

This section of the master plan sets out a range of overarching strategies that provide a holistic and cumulative framework for the development of the centre over the coming generation. The strategies, for ease of interpretation, have been broken into 5 key layers comprising:

04 Centre Wide Strategies

1. Land Use: An Activated Centre: Articulating the various intended functions for key areas of the centre and the level of intensity with which they are expected to develop over time;

2. Movement: A Connected Centre: Including both strategic sub-regional connectivity requirements as well as a specific movement framework for the centre that integrates public transport, walking, cycling, and the requirements of private vehicles;

3. The Green Web: An Environmental Framework: Illustrating a strategic intent to re-position Strathpine as a centre characterised by a rich functional network of green connections, open spaces and public plazas. The 'Green Web' aims to describe the fine mesh of open and public space and streetscape elements that have been integrated to improve connectivity and legibility, provide a stage set for local urban life, and support the intensity of development foreseen for the centre. It also has a biodiversity and ecological role in terms of the South Pine River. The 'Green Web' is intrinsically linked to the movement strategy;

4. Built Form: Shaping the Centre: encompassing building height parameters and strategic built form guidance with the aim of providing a cohesive overall approach to the physical development of the centre; and

5. Infrastructure: Enabling Future Growth: highlighting the key improvements to public utility and total water cycle infrastructure required to enable the growth of the centre under the master plan.

Using the Layered Strategies

These layers have been specially selected and prioritised to reflect the specific opportunities and challenges Strathpine currently faces. In this context it is important to note that:

- The strategies are directly linked to, and informed by, the outcomes of the early technical studies and, significantly, the outcomes of the Enquiry by Design (EBD) process;

- All of the strategies illustrated in this section are interdependent and mutually supportive. They have been broken into layers to assist in their interpretation but should always be read as an integrated whole; and
- Each strategy offers a high level and whole of centre view and should be read in conjunction with the relevant and more detailed precinct intents in section 05.

Sustainability as a Centre Wide Strategy

Sustainability has been viewed in a holistic manner and been integrated into all of the strategies contained on the following pages. Explicitly, this has been achieved by:

- Integrating land use with public transport to ultimately reduce car dependency and reliance on non renewable energy sources;
- The preservation and enhancement of exiting environmental zones and corridors as well as the creation of a wider green network that links them together;
- A key focus on delivering the amenity and infrastructure required to make walking and cycling a feasible alternative to private vehicle travel within the centre;
- Providing sufficient flexibility for development to come forward within a number of market contexts- enhancing economic sustainability;
- Identifying the required level of community facilities and co-locating them in highly accessible places for maximum benefit;
- Retaining and celebrating the existing features of the centre that make it unique. In particular the retention, intensification and celebration of the industrial uses at Brendale;
- Providing a framework for built form outcomes that acknowledges our local climatic conditions whilst delivering the vibrancy of street life required to make the centre a self sustaining proposition;
- The integration of more detailed built form performance measures within the each precinct intent; and
- The definition of the required governance models to deliver the master plan in the Implementation Strategy that supports this volume.

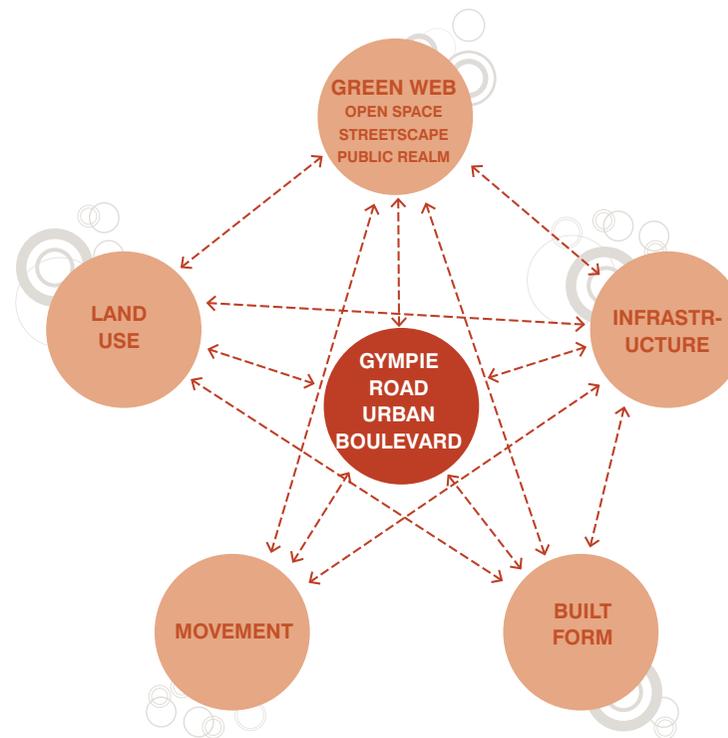


Figure 4.1 Centre Wide Strategy Relationships

4.1 LAND USE: AN ACTIVATED CENTRE

This layered strategy sets out the overarching approach to land use across the centre. In broad terms, it seeks to provide an integrated approach to land use that acknowledges and builds upon established land use precincts whilst offering opportunities for other parts of the centre to evolve significantly over time.

Key aspects of the strategy include a strong desire to deliver a mix of land uses in proximity to the Strathpine Railway Station, a continuing dominance of retail activities around the existing shopping centre, residential intensification focussed on areas of high accessibility and natural amenity, and the reinforcement of employment uses, albeit intensified from their current format, as a transition to the Brendale industrial area.

The major area of land use transition surrounds the Strathpine Railway Station. This precinct is envisaged to become an exemplary 'destination' Transit Oriented Development (TOD) precinct, responding to Strathpine's future role as a sub-regional transport hub, and requires a diversity of land use in an intense configuration to provide a high level of activity and opportunities for unexpected and exciting synergies to emerge over time.

Economic prosperity is fostered through the creation of a concentrated mixed use centre heart providing employment, facilities and services. The mixed use core is reinforced by the retail hub at Westfield Shopping Centre and industrial and commercial uses at Brendale to offer a range of employment opportunities to cater for diverse population which is supported by proximate housing, open space and public transport.

This strategy sets out a land use framework for the Strathpine Major Activity Centre study area and is further explored and explained within the precincts set out in section 5.0.

The land use strategy for SMRAC aims to respond strongly to the provision of existing and future public transport and seeks to recognise Strathpine's role as a Major Regional Activity Centre as defined in the South East Queensland Regional Plan. The strategy aims to reorganise and build upon the current spectrum of uses to provide a vibrant centre that encapsulates the essence of urban life. Figure 4.1.2 graphically describes the land use strategy for SMRAC and is supported by the following key points:

- The land use approach creates an intense mixed use core that embraces Gympie Road and encompasses the area between the Strathpine Railway Station, Westfield Shopping Centre and Pine Rivers Park. This area is intended to be the focus for community and civic uses set within a mixed use environment and provides the land use intensity and vibrancy required to define the 'heart' of the centre. The mixed use core is supported by the activity associated with the transit interchange and anchored to the north by the substantial retail offer within the Westfield Shopping Centre;
- Bray Park Rail Station will form a lower order 'suburban TOD' with a focus on residential uses. A mixed use component forms the focal point for the precinct and strengthens linkages between Gympie Road and the station.
- In order to integrate the presence of local industry, whilst being responsive to the principles of an urban TOD, the land use strategy creates a transition from commercial (MIBA) uses a more traditional industrial use pattern within the Brendale area. The creation of industry 'support hub' at the intersection of South Pine Road and Kremzow Road provides the industrial community with a spatial focus that offers amenity and minor retail opportunities for the significant local workforce.

- In response to the unique amenity provided by the South Pine River, increased residential densities have been concentrated along the edge of the river corridor. This higher density of residential uses will support the commercial, retail and civic activity within the Strathpine TOD and capitalise on northern and eastern views to the River, offering passive surveillance and introducing activity to the adjacent green space. A similar approach has been taken to the Four Mile Creek corridor in support of the Bray Park Suburban TOD; and
- With respect to the overall strategy, Strathpine TOD is the primary focus for commercial activity. The Gympie Road corridor, south of Strathpine TOD and north of Learmonth Street to Bells Pocket Road, will offer a secondary commercially led mix of land uses.

Analysis of the land use development capacity for the Strathpine master plan area indicates that this capacity is well in excess of the projected land use demand to 2031. This is based on preliminary considerations of development parameters encompassing site cover, plot ratio, and height. In relation to this we recommend that land use development in the Strathpine master plan area be focussed around the Strathpine rail station and spine connecting the Strathpine rail station and Westfield shopping centre in the medium term. This should be reviewed on a five yearly basis and revised, if necessary, in line with actual land use take up.

A prioritisation of investment is required to deliver maximum benefit to Strathpine and to ensure that land value aligns with development potential. Figure 4.1.1 provides an indicative staging plan to inform future planning and development.

