



**This section of the report summarises the key findings of early work that have influenced the development of the master plan.**

More detailed information relating to this background work can be found in the range of interim reports developed during the early stages of master planning. These include:

- Rapid Theme Based Investigations Reports;
- Urban Design Analysis Report;
- Role and Function Report;
- Land Use Report;
- Public Utility Report; and
- EBD Outcomes Report.



## 02 Background

## 2.1 REGIONAL PLANNING CONTEXT

### South East Queensland Regional Plan

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

Activity centres are encouraged to become focal points of SEQ's urban fabric by:

- Creating economic growth by co-locating a mix of land uses.
- Concentrating goods and services more efficiently.
- Providing appropriate locations for government investment in public transport, health, education, cultural and entertainment facilities.
- Providing a focus for community and social interaction.
- Encouraging multi purpose trips and shorter travel distances to reduce demand for private travel.
- Integrating land use and transport to support walking, cycling and public transport.
- Accommodating higher density residential development, employment and trip-generating activities.

Strathpine activity centre is identified as a Major Regional Activity Centre under the SEQ Regional Plan (refer Figure 2.1.1).

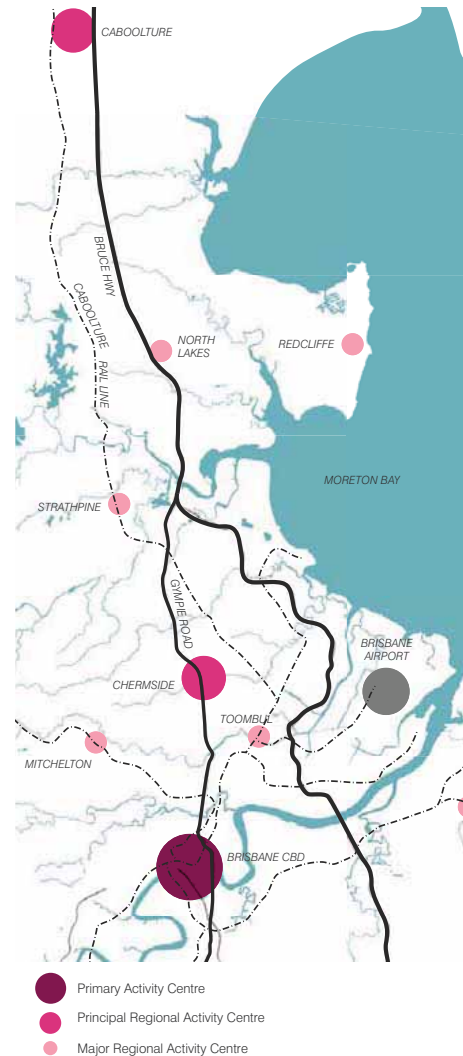


Figure 2.1.1 Regional Context Plan

The intent of Major Regional Activity Centres is:

*"These centres complement the principal regional activity centres by serving catchment of sub-regional significance and accommodating key employment concentrations. They also provide business, service and major retail and convenience functions. With a secondary, sub-regional administration focus, they accommodate district or branch offices of government facilities, and cultural and entertainment facilities of regional significance. These centres are typically located around key suburban or inter-urban public transport stops, and provide frequent public transport services to link the centre to surrounding communities. Residential development densities in major activity centres should be around 30-80 dwellings per hectare (net) or greater."*

Regional policies set out the 'desired regional outcomes' for activity centres such as Strathpine. The development of the Strathpine MRAC Master Plan has been prepared having regard to the regional intents and policies enshrined in the Regional Plan.

Of particular relevance, **Desired Regional Outcome 8 (DRO8)**, endorses 'compact settlement' as a growth management solution by promoting:

*"A compact urban structure of well-planned communities, supported by a network of accessible and convenient centres and transit corridors linking residential areas to employment locations establishes the context for achieving a consolidated urban settlement pattern."*

This outcome statement is supported by a number of policies necessary to achieve it and which provide a guide to local government in its planning processes and decision making.



