, the gross realisations for residential property have also dropped, as per Figure 4 below.

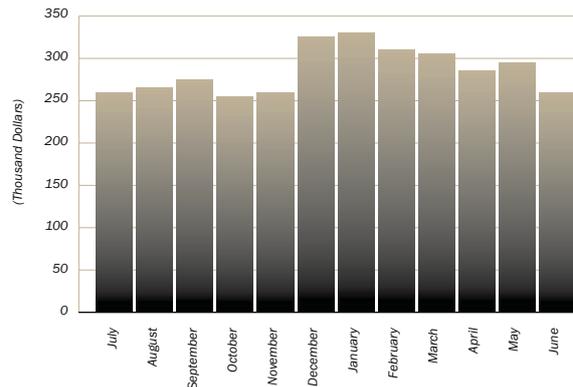


FIGURE 4: AVERAGE MONTHLY RESIDENTIAL PRICES FOR CABOOLTURE SOURCE: RP DATA

Although evidently down from the sales peak in January 2008, the May average (as June may be unreliable) is above the average realisation for the remainder of the 2007-08 financial year.

4 Property trends and macro-economic influences

Commercial space

The likely direction of commercial development in South East Queensland, especially commercial CBD development, will be influenced to a very significant degree by a number of key factors over the next five to ten years. These include:

- The extent to which the Queensland Government decentralises its office space out of the CBD. It should be noted that there are a number of major government occupancies within the Brisbane CBD that have leases falling due within the next two to three years. It is unlikely that a new office building could be constructed in a principal activity centre to meet this timeline therefore the only option for the state government is existing space in the short to medium term. We have ignored intergovernmental "synthetic" leases of state owned property as they can be quickly modified to allow relocation.
- How strictly the state government mandates office development occurring exclusively in the principal activity centres. The New South Wales government adopted a model in the mid to late 1980s which prohibited major

office development outside of designated centres.

The emergence of a central planning role for the state government in Queensland over the last two years puts it in a position to have significant control therefore over the location of additional office space.

- The extent to which the high levels of residential development in the Brisbane CBD moderate and the extent to which they are replaced by office. The Brisbane CBD is experiencing current high levels of office development and relatively low levels of residential development. This trend probably commenced two years ago with a shift in applications to capitalise on the current office undersupply.
- If the Brisbane CBD car parking supply can accommodate needs. The city has lost five or six major commercial car parks in the last two years to redevelopment. CBD permanent parking fees have risen by over 50% in the last three years and this will have a short term effect on the ability of companies to secure staff and efficiently run operations. Recently the Brisbane City Council announced a proposal prohibiting approval of new car parking structures in the Brisbane CBD.
- There has been a marked shift in the last five to seven years for lower order professional service firms to move to centres such as Chermside, Springwood and Toowong in response to traffic congestion, increasing rents and increasing car parking costs.
- The impact of traffic congestion on private and business motor vehicles accessing the city.

Retail

Retail spending is currently experiencing a general slow down. Following expansion and extension to stock, mainly in major centres over the last 10 years. The industry is refocussing on refurbishment and adaptation to increasing demand for entertainment and improved facilities in centres.

- Average spend per visit in increasing and younger families continue to lead the highest spend category.
- Leakage of spending to the Sunshine Coast and Brisbane will be a potential issue for expansion of the Caboolture Centre and quality retail outcomes will be need to hold this spend.
- The current trend to specialist centres such as homemaker, bulky goods retail, showroom warehouse and the slow drift to e-shopping will all influence Caboolture - Morayfield during the period through to 2026. The current fragmented mix of retail centre, warehousing, building materials/ services, automotive supply/servicing and homemaker will need to transform into definable precincts over time. Consideration should be given to restructuring industry and industrially based retail out of the CBD frame over time.

Residential

South East Queensland has set large targets for infill and greenfield residential development within the SEQRP. The new Urban Land Development Authority is overseeing urban renewal projects currently in Hamilton North Shore, Fitzgibbon and Bowen Hills among others to accommodate population growth.

- The major upsurge in development in and around the Brisbane CBD will accelerate in the future with the major infrastructure projects that will continue to disrupt business, travel and the current equilibrium between detached housing and attached housing. For example, the total number of dwellings that could be produced by the Eastern Busway, West End, Woolloongabba, Bowen Hills, Hamilton North Shore, Lutwyche, Airport Link and other developments is likely to dramatically exceed current uptake rates for apartments. This will be further exacerbated by the current push to substantially increase residential densities around existing major transport nodes such as Milton, Auchenflower, Cleveland, Ferny Grove and so on.
- Currently, per bedroom costs for apartments are 80%- 90% higher than detached dwellings and there is a general dissatisfaction with apartments and other attached dwellings in outer ring suburbs.
- This suggests to us that there is only two market drivers which could increase demand for apartments in the Caboolture frame and this is relative pricing and affordability and their dynamic with quality.
- Caboolture also appears to have a very significant supply of englobo land that will become available in the future, considering the current review of the north west of Caboolture (Wamuran). This englobo land and the expansion of existing settlements such as Beachmere, Bribie Island, North Lakes and other established residential developments will provide a reasonable potential supply of detached dwellings in the future.
- Displacement factors will also have a significant effect on housing demand as adaptive use and/or redevelopment of existing low density housing will accelerate demand for replacement stock.