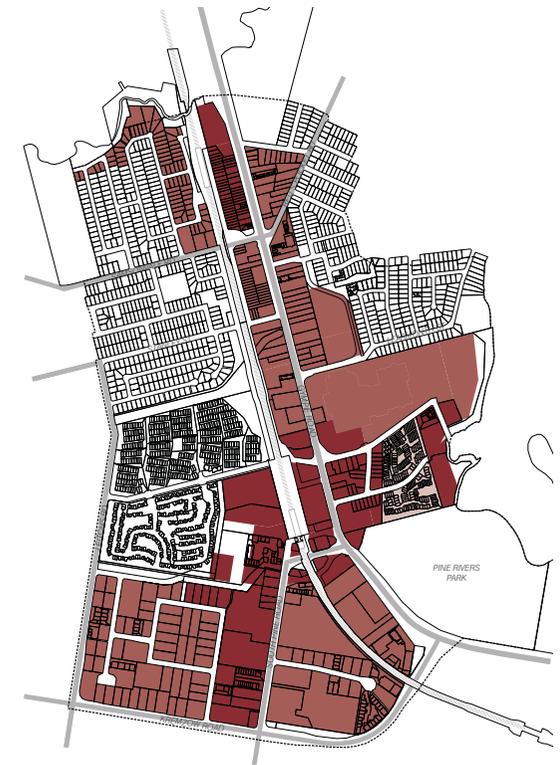


Figure 4.1.1 Staging Plan

- Priority areas for primary development focus (next 5 years)
- Mid-term development opportunity (5 - 15 years)
- Longer term (15 years +)

LAND USE FOCUS	DESCRIPTION	INDICATIVE MIX (%)					
		Retail	Office	Residential	Industry	Bulky Goods	Community/Civic
	Mixed Use Heart	10	45	40			5
	Medium Intensity Mixed Use (Retail Focus)	75	15	10			
	Medium Intensity Mixed Use	20	50	30			
	Medium Intensity Mixed Use (Residential Focus)	10	30	60			
	Commercial Mixed Use	5	70	25			
	Mixed Industry and Business (MIBA)		70		30		
	Showroom / Manufacturing	5			15	80	
	Industry Support	30	50		20		
	Industry Intensification		20		80		
	Community	2					98
	Residential Intensification	1		99			
	Low Density Residential (limited change)			100			
	Open Space						
	Community Use Component						
	Transit Plaza						
	Rail Station						
	Rail Corridor Expansion						
	Potential Closure of Road						

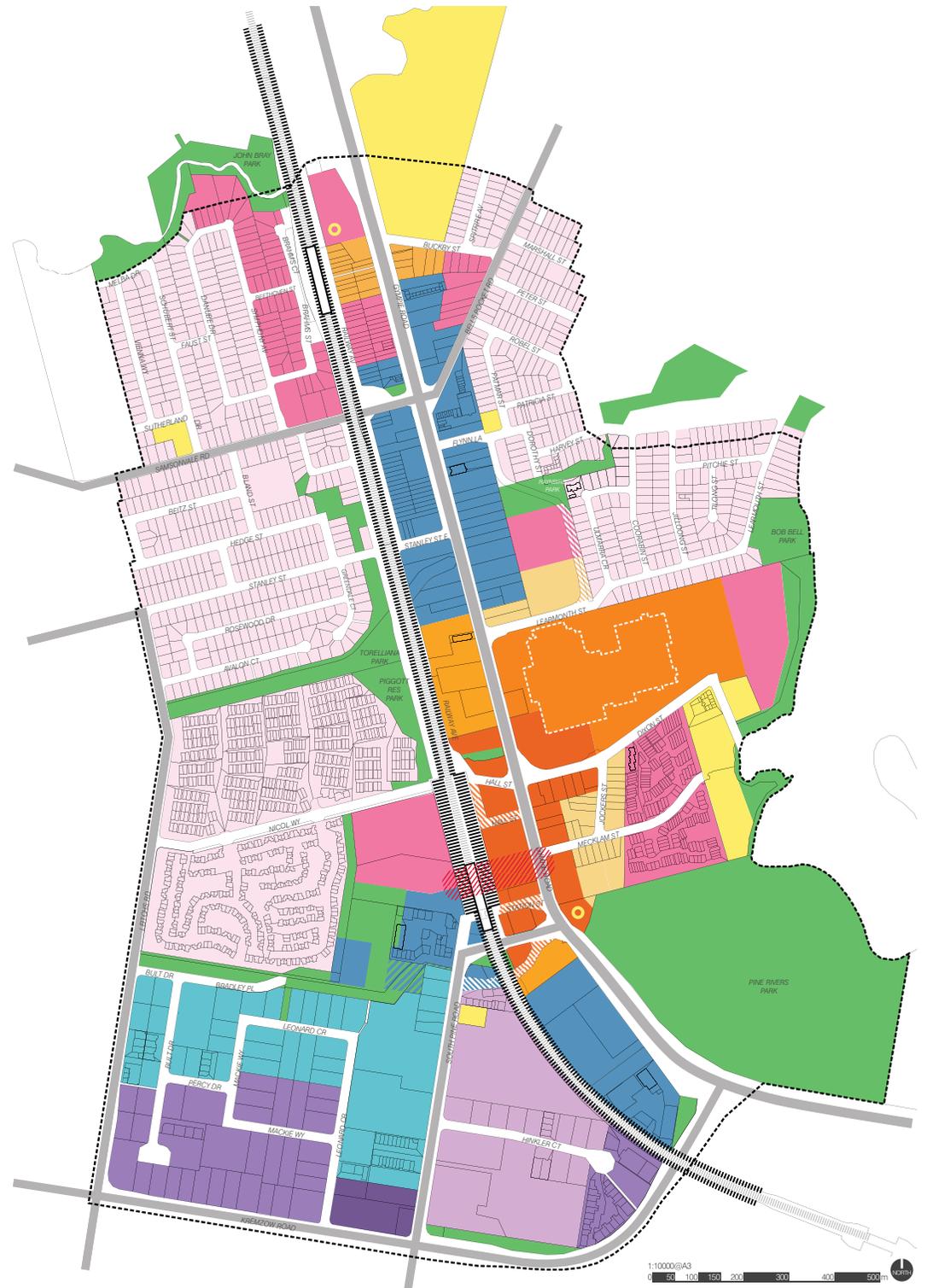


Figure 4.1.2 Land Use Plan



4.2 MOVEMENT: A CONNECTED CENTRE

Well designed and integrated transport infrastructure of all kinds is an essential component in creating and sustaining successful urban places. Strathpine is dominated by the infrastructure required to support its current function as a car dominated centre. Gympie Road is the primary artery for vehicle movement and although essential to the ongoing functionality of the wider network, acts as a significant barrier to east-west movement. This is a critical issue to be overcome in order to achieve the vision of a truly integrated and attractive place. The rail line also restricts pedestrian movement and east-west linkages through the centre.

The movement strategy for Strathpine aims to balance the requirements of all modes of transport with an emphasis on reducing car dependency over time. The movement strategy incorporates a number of wider road network improvements in conjunction with local road upgrades, enhanced public transport provision and a comprehensive pedestrian and cycle network. The strategy is interlinked and to assist in its interpretation is broken down under the categories of vehicular, public transport, and pedestrian and cycle infrastructure below.

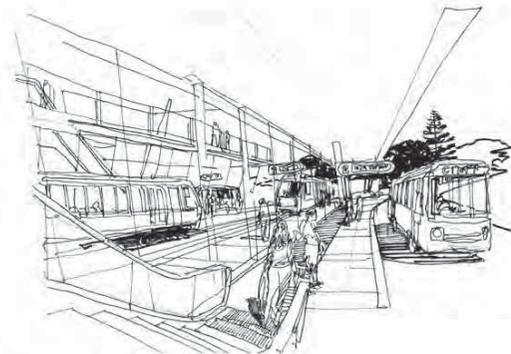


Figure 4.2.1 Delivering a truly seamless interchange between bus and rail at Strathpine Station will be a key catalyst for transit oriented development.

Vehicular Infrastructure

The key feature of the strategy, and the master plan, is the transformation of Gympie Road into an urban boulevard (see section 4.3) which requires reorganisation of the local road hierarchy as well as improvements at a sub-regional level. The following elements define the strategy for vehicular infrastructure (refer figure 4.2.3):

- The vehicular function of Gympie Road is to be down graded overtime to become a 4 lane divided road within the core urban area of Strathpine;
- A number of wider connections must be established or reinforced to align with the regional transport network, such as the link illustrated in figure 4.2.2;
- The range of potential improvements, including the proposed new links shown in figure 4.2.2, are to be considered as part of the DTMR led MITS study, which should be informed by the vision identified for Strathpine MRAC;
- East-west linkages or diversions are to be reinforced to relieve pressure on Gympie Road, including a new linkage between South Pine Road and Leitchs Road, strengthening the role of Samsonvale Road, Bells Pocket Road and Buckby Street, and reinforcing Bicentennial Way / Kremzow Road as the industrial access route for heavy vehicles;
- Restructuring of the vehicular network to the east of Gympie Road to include an 'eastern collector', a number of new linkages and vehicular access to the South Pine River edge;
- An extension to Railway Avenue to meet Gympie Road to the north to provide an additional route for accessing the centre and facilitate the high frequency bus route (see public transport); and
- Over time, car parking is to be reorganised into consolidated Council managed facilities rather than traditional 'site by site' car parks. This will enable the best use of centre land and offer efficient car parking solutions within the mixed use environment. Car parking rates for new development are to be reviewed on an ongoing basis to align with TOD objectives. 'Park and ride' facilities around Strathpine Railway Station will be phased out over the life of the master plan.

Public Transport

The movement strategy aims to build upon and rationalise the provision of public transport to transform Strathpine into a sub-regional transport hub that includes Transit Oriented Development surrounding both Rail Stations and a fine mesh of local public transport routes between the main destinations of the Centre. The following dot points summarise the key features of the movement strategy in relation to public transport and are supported by figure 4.2.4:

- A major transit interchange in proximity to Strathpine Railway Station including rail, high frequency bus services, access to the local bus network, drop off facilities and a transit plaza;
- A high frequency bus route, providing access to northern suburbs, making use of Railway Avenue to bypass traffic lights on Gympie Road; and
- An improved local bus network with greater coverage throughout the master plan area, access to Brendale industrial area and the wider local network.

Pedestrian and Cycle

The pedestrian and cycle network facilitates access by alternative modes to a range of destinations and precincts in the Centre. Achieving the pedestrian and cycle strategy within Strathpine (refer figure 4.2.4) is dependant on overall improvements to the road hierarchy (refer vehicular infrastructure) and utilises streets, mid-block connections and public and open spaces to provide an interconnected network of pedestrian and cycle connections. Key features of strategy include:

- Placing a high priority on pedestrian needs in proximity to the transit interchange and within the mixed use heart;
- A direct linkage between the transit interchange, including Strathpine Railway Station, and Westfield Shopping Centre;
- Through improvements and the re-allocation of space in the corridor, the use of Gympie Road as a 'pedestrian movement corridor' with multiple crossing opportunities;
- A 'web' of pedestrian and cycle linkages that service the wider community and link the centre to its immediate residential catchment;
- Providing a high quality pedestrian environment through the use of public plazas, wide footpaths, awnings and shelter, controlled pedestrian crossings and activated building edges in high traffic areas; and
- Developing multiple cycle routes that utilise open space corridors and on road cycle facilities.