While having a regard to all regional plan policies, the primary policies which underpin this master plan include but are not limited to:

#### 1 SUSTAINABILITY AND CLIMATE CHANGE

##### 1.1 Sustainability principles

Principle: Ensure ecologically sustainable development through the application of the Queensland framework for ecologically sustainable decision-making.

##### 1.3 Reducing greenhouse gas emissions

Principle: Reduce greenhouse gas emissions from development, land management and other planning decisions in the region.

##### 1.4 Natural hazard and climate change adaptation

Principle: Increase the resilience of communities, development, essential infrastructure, natural environments and economic sectors to natural hazards including the projected effects of climate change

##### 1.5 Responding to oil supply and vulnerability

Principle: Identify people, economic sectors and areas that are at risk due to oil supply vulnerability and increase their resilience to the effects of oil supply vulnerability.

#### 6 STRONG COMMUNITIES

##### 6.1 Social planning

Principle: Consider and respond to changing community characteristics, issues and needs in planning processes to support community wellbeing and quality of life for all.

##### 6.2 Addressing disadvantage

Principle: Address issues of social and locational disadvantage in communities.

##### 6.3 Healthy and safe communities

Principle: Develop Healthy and safe environments that encourage community activity, participation and healthy lifestyles and prevent crime.

##### 6.4 Community engagement, capacity building and identity

Principle: Develop and support strong, functional and connected communities through the process of growth and change in SEQ.

##### 6.5 Cultural heritage, arts and cultural development

Principle: Identify, protect and manage the region's unique cultural heritage, including historic places, landscapes of significance and traditional Aboriginal culturally significant places, and support the arts and cultural development through the planning and provision of cultural infrastructure and spaces.

#### 8 COMPACT SETTLEMENT

##### 8.1 Compact development

Principle: Conserve land by making the most efficient use of land allocated for urban development.

##### 8.2 Containing growth

Principle: To promote liveability and transport efficiency and reduce car dependence and private vehicle travel, locate urban development in the urban footprint either within or near existing communities to utilise their infrastructure and services, or within existing activity centres and at key locations along planned public transportation infrastructure.

##### 8.3 Urban character and design

Principle: Design and site development to reflect SEQ's subtropical climate, reinforce local character and achieve innovation and design excellence.

##### 8.4 Urban greenspace

Principle: Provide an integrated, high quality, urban community greenspace network to cater for community and environmental needs in development areas and existing communities.

##### 8.5 Housing choice and affordability

Principle: Provide a variety of housing options to meet diverse community needs and achieve housing choice and affordability.

##### 8.6 Activity centres and transit corridors

Principle: Focus employment, infill housing and community services in well-planned, vibrant and accessible regional activity centres and along high frequency transit corridors.

##### 8.7 Centres that support business

Principle: Principal and major regional activity centres located on priority transit network and other high-frequency transit corridors should provide for the future growth of a broad range of business uses to support employment growth.

##### 8.8 Mixed use activity centres

Principle: Include a broad mix of land uses in activity centres and structure them as mixed use centres in a predominantly main street format to best serve their surrounding communities.

##### 8.9 Integrated land use and transport planning

Principle: Ensure new development utilises existing infrastructure or can be provided with timely transport infrastructure, community services and employment.

#### 9 EMPLOYMENT LOCATION

##### 9.1 Balanced and diverse employment

Principle: Develop a diversified regional economy within each sub region that retains local jobs and builds on regional and sub-regional competitive advantages and specialisations.

##### 9.2 Innovation and technology

Principle: Plan for existing and emerging clusters of science and technology, and health, education and training, and protect them from incompatible development.

#### 10 INFRASTRUCTURE

##### 10.1 Supporting regional growth

Principle: Use infrastructure to support desired regional growth and help create a more compact urban pattern, cohesive urban and rural communities, and regional economic development.

##### 10.2 Infrastructure planning, coordination and funding

Principle: Coordinate, prioritise and sequence infrastructure through strategic plans, programs, budgets and statutory planning.