5 Competition and market equilibrium

Like most economically driven markets the real estate market is constantly trying to achieve equilibrium. As an imperfect market this equilibrium is across two dimensions. Firstly, supply and demand balance and secondly market sector balance.

The dynamics of supply and demand are well documented and relatively easy to understand when viewed in the context of the Caboolture – Morayfield Principal Activity Centre. Zoning determines use; demand for use determines supply, supply delivery and price.

The dynamic between the sub-markets is far more complex. It is driven by myriad criteria and controls all acting in concert to produce a marketplace. This complexity can be simplified by understanding that only a small handful of these matters ultimately control the macro environment. These matters include:

- Land use statutory planning
- Other Government regulation and policy
- Achievable realisations
- Probable development costs
- Demand/supply dynamics
- Government fees and development charges
- Risk reward expectations.

Taking a simplistic view, the major influences that local government can have on the shape of a city are through regulations and statutory planning, a practical cost recovery regime for infrastructure, and reliable and timely development assessment.

These will all be dealt with later in this report in relation to their ability to influence the shape of the Caboolture – Morayfield Principal Activity Centre.

Clearly an understanding of this interaction between competing land uses, in this case retail, commercial and residential determines the shape of a modern urban hub.

6 Impact of competition

Each of the market sectors considered in this report (ie commercial, retail and residential) respond to a different set of competition criteria. For example, it is common for residential development to be speculative while it is historically uncommon for commercial development to occur without the certainty of a committed tenant. Conversely, the land component of a development is relatively small in commercial projects and relatively high in residential developments.

Profitability and risk reward expectations of the development industry are perhaps the greatest catalyst to development control. Each of Australia's capital cities (other than perhaps Canberra and Adelaide) have experienced some degree of CBD and near CBD competition between the commercial and residential developments. Retail has been fairly consistent in this mix as it tends to occupy the lower floors in both submarkets.

In extreme circumstances the competition between commercial and residential can have serious and significant long-term impacts on the shape of a city, its lifestyle and its commercial heartbeat. For example a flush of CBD and near CBD residential development in Brisbane in the late 1990's and early 2000's caused a stall in the commercial development marketplace, which in all probability was the root cause of Brisbane's commercial rental crisis in 2006.

It is crucial that the correct mix of land uses is created (within the right precincts) to accommodate competition and amenity in a business district core and frame.

7 Outlook

It is understood that Caboolture is a PAC under SEQRP 2005-2026, assuming there will be some degree of control over where office space can be built (due to policies such as the SEQ centres policy), then it is likely there will be a spread in demand for new classes of office accommodation. It is possible that over the period of this study 2008-2026 that demand for A grade and perhaps even premium office space will occur in the Caboolture PAC.

Due to pressure on dwelling targets under the SEQRP 2005 – 2026, there is potential for a high number of apartments that could occur in infill developments and urban renewal areas (ie Bowen Hills, West End etc.) which will indirectly impact demand for residential dwellings in the Caboolture apartment market.

Mitigating against this potential fall off in demand will be the price advantages that the Caboolture apartment market should have over near city areas, provided development is well managed. However, the most unpredictable element of housing demand is the level of investors that might enter the Caboolture market during the planning period artificially inflating development site acquisition prices on the basis of speculative yields.

8 Findings and methodology

This section of the report is designed to provide a projected outcome as to what levels of absorption the commercial, retail and inner-residential markets of the Caboolture – Morayfield PAC could achieve. This study is based on a mathematical calculation projecting the area required to accommodate the three predominant submarkets in the Caboolture CBD over the next 18 years. The figures are based on reasonable levels of research and sound analysis to project the potential future levels of consumption. However, the lack of quality base data for Caboolture has provided some difficulties for our analysis. To offset this we have undertaken some sensitivity analysis incorporating a high, medium and low demand projection for residential, and a high and low projection for commercial and retail accommodation.

A population projection was calculated based on the projected growth rates contained in the social profile fact sheet provided by the Moreton Bay Regional Council. This population was then multiplied by a market derived driver; being a m² per capita ratio for commercial and retail projections and new residential development approvals per 100 people per annum (reduced to a per person rate); to find a total area and dwelling requirement for the Caboolture – Morayfield PAC Catchment.

The projected population of the Caboolture – Morayfield PAC is represented in Figure 5 below. This population projection was provided by the Moreton Bay Regional Council, projecting a population of 333,736 by 2026.

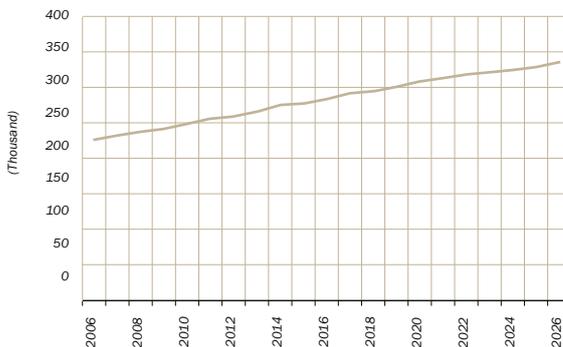


FIGURE 5: POPULATION PROJECTIONS CMAPC CATCHMENT
 AREA SOURCE: MORETON BAY REGIONAL COUNCIL

Commercial methodology

As mentioned earlier in this report, the Caboolture – Morayfield PAC currently accommodates little commercial space. As quality source data for analysis was unavailable, a standard demand analysis was difficult to perform. Therefore a simple equation was devised, where the net accommodation of the Gold Coast, Chermside and Ipswich PAC's were divided by their respective statistical district populations to produce a rate per capita requirement.