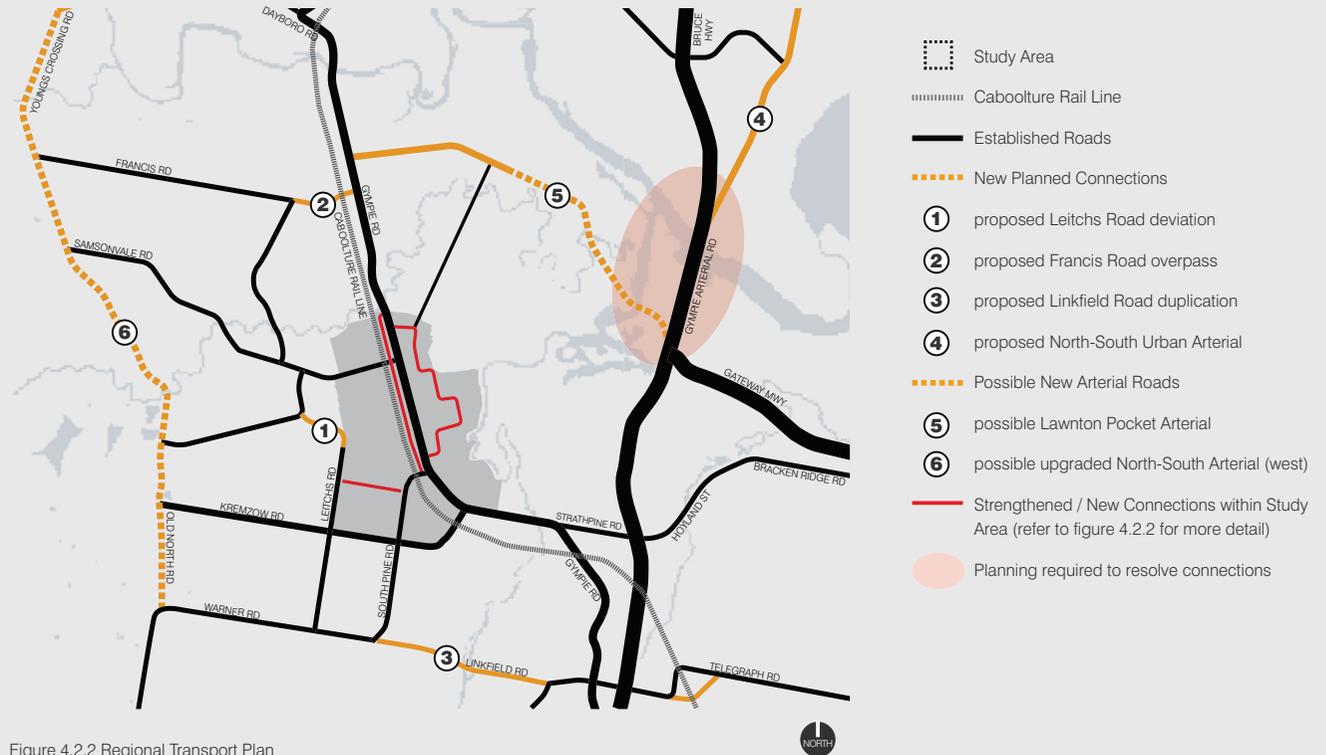
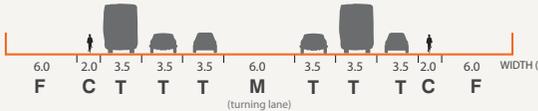


Figure 4.2.2 Regional Transport Plan



ELEMENT	DESCRIPTION	INDICATIVE SECTION
VEHICLE		
	GYMPIE ROAD (MAJOR) Major vehicle movement	
	GYMPIE ROAD (REDUCED VEHICLE ROLE) Reduced vehicle role to facilitate improved environment for urban activity	
	INDUSTRIAL ROAD (MAJOR) Route for heavy vehicles and a component within overall strategic diversion scheme	
	STRATEGIC DIVERSION ROUTE + Investigation Area System to relieve pressure from Gympie Road by diverting traffic on to the wider network of major roads	
	EASTERN COLLECTOR Key route providing an alternate route for vehicles accessing the eastern area, relieving local traffic from Gympie Road	
	HIGHER ORDER LOCAL ROAD Provides access to centre uses and facilitating movement around the centre	
	NEW LOCAL CONNECTION New road connections to improve local connectivity and facilitate access to new development	

 Location for Centre Car Parking

 Park and Ride

 Intersection Upgrade

 High Frequency Bus Route

 Upgrade / Realignment of Level Crossing Required

 Servicing and Car Parking

F Footpath

C Cycle Lane

T Traffic Lane

M Median

P Parallel Car Parking

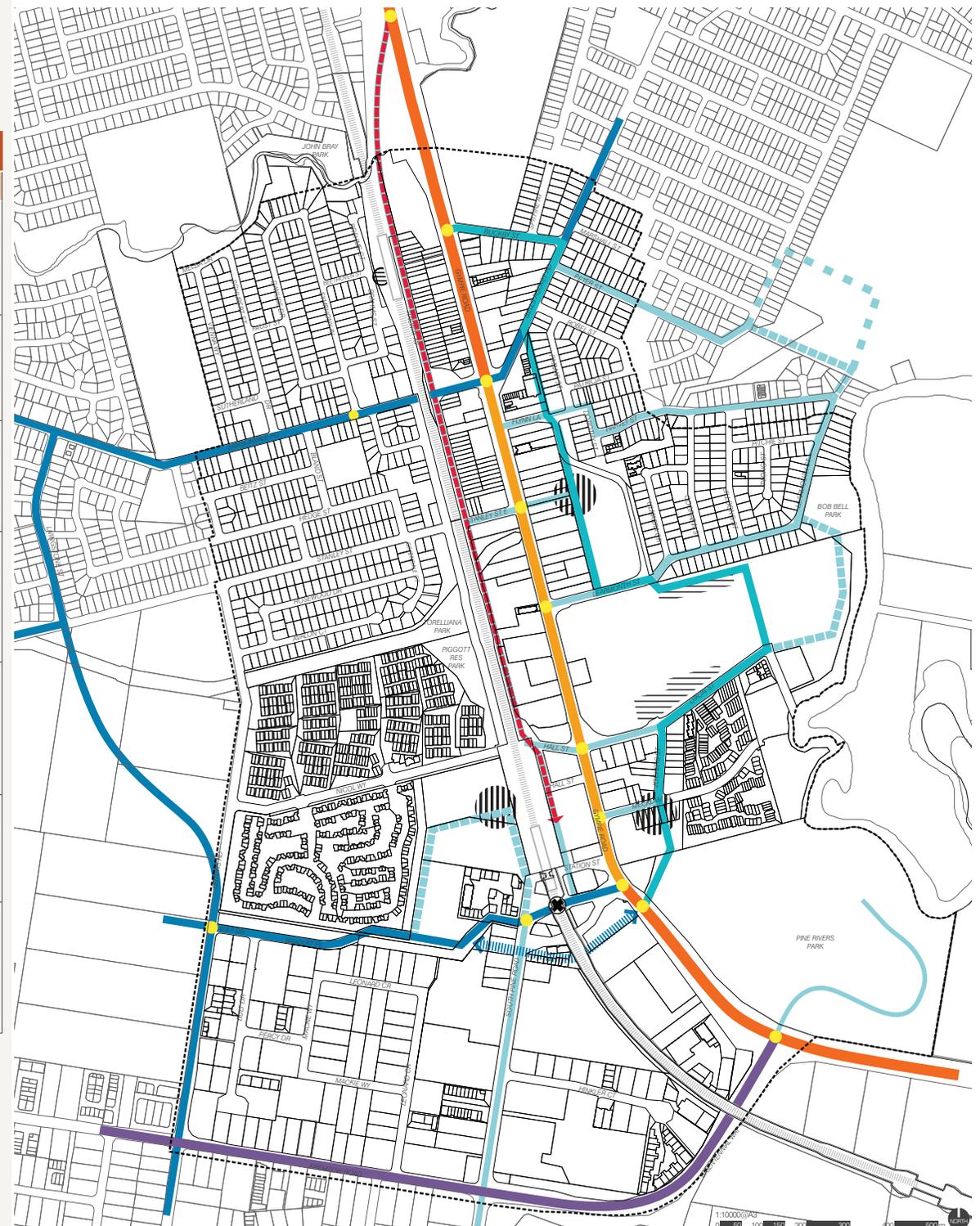


Figure 4.2.3 Vehicular Movement Plan

ELEMENT	DESCRIPTION
	RAIL STATION UPGRADE A - Bray Park Rail Station: Upgrade to 4 platforms B - Strathpine Rail Station: Upgrade to 6 platforms (2 platforms to cater for long trains)
	EXPANSION OF RAIL LINE (INVESTIGATION) South of Strathpine Rail Station: 6 tracks (option for 2 tracks via the proposed NW rail corridor) North of Strathpine Rail Station: 4 tracks + potential freight track Ultimate track widths are subject to detail design
	HIGH FREQUENCY BUS ROUTE Bus priority route utilising Railway Avenue providing more direct link from the north and offering a bypass to traffic lights along Gympie Road. Requires adequate pedestrian connectivity to Gympie Road.
	TRANSIT INTERCHANGE Rail, high frequency bus and local bus interchange, a transit plaza, drop off areas and proximate 'park and ride' facilities (to transition to centre parking or uses over time) Transition of bus interchange is required from current Westfield interchange.
	LOCAL BUS ROUTE Local services providing access around Strathpine and the local area, including Brendale, linking local residents and workers to high frequency bus and rail services.
	LOCAL BUS STOP Indicative bus stop locations
	PRIMARY PEDESTRIAN MOVEMENT Pedestrian focus areas requiring a high degree of pedestrian infrastructure, a built form response and improved amenity for pedestrians.
	PEDESTRIAN CONNECTION Pedestrian pathways and connections providing clear and attractive routes through the centre including over the rail line.
	IMPROVED PEDESTRIAN CROSSING Intersection upgrades to facilitate improved pedestrian crossing opportunities.
	PRINCIPAL CYCLE NETWORK Primary, high speed, cycle routes. Off road and on road facilities provided.
	CYCLE ROUTE Dedicated cycle routes. Off road and on road facilities provided. End of trip facilities to be provided at the rail stations and within new development.
	UPGRADE / REALIGNMENT OF LEVEL RAIL CROSSING Level rail line crossing requiring upgrade or realignment to enable the increase rail services along the corridor.
	ZONE FOR CENTRE CAR PARKING Consolidated car parking resource to manage centre car parking issues. Potential for Council to operate.
	PARK AND RIDE FACILITY Dedicated park and ride.