##### 10.4 Protecting key sites and corridors

Principle: Identify, protect and manage key infrastructure sites and corridors.

##### 10.5 Energy

Principle: Provide energy generation production, transmission and distribution capacity to meet the needs of a growing population and support the use of viable low emission energy sources where appropriate.

#### 12 INTEGRATED TRANSPORT

##### 12.1 Integrated transport planning

Principle: Support integrated land use and transport planning, regional connectivity and greater levels of trip self-containment within sub-regions.

##### 12.2 Sustainable travel and improved accessibility

Principle: Provide sustainable travel choices to support the accessibility needs of all members of the community, manage congestion, reduce car dependency and reduce greenhouse gas emissions.

This master plan has been developed in response to Strathpine's designation as a Major Regional Activity Centre by the SEQ Regional Plan. It seeks to reflect the relevant regional planning policies and provide a framework for Strathpine to achieve its full potential as one of SEQ's Major Regional Activity Centres.

## 2.2 LOCAL PLANNING CONTEXT

Under the Pine Rivers Planning Scheme 2006, the study area is included within a range of zones. Relevant zones and their current respective desired outcomes are summarised as follows:

### Central Business, Commercial and Local Business

- Central Business zoned land forms the retail area of the District Centre and includes a major shopping complex, showrooms, convenience and specialty retail developments, supermarket and shop front retailing that provide variety and choice within the central area
- A wide range of activities complement, service and support the principal and high order functioning of the Central Business zone, including inherently car-orientated uses such as showrooms and service stations and activities that involve outdoor display and/or storage of merchandise and materials
- Local Business zone provides a mix and range of local and neighbourhood retail, commercial and community facilities

### Residential; A and B

- Low density residential uses are established, predominantly in the form of a single house on each lot with other forms of residential development interspersed within the area
- A diversity of residential accommodation, including low density residential uses and medium density residential uses, are established predominantly in the form of medium density residential development

### General Industry

- Manufacturing, engineering, transport and warehouse activities and industrial uses are the predominant land uses in the General Industry zone
- Businesses and services that provide a direct convenience service and support role to industries and employees in the area are accommodated

### Sport and Recreation and Park and Open Space

- Playing fields, sports grounds, active sport and recreation areas and pursuits are the predominant form of development
- Intensive recreation uses and other uses that congregate people or have an entertainment focus occur where they are allied to and compatible with the nature, scale and intensity of activities in the zone
- A range of passive and open air recreational facilities are provided for the use of the public

## 2.3 PLANNING SUMMARY

From a review of the current planning framework, it is evident that the desired outcomes for zones precede adoption of the SEQ Regional Plan and therefore do not reflect its principles nor fully facilitate development of a Major Regional Activity Centre.

The master plan ultimately provides the basis for the review of statutory planning scheme provisions. This statutory review will form an essential tool in implementing the master plan and facilitating the outcomes it envisages. The implementation strategy to be developed as Volume 2 of this report provides further details with respect to the statutory review.