The average and inflated rates of the above centres range of supply per capita were adopted to calculate the low and high demand projections m² per capita rate for the Caboolture – Morayfield PAC. When multiplied by the population of the Caboolture – Morayfield PAC Catchment, projections can be made for the required area. The rate adopted for the gross required building area of 0.75m²/capita was adopted as the base case demand. The rate adopted for the gross building requirement for the inflated demand was 0.93m² per capita.

This figures as noted were used to project what the appropriate range of office space should be in the Caboolture – Morayfield commercial market.

Once the gross floor area has been calculated, assumptions have been made to calculate the required site area for commercial development. The assumptions were:

- The average building height would be 8 stories
- The building footprint would be 80% of the site area
- The car parking would have a 70% efficiency and will be located underground
- The planning scheme is relaxed from prescribing 1 carpark per 25m² of NLA to 1 carpark per 100m² of NLA
- No individual site areas are considered and is completed as a single building and site.

The compounded growth equation used for the calculations was:

$$sqm/person\ rate \times (current\ pop. \times pop.\ inflation\ factor)^{year\ no.}$$

The population inflation factor was provided by the Moreton Bay Regional Council and the results are as below.

Commercial Results

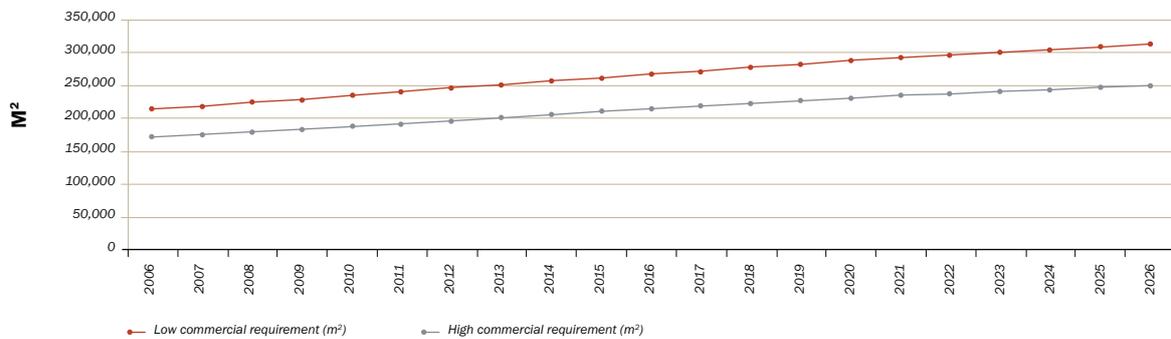


FIGURE 6: PROJECTED TOTAL COMMERCIAL REQUIREMENT CABOOLTURE - MORAYFIELD PAC CATCHMENT

Year	2006	2011	2016	2021	2026
Population	228,809	257,725	286,052	312,803	333,736
Projected low requirement	171,606m ²	193,233m ²	214,539m ²	234,602m ²	250,302m ²
Projected high requirement	214,508m ²	241,617m ²	268,173m ²	293,252m ²	312,877m ²

TABLE 2: PROJECTED TOTAL COMMERCIAL REQUIREMENT DETAIL CABOOLTURE - MORAYFIELD PAC CATCHMENT

The projection model found that an estimate of approximately 250,000m² - 312,000m² of gross commercial area would be required to service the projected population in 2026.

Below is the “footprint” calculation to accommodate the potential commercial development site area requirement as per the above assumptions:

	GFA (m ²)	NLA (m ²)	Car parks	Car park area (m ²)	Total building area (m ²)
Requirements	250,302	200,242	2,003	60,900	39,110
Footprint	31,288m ²	@ assumed 8 level average building height			
Commercial developable site area	39,110m ²	@ 80% building envelope			
Level of car parking	2	@ assumed 30m ² per carpark			
Additional car parks constructible	82	Additional carparks available on existing carpark level @ assumed 30m ² carpark			

	GFA (m ²)	NLA (m ²)	Car parks	Car park area (m ²)	Total building area (m ²)
Requirements	312,877	250,302	2,504	75,120	48,888
Footprint	39,110m ²	@ assumed 8 level average building height			
Commercial developable site area	48,888m ²	@ 80% building envelope			
Level of car parking	2	@ assumed 30m ² per carpark			
Additional car parks constructible	103	Additional carparks available on existing carpark level @ assumed 30m ² carpark			

TABLE 3: HIGH AND LOW DEMAND COMMERCIAL SITE AREA REQUIREMENT

The above model shows that between 3.9ha and 4.8ha of land development area will be required to accommodate the projected commercial demand.

The required car parking as per our adopted code of one car park per 100m² of NLA is provided within two stories of basement car parking that allows for an additional 82 – 103 car parks depending on the projection used.