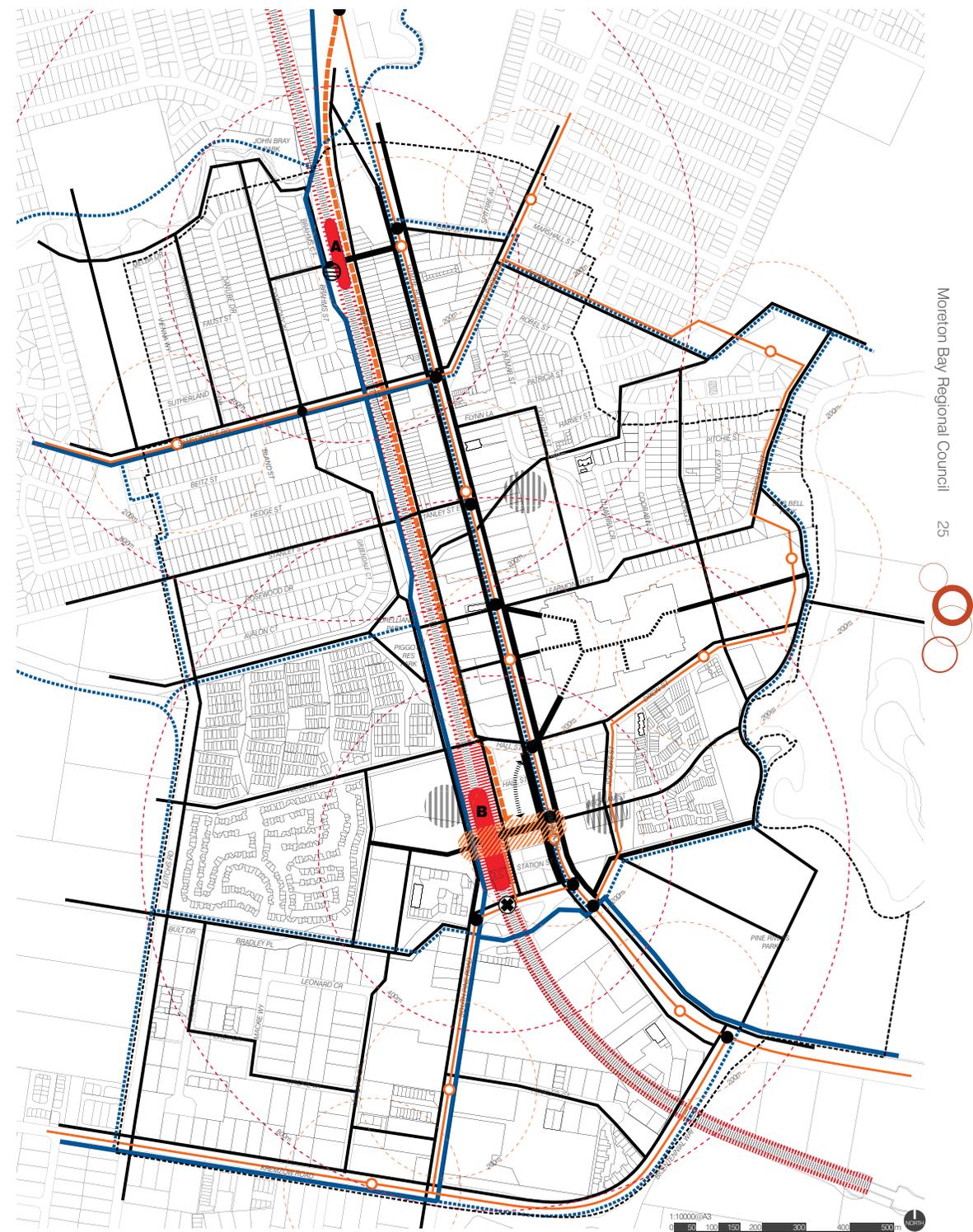


Figure 4.2.4 Pedestrian, Cycle and Public Transport Movement Plan

4.3 THE GREEN WEB: AN ENVIRONMENTAL FRAMEWORK

The existing open space and natural features of Strathpine, most significantly the South Pine River corridor, provide a unique opportunity to create a 'green web' of recreational and environmental connections that fundamentally re-position the Centre and re-engage it with its environment.

The 'green web' strategy for Strathpine aims to utilise existing open space and environmental features of Strathpine together with new open spaces, street corridors, waterway corridors and pedestrian linkages to create a highly accessible grid of diverse, attractive and sustainable spaces throughout the centre. This approach utilises Gympie Road as the primary north-south corridor and the east-west waterways to provide linkages to the South Pine River as the Centre's primary natural asset.

The strategy includes three components. The open space plan identifies new and existing open space elements and defines their role in the overall open space network. The streetscape plan provides a strategy for the use of street corridors as linear open spaces that provide green amenity throughout the study area, linking green spaces with the centre and surrounding residential catchment. The public realm strategy investigates the use of urban space, plazas and streets, to provide lifestyle benefits and amenity within the centre environment.

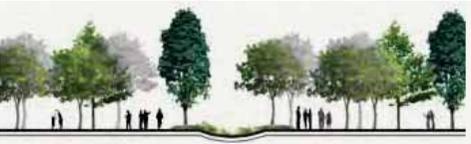
Figure 4.3.1 identifies the open space network within the study area. The strategy for open space is described in the following key points:

- Open spaces have been categorised according to the hierarchy set out within Pine Rivers Planning Scheme PSP26: planning and design criteria;
- Open spaces have been distributed based on catchments and to create a series of linear experiences that improve the value of the overall open space network as a united system;
- Pine Rivers Park forms the primary park with a significant level of infrastructure;
- A district park has been identified to build on the South Pine River recreation offer and provide a community node as an anchor at the northern end of the system;
- A number of new and an existing neighbourhood parks provide amenity to surrounding areas which are supported by a series of local parks and connected by a web of linkage parks; and
- The east west waterways, corridors and the south Pine River buffers and parkland will be improved with upgraded storm water systems and quality devices for environment enhancement.

Parkland improvements must be designed in accordance with the Pine Rivers Planning Scheme PSP26. Active parkland outcomes must be designed with consideration of the environmental quality and drainage performance of the park and surrounding system. Appropriate buffers are to be provided to the South Pine River and Four Mile Creek corridors in accordance with relevant policy to protect the environmental integrity of the waterways.



Figure 4.3.1 Open Space Plan

ELEMENT	ROLE / ACTIVITIES (REFER PINE RIVERS PSP26: PLANNING AND DESIGN CRITERIA)	MIN. SIZE	CATCHMENT	REF	DETAILS
LOCAL PARK	Informal recreational experiences such as ball games, picnic/lunch and meeting space Generally contain shady trees, landscaping, drink fountain, seating, litter bin, signage, small play combination and a kick and throw space	4000m ²	400m	L1	New park to be achieved through redevelopment and land acquisition
				L2	New park to be established through development of site
				L3	Improvements to existing park
				L4	Existing 'Neighbourhood Park' to be downgraded to 'Local Park'
				L5	New park to be established through development of site
				L6	Improvements to existing dedicated parkland; park infrastructure required
				L7	New park to be established through development of site
				L8	Improvements to existing dedicated parkland; park infrastructure required
NEIGHBOURHOOD PARK	Informal recreation experiences similar to local parks and some formal recreation opportunities (in rare cases) In addition to local park infrastructure may contain, BBQ, picnic shelters and tables, multi-use activity space (such as a half-court) and landscaping (including irrigation)	7000m ²	700m	N1	Douglas Park: Existing dedication within Planning Scheme Policy PSP26
				N2	New neighbourhood park established through development of site
				N3	Extension of Raynbird Park achieved through development of site
				N4	Bob Bell Park: Existing classification within Planning Scheme Policy PSP26; park infrastructure required
				N5	Realignment of existing dedication; park infrastructure required
DISTRICT PARK	To incorporate a comprehensive range of recreational facilities and opportunities, providing play equipment for a range of age groups, dog off-leash area and a kick and throw area and are connected to internal and external cycle/path systems as well as on-site car parking	4 ha	1.5km	n/a	New park established through development of site
SHIRE PARK	Large parks offering unique civic, cultural, entertainment and recreational experiences based on physical and locational characteristics.	10 ha	5-10km	n/a	Pine Rivers Park
TOWN SQUARE (TOWN PARK)	Town Parks are located in urban centres to provide a break-out space in the urban environment and to provide opportunities for civic activities. Town Parks are public spaces integrated within the urban fabric, for example, forecourt space for civic buildings or located adjacent to restaurants, cafeterias and outdoor dining etc. Town Parks are developed to a high standard and may include features such as community art, drinking fountain, signage and seating.	2000m ²	n/a	n/a	New square to be provided through redevelopment
URBAN PLAZA (MINOR TOWN PARK)	not identified within Planning Scheme	No minimum	n/a	n/a	New public spaces to be provided through redevelopment Potentially retained within private ownership with public access
LINKAGE PARK	Areas of connected or continuous 'green space' that form links between a number of recreation nodes for example along rivers, creeks and ridgelines. May include some recreational facilities such as interpretive signage, paths, trails, seating, and informal play areas. Drainage corridors are accommodated within open space, typically linkage parks, as well as within road reserve.	Indicative cross section:			

RECREATION TRAIL	COMPONENTS
 CIVIC	N5 ; pedestrian connection through transit interchange; Town Square (Town Park) ; Gympie Road Boulevard ; pedestrian connection to South Pine River (road reserve); Linkage to U7 ; L8
 PARK SPINE	L5 ; Linkage Park; L6 ; Linkage Park and pedestrian connection (road reserve); Gympie Road Boulevard ; pedestrian connection (new road reserve); N3 ; Linkage Park; L3 ; Linkage Park; District Park ; South Pine River
 ENVIRONMENTAL (Component of the Four Mile Creek Concept Trail)	John Bray Park; Linkage Park; N2 ; Linkage Park; L1 ; Linkage Park; continues to Lawnton Reserve and Rob Akers Reserve
 RECREATION (Component of the South Pine River (east) Concept Trail)	Shire Park (Pine Rivers Park); Linkage Park (South Pine River); L8 ; Linkage Park (South Pine River); N4 ; Linkage Park (South Pine River); District Park
 CENTRE	Gympie Road Boulevard and adjoining urban plazas and town square



Figure 4.3.2 Open Space Catchments



Figure 4.3.3 Recreation Trail 400m Catchments





Supporting the provision of high quality open spaces is the need to improve the landscape quality and green character within Strathpine. The streetscape strategy, illustrated in figure 4.3.4, identifies street corridors of importance when navigating the centre, as a pedestrian or within a vehicle, that have a potential for landscape responses to enhance the experience of the centre. Key features of the strategy include:

- The transformation of Gympie Road into an urban boulevard with a shady, tree lined, pedestrian focused environment;
- Strengthening east-west corridors as greenways or green avenues that provide high quality pedestrian connections across Gympie Road and the rail line;
- A fine mesh of 'shadeways' providing inviting pedestrian connections, promoting walkability, and adding to the green amenity within the centre; and
- Landscaping of the rail line to improve visual amenity, to be accommodated within adjoining road reserve or a 2m corridor in the rear of adjoining development parcels and established in consultation with DTMR, Translink and QR Network.