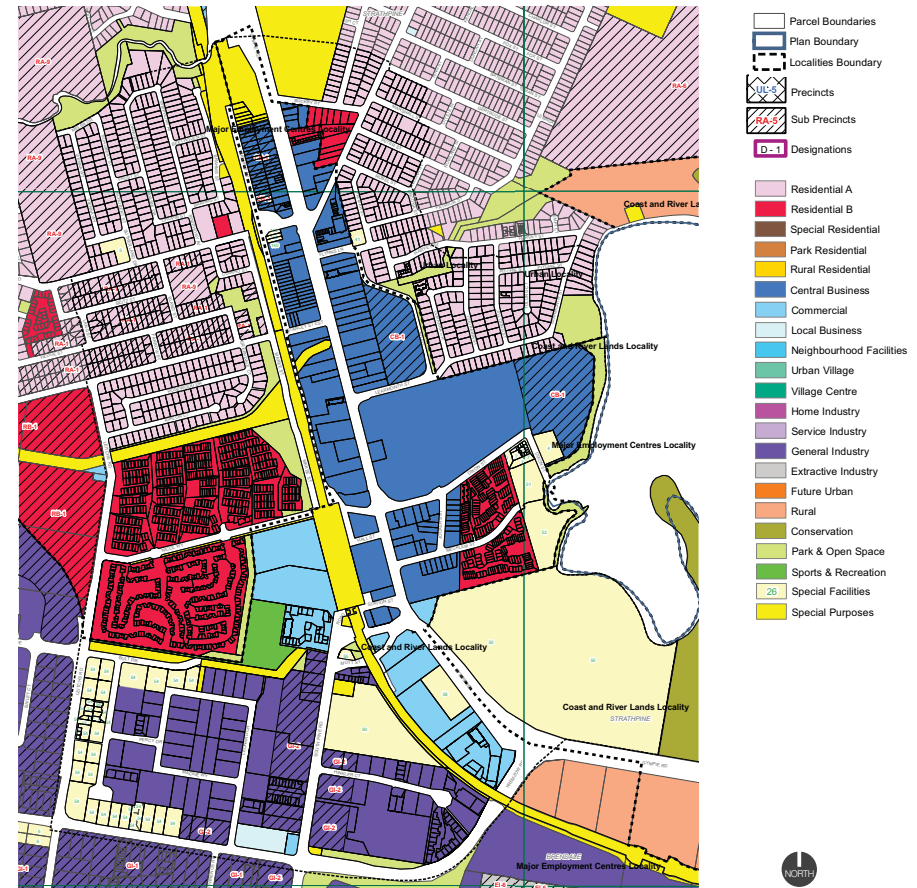


Figure 2.2.1 Moreton Bay Regional Council - Pine Rivers District Zoning



## 2.4 TECHNICAL STUDIES OVERVIEW

As part of the initial stages of the Strathpine Major Regional Activity Centre master plan project, a process of stakeholder engagement and literature review was undertaken. The intent of this process is to develop a baseline understanding of current and future issues facing Strathpine and the broader area, and to provide a synthesis of preceding work to formulate a series of insights and new directions that will form the basis for future development of the master plan.

This process is presented as a series of theme based Background papers, including the following:

- Land Use Planning
- Housing and Residential Development
- Economic Development
- Social and Community Infrastructure
- Integrated Transport and Travel Demand Management
- Sustainability
- Integrated Water Cycle Management
- Natural Environment and Catchment Management
- Governance and Institutional Arrangements
- Public Utility Infrastructure

The following top 12 findings provide a high level summary of these studies:

- 1.** Strathpine has a distinctive combination of land uses that, rarely within Australia, includes significant employment uses in close geographic proximity to the centre. This defining feature will be a key consideration in defining the future role and function of Strathpine.
- 2.** The centre is serviced, rather uniquely, by two rail stations. Strathpine Railway Station in particular offers a significant opportunity for the concentration of new development in close proximity to other modes of public transport, community and cultural facilities, and new residential and employment related development.

- 3.** A key early observation has been the lack of quality pedestrian and cyclist connections in an east-west direction across Gympie Road and the rail corridor. The existing network of streets and open space corridors provide significant opportunity to redress this balance by providing safe and usable connections between the centre's key destinations.

- 4.** A number of sites and projects, including the 'gateway' initiatives proposed by Council offer important catalytic investment opportunities that have the capacity to build investment momentum and confidence in the centre. A key catalytic project that has also been observed relates to the improvement of the Gympie Road corridor, which, subject to future traffic management solutions, has the potential to become an attractive and shaded urban boulevard.

- 5.** Current 'centre uses', such as retail, government, cultural, community and commercial offices, are currently fragmented and represent the opportunity to create a well connected and consolidated focus for activity that activates the public realm and improves perceptions of safety. This focus on consolidation also presents the opportunity to create a definable 'heart' to the centre.

- 6.** The design and scale of future development will, necessarily, need to be guided by land use demand.