The adoption of this method has, however, the limitation of not having the current base level of accommodation for analysis. However as noted earlier in this report, it is unlikely that the current commercial accommodation will meet future requirements and expectations - therefore, current supply has been set as zero.

Retail methodology

The same method of assessment has been undertaken for the retail market, where we have taken the current amount of retail floor space in the same comparable statistical districts used for the commercial analysis divided by the population of the respective statistical districts. This analysis found that over the study period base retail demand is estimated to total 0.47m²/capita. A high demand projection adopting a further 75% efficiency above the low demand projection produced a retail GFA requirement of 0.63m²/capita.

Retail results

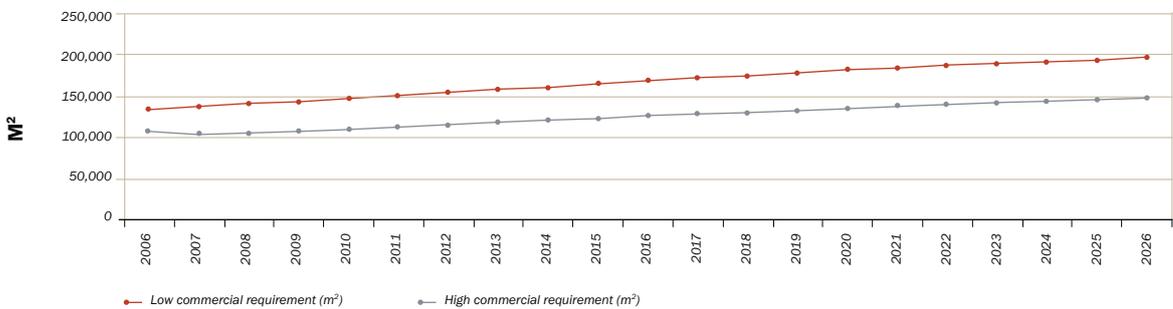


FIGURE 7: PROJECTED TOTAL RETAIL REQUIREMENT CABOOLTURE - MORAYFIELD PAC CATCHMENT

Year	2006	2011	2016	2021	2026
Population	228,809	257,725	286,052	312,803	333,736
Projected Low Requirement	106,777m ²	112,754m ²	125,147m ²	136,851m ²	146,009m ²
Projected High Requirement	134,425m ²	151,413m ²	168,055m ²	183,771m ²	196,069m ²

TABLE 4: PROJECTED TOTAL RETAIL REQUIREMENT DETAIL CABOOLTURE - MORAYFIELD PAC CATCHMENT

The projected retail requirement shows that a total of 155,743m² - 209,000m² of retail area will be required to service the projected population of the Caboolture - Morayfield PAC Catchment.

For the development area requirement calculation the following assumptions were adopted:

- All retail area and car parking will be at grade
- A 75% building efficiency
- A maximum of 50% site coverage for the centre footprint
- Maximum 90% site coverage including car parking
- 80% efficiency for car parking
- The planning scheme is relaxed from prescribing one car park per 25m² of NLA to one car park per 75m² of NLA to reduce difficulty in developing large scale retail centres
- No individual site areas are considered and analysis is completed as a single building and site.

	GFA (m ²)	NLA (m ²)	Car parks	Car park area (m ²)	Total building area (m ²)
Requirements	146,009	109,507	1,461	36,525	182,534
Low retail developable site area	292,018m ²	@ 50% building envelope			
Additional car parks constructible	4,672	Additional car parks @ 90% building envelope			

	GFA (m ²)	NLA (m ²)	Car parks	Car park area (m ²)	Total building area (m ²)
Requirements	196,069	147051.75	1,961	49,025	245,094
Low retail developable site area	392,138m ²	@ 50% building envelope			
Additional car parks constructible	6,274	Additional car parks @ 90% building envelope			

TABLE 5: HIGH AND LOW DEMAND RETAIL SITE AREA REQUIREMENT

The analysis found that between 31ha and 41ha of developable site area, including the established retail supply, will be required to satisfy the projected retail requirement for the Caboolture – Morayfield PAC Catchment.

The detailed calculation table is shown below.

Detailed commercial and retail projections

	Year	Projected population	Low		High		Population annual growth in population
			Commercial required gross m ² /capita	Retail required gross m ² /capita	Commercial required gross m ² /capita	Retail required gross m ² /capita	
NLA efficiency GBA	Year	Population	0.6 80% 0.75	0.35 75% 0.47	0.75 80% 0.94	0.47 75% 0.63	Population
Projected population growth 2.4% pa	2006	228,809	171,606	106,777	214,508	143,386	N/A
	2007	234,071	175,553	109,233	219,441	146,684	5,262
	2008	239,454	179,590	111,745	224,488	150,057	5,383
	2009	244,961	183,720	114,315	229,650	153,508	5,507
	2010	250,595	187,946	116,944	234,932	157,039	5,634
2.10%	2011	257,725	193,293	120,271	214,617	161,507	7,130
	2012	263,137	197,352	122,797	246,690	164,899	5,412
	2013	268,662	201,496	125,375	251,870	168,361	5,525
	2014	274,303	205,727	128,008	257,159	171,896	5,641
	2015	280,063	210,047	130,696	262,559	175,506	5,760
1.80%	2016	286,052	214,539	133,490	268,173	179,259	5,989
	2017	291,200	218,400	135,893	273,000	182,485	5,148
	2018	296,441	222,330	138,339	277,913	185,769	5,241
	2019	301,207	226,332	140,828	282,915	189,112	5,335
	2020	307,207	230,405	143,363	288,006	192,516	5,431
1.30%	2021	312,803	234,602	145,974	293,252	196,023	5,596
	2022	316,869	237,651	147,872	297,064	198,571	4,066
	2023	320,988	240,741	149,794	300,926	201,152	4,119
	2024	325,160	243,870	151,741	304,837	203,766	4,172
	2025	329,387	247,040	153,713	308,800	206,415	4,227
	2026	333,736	250,302	155,743	312,877	209,141	4,349
2026 Total			104,927				