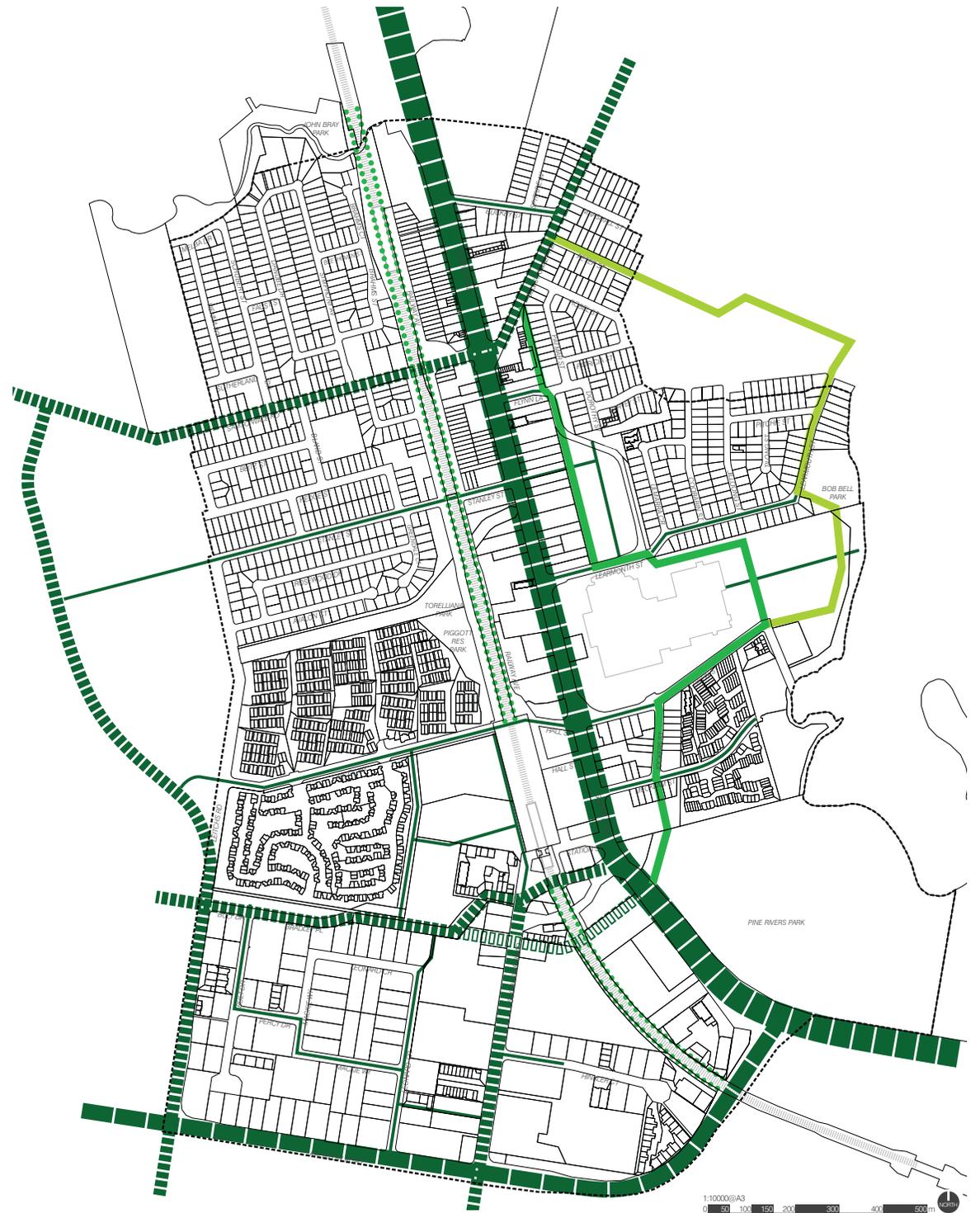


Figure 4.3.4 Streetscape and Landscape Plan

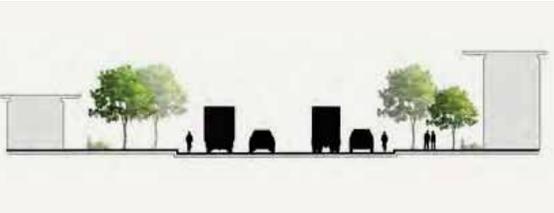
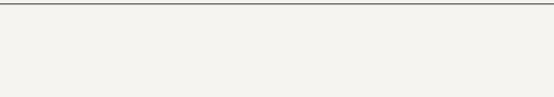
ELEMENT	DESCRIPTION	INDICATIVE SECTION
Gympie Road Boulevard	Linear landscape response distinguishing Gympie Road as the key north-south spine providing a grand tree lined streetscape with strong focus on the pedestrian experience	
Brendale Parkway	Boulevard landscape treatment providing an attractive entry experience to Brendale industrial area, injecting the corridor with green treatments to create a attractive environment for vehicle movement, cycling and to a lesser degree, pedestrian movement	
Green Avenue	Major vehicle movement corridors defined by avenue planting	
Eastern Collector	Key local route to be distinguished from the surrounding road network	
South Pine River Esplanade	Low speed parkland environment reflecting the proximity to the South Pine River and informal recreation setting	
Shadeway	Landscape and infrastructure to facilitate pedestrian movement and provide green amenity and shady connections throughout the centre	
Greening of the Rail Line	Landscape treatment along rail line to provide screen and improve green amenity (2m corridor)	



Figure 4.3.5 Improvements to the quality, accessibility and recreational infrastructure within existing spaces will be a key starting point in incrementally delivering the green web concept.



Figure 4.3.6 The green web will offer amenity required to facilitate gradual residential intensification.



The activities that take place within the streets, parks and public spaces of a centre often determine its vitality. The public realm strategy for Strathpine aims to provide a hierarchy of different places and spaces, which perform different functions for different people, but work overall in an integrated and complementary way. The arrangement of land use, transport opportunities and alignment of Gympie Road set a framework for defining the required characteristics of the public realm to ensure that it enriches the experience of the centre and promotes street life and activity. The public realm strategy seeks to:

- Provide a centre 'heart', integrating transport with civic / cultural activities, and commercial and retail uses to create a vibrant node in the form of a robust plaza space activated at its edge by a range of uses;
- Provide a number of high quality urban spaces to accommodate, encourage and support a range of activities and land uses, including entertainment, a food market and public transport use, and to facilitate pedestrian movement and interaction;

- To focus the highest quality public realm in the area broadly between Strathpine Railway Station and Westfield Shopping Centre. This area will include the most intense forms of development and most 'active' public spaces;
- To support areas outside of this with a secondary level of treatments that offer quality pedestrian experiences but in the context of a generally lower level of pedestrian footfall and development intensity; and
- Define the centre through 'threshold treatments' signifying entry into Strathpine and 'arrival nodes' symbolising entrance into the urban core.

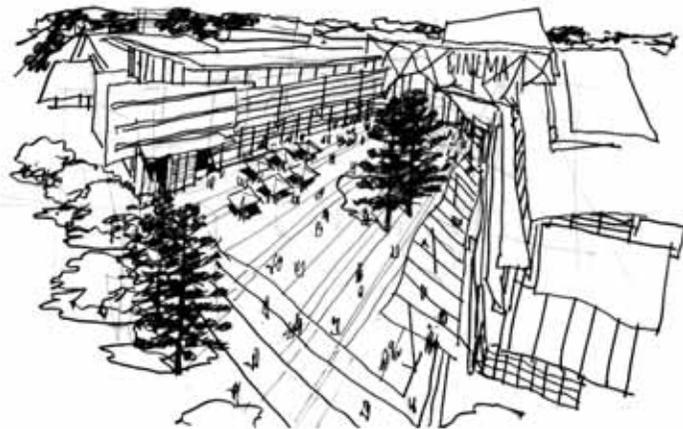


Figure 4.3.7 Plaza's and squares at key points of entry to the existing shopping centre assist in creating a more integrated public realm.