- 7.** The centre is well endowed, to the east, with attractive open space and environmental resources including significant biodiversity, conservation, ecological, estuarine and coastal values. Important opportunities exist to better connect the centre, both visually and physically, to these key areas of amenity and recreation.

- 8.** There is a current gap between the demographic profile of the resident workforce and the industry workforce (i.e the residents of Strathpine do not typically work in the centre. This 'available' local workforce provides an intrinsic opportunity for the attraction of new businesses to the centre.

- 9.** Gympie Road serves to both bring exposure to Strathpine, supporting it as a commercial centre, and dividing it as a walkable centre. Giving pedestrian movement greater priority without unduly diverting traffic from Strathpine may assist the integration of the centre.

- 10.** Bus based public transport has the potential to be improved. A particular opportunity exists to more effectively link the employment areas of Brendale to the heart of Strathpine and the existing rail station.

- 11.** There is an opportunity to identify and implement a place specific governance and implementation structure for the centre that will facilitate the delivery of the master plan.

- 12.** There is opportunity to introduce total water cycle management and catchment and stream management initiatives in the Master Studies Plan. As well, the centre planning will serve as a catalyst to focus on and crystallise public utility infrastructure planning not only for the study area but for the adjoining areas.



## 2.5 ENGAGEMENT AND ENQUIRY BY DESIGN

The Strathpine EBD was informed by initial background studies and analysis, preliminary stakeholder engagement, and urban design and context analysis. It was one component of a broader consultation strategy undertaken by Council, including 4 community workshops with local residents, community services and businesses in February 2010, and an online community survey completed by 91 respondents.

The EBD sought to engage key stakeholders (Government agencies, Council, utilities and landowners) in a highly focussed interactive process to formulate an agreed vision and principles for the future, and draw on background studies and technical expertise to test concepts, refine directions, and produce detailed plans for future testing and refinement.

The EBD was conducted over three days, from 17 – 19 March 2010, in Strathpine Major Activity Centre. Around 40 people attended across the three days, including representatives from state agencies, Council, utilities, land owners, developers and community members.

The EBD was advertised by Council through a community newsletter, community forums and workshops, and targeted stakeholder invitations.

The EBD aimed to:

- Present the findings of background studies;
- Develop a vision and baseline concepts to test a range of scenarios;
- Refine the concepts through a layered and themed master planning process;
- Explore catalytic sites and projects;
- Discuss implementation and governance; and
- Inform the foundation of the master plan.

The EBD was conducted in three stages.

**Day 1** focused on presentations of background studies, workshop discussions to develop a vision and principles for Strathpine to 2031, and to test three different scenarios for the future Major Activity Centre. The scenarios were offered as catalysts for discussion, to prompt participants to identify their preferred components and concepts for the future. At the conclusion of Day 1, a baseline concept was developed to summarise the key elements and concepts for further consideration.

**Day 2** drew on the baseline concept and invited participants to further explore centre wide strategies through examination of key themes. Outcomes from table discussions were fed back to the overall group, to inform further table work to develop a consolidated concept for the master plan. At the end of Day 2, the consolidated concept was summarized and reported back.

**Day 3** focused on table examinations of 'catalytic' or key sites and areas that had emerged from the previous two days. Tables worked together to develop detailed concept plans for the proposed key sites exploring at a more detailed level issues relating to land use, movement and access, built form, open space and the public realm. Participants also discussed issues around governance, planning implementation, traffic and transport, and public utility servicing and water cycle management.

In the afternoon, the design team took these plans to develop a refined concept for each site. In parallel, participants workshopped issues and approaches regarding infrastructure, implementation and governance. Participants were asked to respond to key questions and suggest future strategies to inform the development of an implementation plan to support the master plan.

The EBD concluded with a presentation that distilled insights from across the three days, outlined those concepts and ideas refined through discussion, and presented the consolidated plans for further development for the draft master plan.

A collection of the outputs from the EBD has been provided in an **EBD Outcomes Report**.