TABLE 6: DETAILED PROJECTIONS FOR COMMERCIAL AND RETAIL ACCOMMODATION

Residential methodology

Current residential supply data could not be verified within the other PAC catchments as used for the commercial and retail calculations. Therefore, the expected residential development was found using a different multiplier.

Contained within the investment profile fact sheet is a statistic showing new development approvals per 100 people within the Caboolture – Morayfield catchment and the state of Queensland. These rates were divided by 100 to find a per capita rate of new development approvals. Three projected demand rates were adopted:

1. A low demand rate of 0.01 new development approvals per capita which aligns with the state average.
2. A medium demand rate that adopts the sensitivity rate of 0.015 new development approvals per capita.
3. A high demand rate of 0.02 new development approvals per capita that aligns with the Caboolture – Morayfield PAC Catchment rate.

Each of the above demand projections was given a conversion to construction rate. This is due to the reality that not all development approvals are built for a range of reasons including finance, conditions placed on the development approval and unsuccessful appeals. The construction conversion rates adopted were 80%, 90% and 100% for the low, medium and high demand rates respectively.

To find the residential requirement within the PAC, a statistic contained within the recent report prepared for the Property Council of Australia, titled *Infill Dwellings Study – Review of Major City Targets*, found that 70.3% of new dwellings across Australia since 1996 have been detached dwellings. This has been adopted to reflect that approximately one third of new development in the Caboolture – Morayfield Catchment will be attached dwellings.

It is assumed that the majority of attached residential development will be contained within the Caboolture – Morayfield PAC. It is acknowledged, however, that other areas of the catchment will be attractive to attached dwelling development (ie parts of Bribie Island, and coastal mainland areas). However, for the purposes of this report these areas are not considered as the leakage of attached dwelling development out of the PAC will in all likelihood be statistically insignificant.

It is acknowledged that the redevelopment of the Caboolture - Morayfield PAC will displace a significant number of established dwellings. By finding the projected area requirement, the approximate number of displaced dwellings can be calculated. This calculation assumes a development density of 60 dwellings per hectare to find the total required gross developable area for the PAC. From the required gross developable area the displaced dwellings were calculated assuming a density of eight dwellings per hectare. It has been assumed that one third of the displaced dwellings will be replaced within the PAC as attached dwellings, consistent with the earlier calculation. Any displacement outside of the PAC has been ignored as it is likely that new detached residential development will be at a similar density to the established dwellings.

The assumptions adopted for the residential requirement calculations were that:

- This study is a desktop analysis only
- The development approval statistics provided by the Moreton Bay Regional Council are correct
- One third of residential development will be attached dwellings, of which, the majority will be located within the PAC
- The future residential density within the PAC will be 60 dwellings per hectare
- The current residential density within the PAC and PAC Catchment is 8 dwellings per hectare
- Future detached dwelling development will be at a density of 8 dwellings per hectare
- Adequate carparking is accommodated within the development.