Figure 4.3.8 Public Realm Plan

ELEMENT	REF	ROLE / ACTIVITIES	SIZE
TOWN SQUARE (TOWN PARK)	TS	This area will become the spatial focus for the centre and act as a cultural hub for Strathpine and the surrounding region. This space will accommodate a range of activities, including cultural events, community displays and informal gathering, creating a lively atmosphere. A strong use of public art, cultural uses, outdoor dining and retail edge interfaces will create a vibrant environment. The space will be of the highest quality, incorporating street furniture, landscape and urban pavement treatments to create a first class space for workers, shoppers, the local community and visitors to Strathpine to enjoy.	2000m ²
URBAN PLAZA (MINOR TOWN PARK)	P1	Suburban TOD Plaza: Providing a node of activity for local 'Bray Park TOD' residents and a place of interest for visitors or workers, the Suburban TOD Plaza will provide dining opportunities and accommodate low key community gatherings. This urban space will be activated by small scale retail and will contain public art and shade planting.	150m ² - 200m ²
	P2	Samsonvale Road Plaza: Existing 'Town Park' designation this space will provide amenity to the major intersection.	
	P3	Commercial Plaza: Providing a break in the urban experience and amenity and an outdoor interaction opportunity for surrounding workers and visitors.	
	P4	Court House Plaza: Providing a break in the urban experience and amenity and an outdoor interaction opportunity for surrounding workers and visitors.	
	P5	Entertainment Plaza: Providing an outdoor space for social interaction with a relationship to the entertainment uses that exist within the shopping centre. The space will incorporate elements that captivate people of all ages, include adequate lighting and offer a rich experience through a high quality landscape treatment potentially incorporating digital media.	750m ² - 1000m ²
	P6	Market Plaza: This space will offer an outdoor extension to the shopping centre to provide meaningful linkages to the South Pine River corridor. The space will allow for informal outdoor dining and gathering with a potential to accommodate for outdoor events (potentially markets).	750m ² - 1000m ²
	P7	Retail Portal: As a threshold to the shopping centre and to facilitate ease of pedestrian movement between the shopping centre and transit interchange, this space will provide outdoor gathering space for surrounding workers as well as visitors to the shopping centre.	750m ² - 1000m ² including road reserve space gained from road realignment
	P8	Transit Plaza: The transit plaza will service commuters by providing circulation space to assist with legibility and access to the various transport modes. This attractive urban space will incorporate public art and landscape elements for visual amenity and provide seating for commuters.	
	P9	Community Plaza: To be incorporated into the community facility and provide a transition from urban centre uses to the parkland setting.	
	P10	Industrial 'Market Square': Servicing the industrial community this robust space will accommodate market stalls or be used to showcase events. The space also provides amenity for local industrial community with informal or formal outdoor dining opportunities and local 'industry' art installations.	500m ² - 750m ²
URBAN CENTRE PUBLIC REALM		Vibrant and rich 'core' centre environment focused on the pedestrian experience with highly urbanised public realm and streetscape and active ground floor built form edges. Treatments include wide footpaths, shade trees, furniture, lighting and public art.	
SECONDARY URBAN CENTRE PUBLIC REALM		Urban treatment to facilitate a high quality pedestrian environment including similar, but not as strong, elements to the primary zone.	
STRATHPINE CENTRE THRESHOLD		A transition point at entry into the SMRAC, building upon established green qualities to create an attractive 'doorway' into the urban area.	
CENTRE ARRIVAL NODE		A key point symbolising arrival into the 'core' urban centre environment, created through landscape / built form / public art treatments.	

URBAN TRAIL	
	BRAY PARK STATION TO GYMPIE ROAD
	COMMERCIAL PLAZA TO SUBURBAN TOD PLAZA
	COURTHOUSE PLAZA TO COMMERCIAL PLAZA
	WESTFIELD SHOPPING CENTRE TO COURT HOUSE PLAZA
	IN AND AROUND WESTFIELD SHOPPING CENTRE
	TRANSIT INTERCHANGE TO WESTFIELD SHOPPING CENTRE
	TRANSIT INTERCHANGE TO BRENDALE INDUSTRIAL AREA



Figure 4.3.9 Pedestrian priority spaces and linkages facilitate comfortable movement between Strathpine Rail Station and adjacent destinations



4.4 BUILT FORM: SHAPING THE CENTRE

In association with public space, the built form of a centre is one of the most memorable and defining features. The form, function and scale of development assists in defining and activating key streets and spaces and identifies nodes within the centre.

The built form strategy for SMRAC responds to the desire to create a transit oriented centre and aims to capitalise on natural assets and amenity by locating intensity and density accordingly. The built form strategy is illustrated in figure 4.4.9 and is supported by the following key points:

- Building height and intensity responds to the availability of public transport and provision of amenity. The strategy seeks to achieve the following in terms of height and intensity:
 - Strathpine TOD as the focus for the greatest level of intensity and height of development;
 - Bray Park Rail Station as a secondary node for height and intensity; and
 - Higher development along the South Pine River edge.
- Built form is to be designed to respond to climate, relate to the public realm and reflect the desired form of the centre in accordance with the principles illustrated in figures 4.4.1 to 4.4.8.

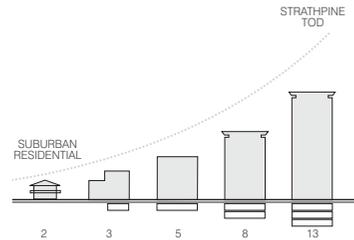


Figure 4.4.1 Building form will transition in an arc from detached residential area to core urban centre zones

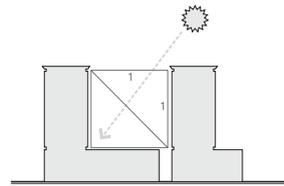


Figure 4.4.2 Taller building forms will be designed to ensure adequate solar access for surrounding properties. A 1:1 void will be used as a benchmark

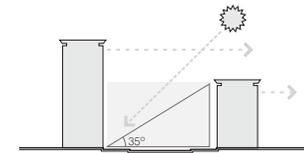


Figure 4.4.3 Built form along Gympie Road will define the public realm and be designed to capture views to the east and allow sun penetration onto the street space

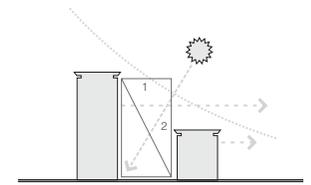


Figure 4.4.4 Built form along the South Pine River edge will maximise views to open space and allow solar access. A 2:1 proportion between 'front' and 'back' buildings will be used as a benchmark.

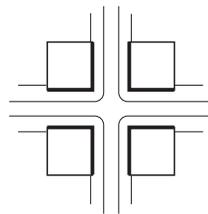


Figure 4.4.5 Emphasise significant and visually important corners through height and architectural form

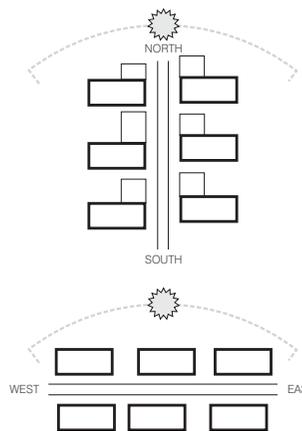


Figure 4.4.6 Orient building aspect to north

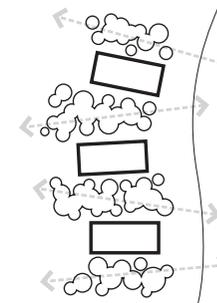


Figure 4.4.7 Balance built form and landscape along the River's Edge

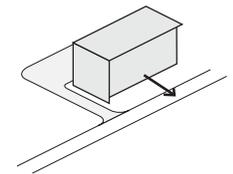
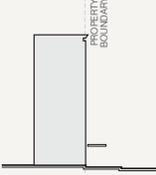
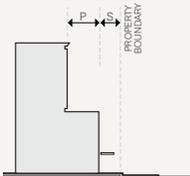
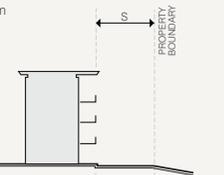
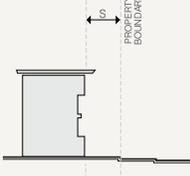


Figure 4.4.8 Built form will relate to the street with car parking and servicing behind

HEIGHT	VISUALLY IMPORTANT SITES	LIKELY HEIGHT (IN CONSIDERATION OF DEMAND FORECAST)
10 STOREYS	12 STOREYS	8 STOREYS
8 STOREYS	10 STOREYS	6 STOREYS
4 STOREYS	6 STOREYS	4 STOREYS
1-3 STOREYS	-	1-3 STOREYS
1-2 STOREYS (FINE GRAIN)	-	1-2 STOREYS

-  Landmark Built Form Opportunity: Built form to define centre entry experience
-  Visually Important Sites
-  Sleeving of Westfield Shopping Centre
-  Potential for Sensitive Increase in Height up to 12 Storeys

KEY EDGE TYPE	DESCRIPTION	INDICATIVE SETBACKS AND SECTION
Edge Type 1	<p>Gympie Road:</p> <ul style="list-style-type: none"> Built form to define the street edge Active ground floor Awnings 	<p>Built to front boundary</p> 
Edge Type 2	<p>Key East-West Connections:</p> <ul style="list-style-type: none"> Use of podium to allow light penetration Greater setback on southern edge to road to encourage pedestrian use Awnings 	<p>S Front Setback = 3m (southern side) = 0m (northern side)</p> <p>P Podium Setback = 4m</p> 
Edge Type 3	<p>South Pine River Edge:</p> <ul style="list-style-type: none"> Buildings in landscape setting Balconies orienting toward park Development to respect buffer to South Pine River 	<p>S River Edge Setback = 6m</p> 
Edge Type 4	<p>Commercial / Industrial:</p> <ul style="list-style-type: none"> Built form to relate to street Car parking at side and rear Incorporate architectural elements to improve presentation of built form 	<p>S Front Setback = 3m</p> 

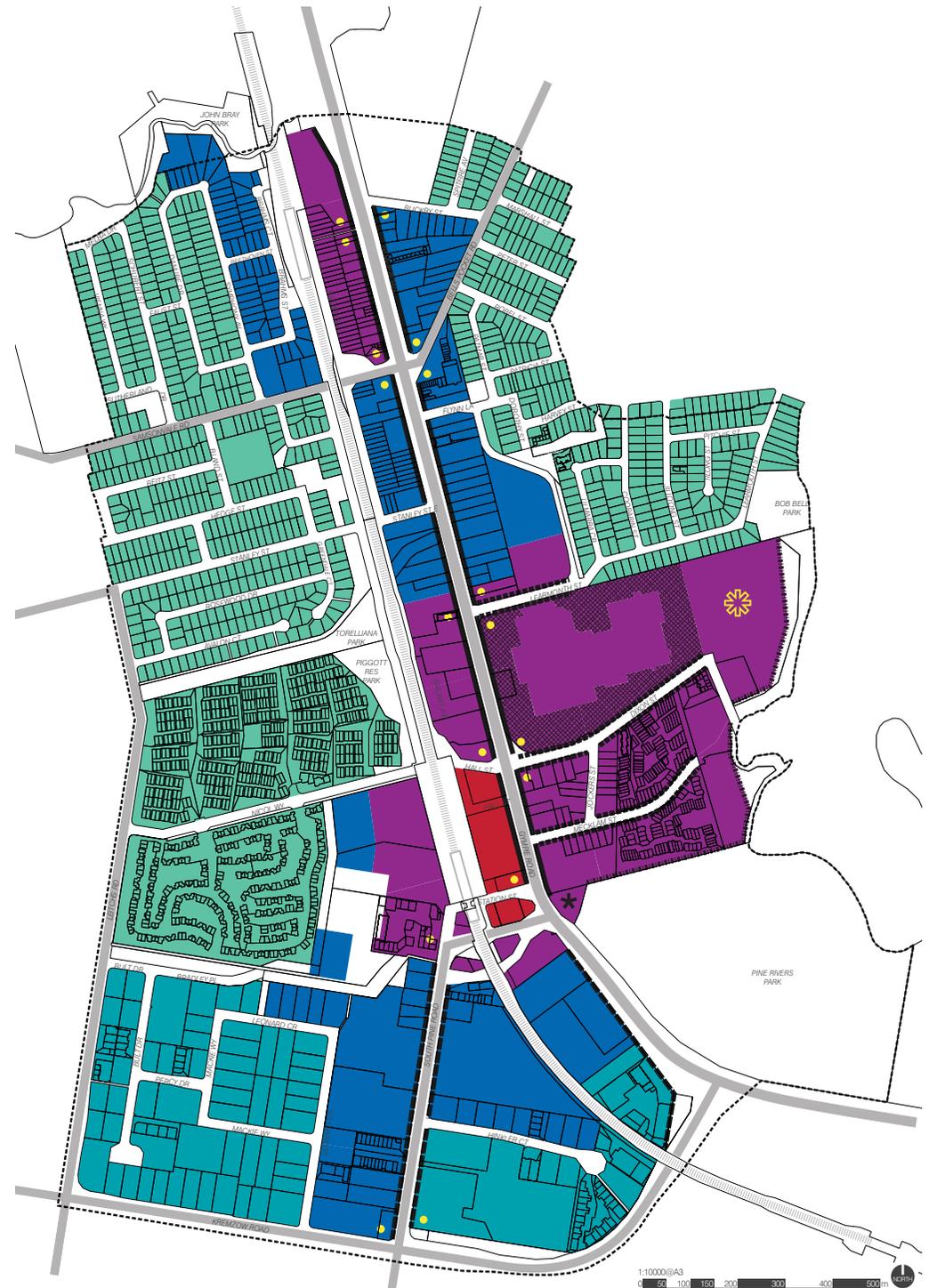


Figure 4.4.9 Built Form Plan



4.5 INFRASTRUCTURE: ENABLING FUTURE GROWTH

Total Water Cycle; Public Utilities

Provision of well planned public utility infrastructure is an essential service to support the increased population generated by the adoption of the Strathpine MRAC Master Plan. Consideration of Total Water Cycle practices and the natural environment, and catchment and stream management initiatives will contribute to water conservation and enhancement of the natural environment in the planned area.

The total Water Cycle and Public Utility Infrastructure strategies aim to provide utility services in a timely manner to service the phased implementation of the MRAC strategy. At the same time, total water cycle initiatives will be considered and implemented where appropriate.

The strategies will also provide for improved storm water quality and enhancement of the natural environment associated with storm water control.

The elements of this strategy will include

- Sewerage
- Water Supply
- Storm water and Corridor Management
- Wastewater Recycling
- Service Corridor Protection
- Other Utilities

Figure 4.5.1 highlights the major upgrades to water and sewerage required within the study area.

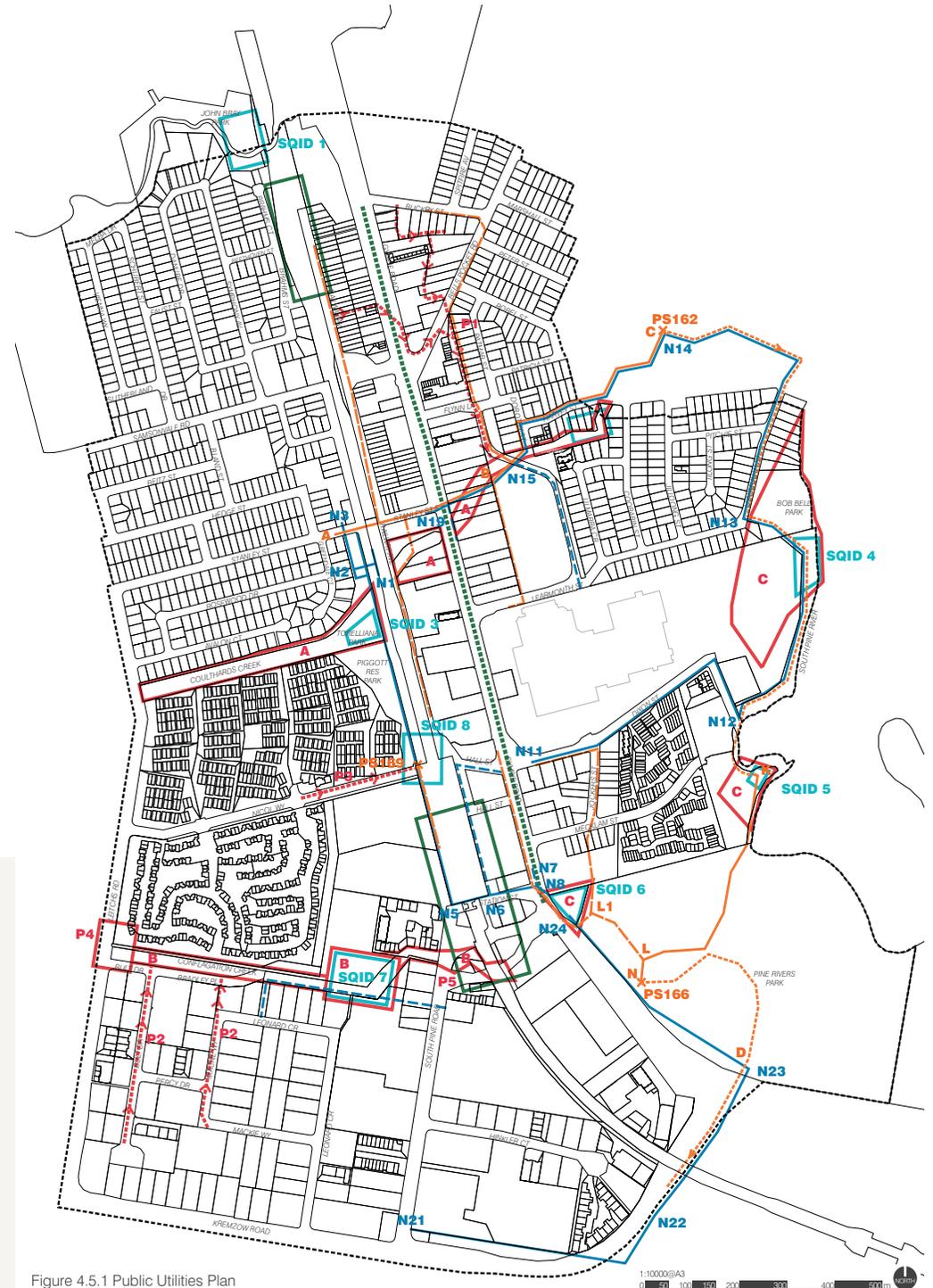
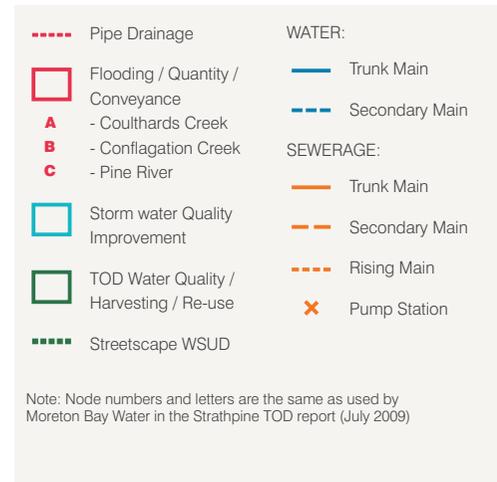


Figure 4.5.1 Public Utilities Plan

ELEMENT	STRATEGY	DETAILS
TOTAL WATER CYCLE	Together with consideration of the other elements of infrastructure a Total Water Cycle strategy has been considered. A water cycle that combines catchment detention, conveyance, harvesting, quality treatment and re-use has been considered and specific initiatives will be included in the implementation plan. Development specific details	Determine opportunities at a local, development specific and regional scale for the management of water sources based on existing and proposed infrastructure.
PUBLIC UTILITIES		
SEWERAGE	Existing sewerage infrastructure is inadequate to service the MRAC. New trunk sewers together with pump station upgrades, new rising mains and wastewater treatment plant upgrades and catchment diversions will be required. New local reticulation and replacement or diversion of existing reticulation will also be required to service development in the MRAC. Planning already undertaken by Council has been reviewed against the density and form of development proposed in the master plan, and current strategies have been shown to be sound. These form the basis of strategies proposed in the MRAC.	
		A to C
		L1 to L
		PS 162, PS 166, PS, 169, PS 230
		C, K, L to N, N to P and on to PS 230
WATER	Existing infrastructure is inadequate to service the MRAC development. Council is planning to increase the bulk supply and to provide new trunk infrastructure The planning undertaken by Council has been reviewed and strategies for new works found to be sound. The possibility of recycled storm water and wastewater is to be investigated.	
		N2 - N6
		N2 - N3
		N1
		N12 to N19 & N21 to N24
STORM WATER & DRAINAGE CORRIDOR ENHANCEMENT	A number of areas within the MRAC are subject to significant flooding impacts, primarily from the four main waterways that traverse the study area. Specific flood investigation and flood mitigation opportunities exist to enhance the function of the natural waterways conveyance and reduce or remove negative flood impacts on MRAC. Part of the flood mitigation pertains specifically to regional storm water quantity detention basins and flood retardation management. These management techniques, along with development and site specific measures, will be detailed as part of the Implementation Plan. The enhancement of natural and man-made watercourses/drainage corridors are essential to the natural function of storm water catchments. Water quality treatment in the form of WSUD measures (i.e. bio-retention, infiltration systems, etc.), landscape improvement & maintenance scheduling, and integrated streetscape design will be proposed to cater for the MRAC.	
		