Residential results

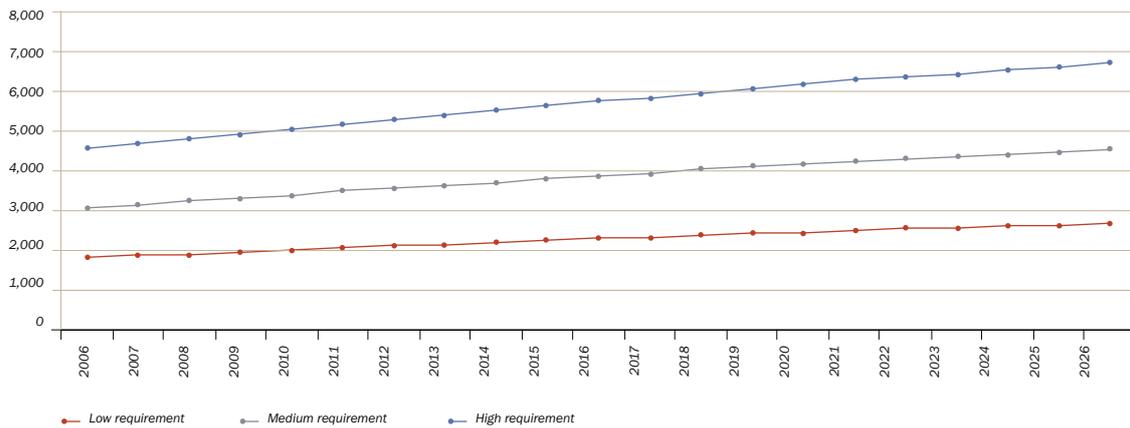


FIGURE 8: PROJECTED REQUIRED RESIDENTIAL DWELLINGS PER ANNUM - CABOOLTURE - MORAYFIELD PAC

Low Projection	Year	2006	2011	2016	2021	2026	2026 Total
	Population	228,809	257,725	286,052	312,052	333,736	333,736
	Projected Requirement	1,830	2,061	2,288	2,502	2,669	47,696
Medium Projection	Year	2006	2011	2016	2021	2026	2026 Total
	Population	228,809	257,725	286,052	312,052	333,736	333,736
	Projected Requirement	3,088	3,479	3,861	4,222	4,505	80,493
High Projection	Year	2006	2011	2016	2021	2026	2026 Total
	Population	228,809	257,725	286,052	312,052	333,736	333,736
	Projected Requirement	4,576	5,154	5,721	6,256	6,674	119,260

TABLE 7: PROJECTED REQUIRED RESIDENTIAL DWELLINGS PER ANNUM DETAIL - CABOOLTURE - MORAYFIELD PAC

This calculation shows that to accommodate the projected growth of the Caboolture – Morayfield PAC Catchment 47,696 – 119,260 new dwellings will be required depending on the demand case adopted.

The above result represents the annual residential requirement for the Caboolture – Morayfield PAC Catchment.

Adopting the one third assumption as above the following results were derived for the PAC residential requirement;

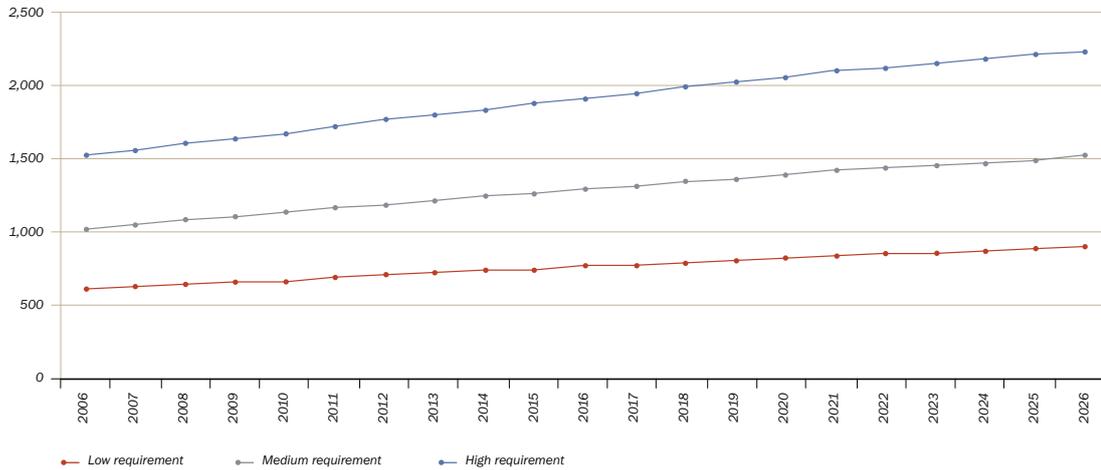


FIGURE 9: PROJECTED REQUIRED RESIDENTIAL DWELLINGS PER ANNUM - CABOOLTURE - MORAYFIELD PAC CATCHMENT

Projection	Year	2006	2011	2016	2021	2026	2026 Total
	Population	228,809	257,725	286,052	312,052	333,736	333,736
Projected	610	687	763	834	890	15,899	
Requirement	Dwellings	Dwellings	Dwellings	Dwellings	Dwellings	Dwellings	
Medium Projection	Year	2006	2011	2016	2021	2026	2026 Total
	Population	228,809	257,725	286,052	312,052	333,736	333,736
Projected	1,029	1,160	1,287	1,407	1,502	26,831	
Requirement	Dwellings	Dwellings	Dwellings	Dwellings	Dwellings	Dwellings	
High Projection	Year	2006	2011	2016	2021	2026	2026 Total
	Population	228,809	257,725	286,052	312,052	333,736	333,736
Projected	1,525	1,718	1,907	2,085	2,225	39,753	
Requirement	Dwellings	Dwellings	Dwellings	Dwellings	Dwellings	Dwellings	

TABLE 8: PROJECTED REQUIRED RESIDENTIAL DWELLINGS PER ANNUM DETAIL - CABOOLTURE - MORAYFIELD PAC CATCHMENT

The results show that over the 18 year study period, between 15,899 and 39,753 new dwellings will be required within and adjacent to the Caboolture – Morayfield PAC.

As there is a large variance between the low and high demand cases a check method was developed. Adopting an adjusted persons per household statistic from the Australian Bureau of Statistics' (ABS) the increase in population each year was divided into 2.1 persons per household (adjusted from 2.6 as current). The adjusted figure of 2.1 persons per household was adopted as it is expected that the number of persons per household will continue the current trend and reduce further over the life of this study.

This method showed a strong correlation to the low demand case, indicating that the dwelling requirement over the next 18 years will be 49,965. Therefore it is deduced that the current level of approvals (2 per 100 people per annum) is unsustainable to 2026.