		
		
		
WASTEWATER RECYCLING	The promotion of initiatives relating to wastewater recycling, while a fundamental component of the infrastructure strategy, has broader policy and cost implications beyond the scope of the master plan. It is recommended that further detailed investigations be undertaken into key opportunities, and an overarching Council strategy be developed.	<ul style="list-style-type: none"> Development of an agreed MBRC policy on wastewater recycling Determine scope and cost of infrastructure to be provided, including: <ul style="list-style-type: none"> » Pumping » Rising mains » Storage » Reticulation Identify and protect required corridors
SERVICE CORRIDOR PRESERVATION	Council has proposed a system of corridor preservation in the previous Strathpine study to match its current planning. A review and adjustment to the identified corridors is required to take into account MRAC planning.	<ul style="list-style-type: none"> Define corridors needed for all infrastructure Protect corridors
OTHER UTILITIES	In consultation with other utility providers, (telecommunication, power, gas) provision is to be made within the MRAC area for supply of these services, including sites for major infrastructure upgrades and corridors for service delivery to the proposed development.	<ul style="list-style-type: none"> Investigate needs Utility providers policies/ constraints Delivery Corridors/ Specific sites



4.6 GYMPIE ROAD: AN URBAN BOULEVARD

Gympie Road: A Strategy for Long Term Change

The Gympie Road corridor and its long term functionality and visual quality, are key components of the wider master plan. Through the process of technical investigation and community consultation it has become clear that there is a strong desire to transform the corridor into a high amenity urban boulevard that facilitates improved development outcomes and provides a radically improved pedestrian experience. However, it is also acknowledged that to achieve this outcome a number of significant challenges, including the implementation of strategic circulation measures, will need to be resolved.

In this context it is important for the master plan to clearly articulate a long-term vision for the corridor as the most important organising spine and spatial focus for the centre. In the future, Gympie Road will:

- Be characterised by a high quality public realm environment including extensive boulevard planting and widened footpaths that encourage pedestrian movement and provide an incentive for development to front onto, and activate, the corridor;

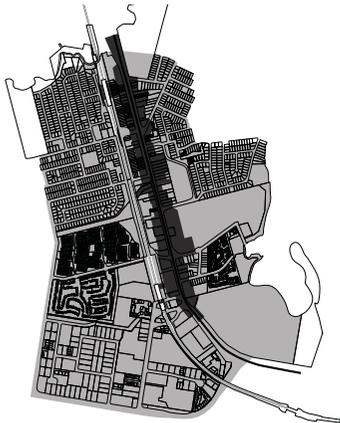


Figure 4.6.1 Gympie Road Boulevard Key Plan

- Framed by consistent building alignments that enclose the broad corridor and provide opportunities for a range of retail, commercial, and some residential uses; and
- Have a reduced traffic function facilitated by the implementation of a range of improvements to the strategic vehicular circulation network and a gradual transition toward fully integrating land use with public transport.

Figure 4.6.2 illustrates conceptually a potential future plan for the boulevard that captures these objectives and is supported by a number of cross sections that describe the desired long term arrangement and character of Gympie Road.



Figure 4.6.2 Gympie Road Boulevard Illustrative Plan

- F Footpath
- C Cycle Lane
- T Traffic Lane
- M Median



Figure 4.6.3 Gympie Road Boulevard Section A



Figure 4.6.4 Gympie Road Boulevard Section B

4 Travel Lanes

6 Travel Lanes



F Footpath
C Cycle Lane
T Traffic Lane
M Median

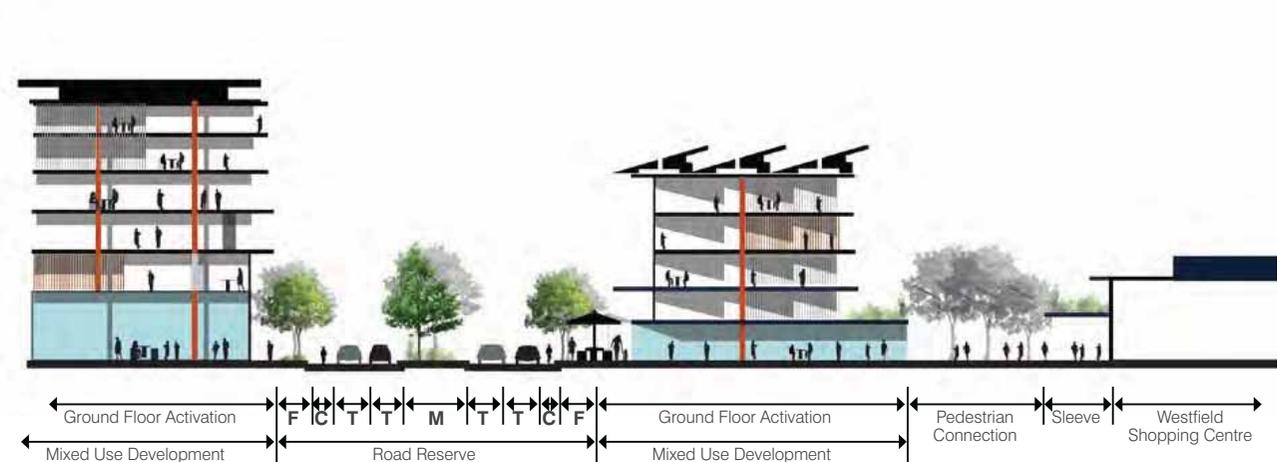


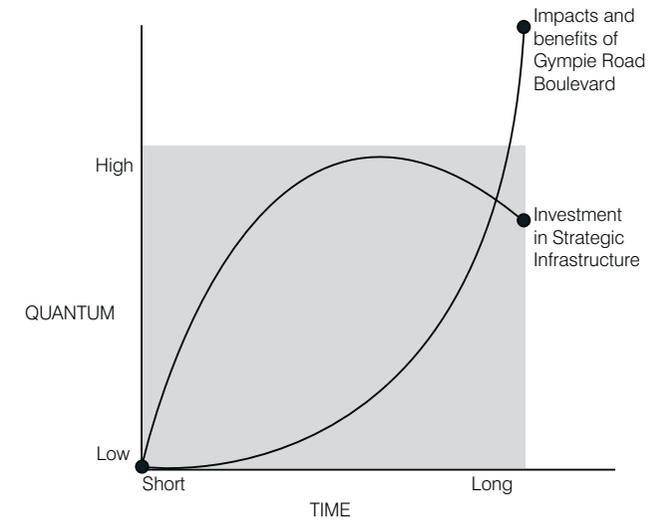
Figure 4.6.5 Gympie Road Boulevard Section C

Facilitating Change

In order to reduce the vehicular role and function of Gympie Road, and incrementally realise the vision, a number of key strategic transport infrastructure projects will need to be implemented in order to reduce the role of Gympie Road for intra-regional travel. These are outlined more fully in section 4.2 and include:

- The implementation of a number of wider connections, such as illustrated in figure 4.2.2;
- The implementation of an eastern collector road and high-speed bus route parallel to the Gympie Road corridor;
- The construction of 'strategic diversion routes' from Gympie Road toward areas in the west.

The precise sequence and timing of these changes and their relative impacts on improving the quality of Gympie Road are yet to be determined in detail but, in broad terms, are illustrated in a graphic way in the adjacent diagrams.

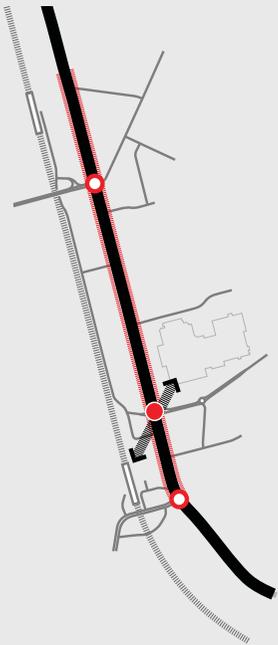


Indicative relationships between investment levels, impact and time.

Existing Situation / Challenges

- Gympie Road as a major vehicle conduit
- Poor vehicular priority and turning provision at the Samsonvale / Bells Pocket Road / Gympie Road and South Pine Road / Gympie Road intersections
- Poor pedestrian conditions and permeability along Gympie Road
- Poor pedestrian linkage between Strathpine Railway Station and Westfield Shopping Centre

Short term actions for the transformation of Gympie Road include investigation into medium and long term goals.



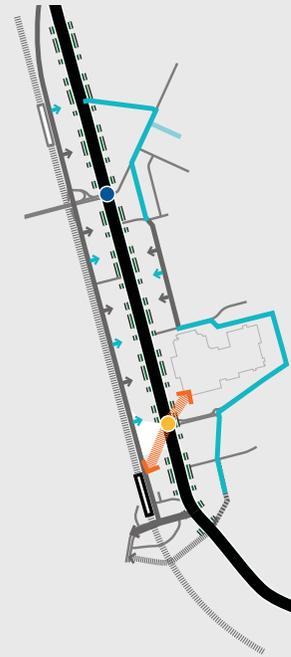
Medium Term

- New strategic linkage between Gympie Road and Leitches Road
- Extension of Railway Avenue
- Incremental redevelopment along Gympie Road including streetscape enhancement
- Components of the 'eastern collector road'
- Rear access arrangement for Gympie Road development
- Improve pedestrian connection between Strathpine Railway Station and Westfield Shopping Centre through:
 - Upgrade to Dixon Street / Gympie Road intersection
 - Closure of Hall Street connection to Gympie Road



Long Term

- Complete the 'eastern collector road'
- Incremental redevelopment along Gympie Road including streetscape enhancement
- Rear access arrangement for Gympie Road development
- Regional road network upgrades, such as:
 - The proposed North-South Arterial (west)
 - The possible Lawnton Pocket Arterial



Ultimate

- Vehicle function of Gympie Road downgraded
- Incremental redevelopment along Gympie Road including streetscape enhancement
- Boulevard landscape treatment along Gympie Road