Displacement calculation

The displacement figure of 265.022ha – 447.18ha was derived by adopting a density of 60 dwellings per hectare for new attached dwelling development.

	Low	High	Medium	
PAC res area requirement (HA)	264.98ha	662.56ha	447.18ha	@ 60 dwellings/ha
Displaced dwellings	2,120	5,301	3,578	@ 8 dwellings/ha
Replacement dwellings (within PAC)	707	1767	1193	1/3rd of total displacement
Replacement dwellings (outside PAC)	1,413	3,534	2,385	2/3rd of total displacement
Total dwelling requirement (within PAC)	16,605	41,520	28,023	dwellings
Total dwelling requirement (outside PAC)	33,210	83,040	56,047	dwellings
Total area requirement (outside PAC)	4,151.25ha	10,380ha	7,005.875ha	@ 8 dwellings/ha

TABLE 9: DISPLACEMENT AND AREA REQUIREMENT ANALYSIS

A density of eight dwellings per hectare was adopted for the displacement calculation. It was found that 2,121 – 3,578 additional dwellings will be required to replace the dwellings displaced by residential development within the PAC. Adopting that one third of development will be attached dwellings, 706 – 1,193 displaced dwellings will be replaced within the PAC above the initial requirement.

Residential conclusion

It is our opinion that a range between the low projection and the medium projection is adopted for planning purposes. However there are several factors that will influence consumption over the life of this study:

- The height, amenity and quality of development within the PAC
- Residential supply meeting socio-economic trends and household economic drivers
- The provision of hard and social infrastructure to greenfield development sites within the PAC catchment
- The availability of greenfield sites for detached residential development released under the review of SEQRP 2005-2026 due in November
- The level of competition from other areas of SEQ for residential demand.

Detailed results are as below:

Low residential demand detailed results

		CMPAC catchment residential	CMPAC residential	Residential check	Population
		New approvals/ capita per annum	New approvals/ capita per annum	Additional population at 2.1 persons per dwelling	Annual growth in population
NLA	Year	0.01	1/3rd of total catchment requirement	2.1	Population
Efficiency		80%		100	
GBA		0.008		2.1	
Projected population growth% 2.4% pa	2006	1,830	610	N/A	N/A
	2007	1,872	624	2,506	5,262
	2008	1,915	638	2,563	5,383
	2009	1,959	653	2,622	5,507
	2010	2,004	668	2,683	5,634
2.10%	2011	2,061	687	3,395	7,130
	2012	2,105	702	2,577	5,412
	2013	2,149	716	2,631	5,525
	2014	2,194	731	2,686	5,641
	2015	2,240	747	2,743	5,760
1.80%	2016	2,288	763	2,852	5,989
	2017	2,329	776	2,451	5,148
	2018	2,371	790	2,496	5,241
	2019	2,414	805	2,540	5,335
	2020	2,457	819	2,586	5,431
1.30%	2021	2,502	834	2,665	5,596
	2022	2,534	845	1,936	4,066
	2023	2,567	856	1,961	4,119
	2024	2,601	867	1,987	4,172
	2025	2,635	878	2,013	4,227
	2026	2,669	890	2,017	4,349
2026 Total		47,696	15,899	49,965	104,927

TABLE 10: LOW RESIDENTIAL DEMAND DETAILED RESULTS

High residential demand detailed results

		CMPAC catchment residential	CMPAC residential	Residential check	Population
		New approvals/ capita per annum	New approvals/ capita per annum	Additional population at 2.1 persons per dwelling	Annual growth in population
NLA	Year	0.02	1/3rd of total catchment requirement	2.1	Population
Efficiency		100%		100	
GBA		0.02		2.1	
Projected population growth% 2.4% pa	2006	4,576	1,525	N/A	N/A
	2007	4,681	1,560	2,506	5,262
	2008	4,789	1,596	2,563	5,383
	2009	4,899	1,633	2,622	5,507
	2010	5,011	1,670	2,683	5,634
2.10%	2011	5,154	1,718	3,395	7,130
	2012	5,262	1,754	2,577	5,412
	2013	5,373	1,791	2,631	5,525
	2014	5,486	1,829	2,686	5,641
	2015	5,601	1,867	2,743	5,760
1.80%	2016	5,721	1,907	2,852	5,989
	2017	5,824	1,941	2,451	5,148
	2018	5,928	1,976	2,496	5,241
	2019	6,035	2,012	2,540	5,335
	2020	6,144	2,048	2,586	5,431
1.30%	2021	6,256	2,085	2,665	5,596
	2022	6,337	2,112	1,936	4,066
	2023	6,419	2,140	1,961	4,119
	2024	6,503	2,168	1,987	4,172
	2025	6,587	2,196	2,013	4,227
	2026	6,674	2,225	2,017	4,349
2026 Total		119,260	39,753	49,965	104,927

TABLE 11: HIGH RESIDENTIAL DEMAND DETAILED RESULTS

Medium residential demand detailed results

		CMPAC catchment residential	CMPAC residential	Residential check	Population
		New approvals/ capita per annum	New approvals/ capita per annum	Additional population at 2.1 persons per dwelling	Annual growth in population
NLA	Year	0.015	1/3rd of total catchment requirement	2.1	Population
Efficiency		90%		100	
GBA		0.014		2.1	
Projected population growth% 2.4% pa	2006	3,088	1,029	N/A	N/A
	2007	3,159	1,053	2,506	5,262
	2008	3,232	1,077	2,563	5,383
	2009	3,306	1,102	2,622	5,507
	2010	3,383	1,128	2,683	5,634
2.10%	2011	3,479	1,160	3,395	7,130
	2012	3,552	1,184	2,577	5,412
	2013	3,626	1,209	2,631	5,524
	2014	3,703	1,234	2,686	5,641
	2015	3,780	1,260	2,743	5,760
1.80%	2016	3,861	1,287	2,852	5,989
	2017	3,931	1,310	2,451	5,148
	2018	4,001	1,334	2,496	5,241
	2019	4,073	1,358	2,540	5,335
	2020	4,147	1,382	2,586	5,431
1.30%	2021	4,222	1,407	2,665	5,596
	2022	4,277	1,426	1,936	4,066
	2023	4,333	1,444	1,961	4,119
	2024	4,389	1,463	1,987	4,172
	2025	4,446	1,482	2,013	4,227
	2026	4,505	1,502	2,017	4,349
2026 Total		80,493	26,831	49,965	104,927

TABLE 12: MEDIUM RESIDENTIAL DEMAND DETAILED RESULTS

9 Planning considerations

This report is also intended to consider high-level planning considerations for controlling inappropriate and encroaching desirable development of the Caboolture-Morayfield PAC.

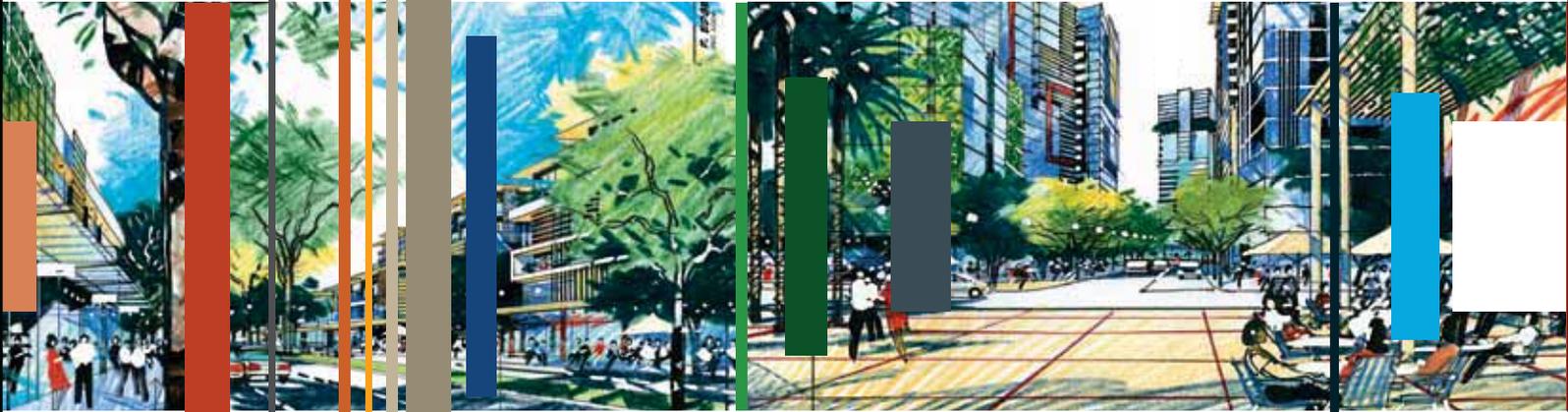
PwC has conducted this analysis on the basis of developing 'precincts' within the PAC. These included a transport oriented development residential precinct surrounding the Caboolture rail station, a commercial centre (within walking distance) towards the current council building, an expansion on the established retail facilities at Morayfield and a higher density mixed use development around the lakes precinct (subject to development constraints especially hydrology). These precincts have been created with the logical natural conditions and constraints along with existing facilities.

However, it is simply no longer adequate to mandate vague land uses if development is to be encouraged. Each site needs to be carefully planned, appropriate amalgamations encouraged by zonings and development intent statements and the marketplace have clearly enunciated the city's expectations. Only in this way will the development industry respond and provide a shape to the city that meets all planning objectives.

10 Recommendations

This urban economics study has shown that the following recommendations are appropriate for the Moreton Bay Regional Council to promote controlled development:

1. Review the current statutory planning schemes to deliver infill and greenfield development.
2. Implement local structure plans that generate a compact and easily traversed city footprint.
3. Reduce the difficulty of amalgamating sites to encourage a higher density of development via efficient sites.
4. Dramatically reduce height restrictions to minimise required building footprints, encouraging of large net floor area buildings consistent with the projected accommodation needs.
5. Dramatically reduce carparking restrictions/allowances as to avoid penalising large NLA commercial development.
6. Ensure a ready supply of residential area around the TOD potential areas.
7. Develop strong planning controls incorporating the logical 'precincts' for land usages.
8. Transition current mixed uses in the retail precincts nearer to the CBD into definable and "readable" common use areas such as homemaker, bulky goods, building products and services and an automotive hub.



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