

# PART B: **Projects**

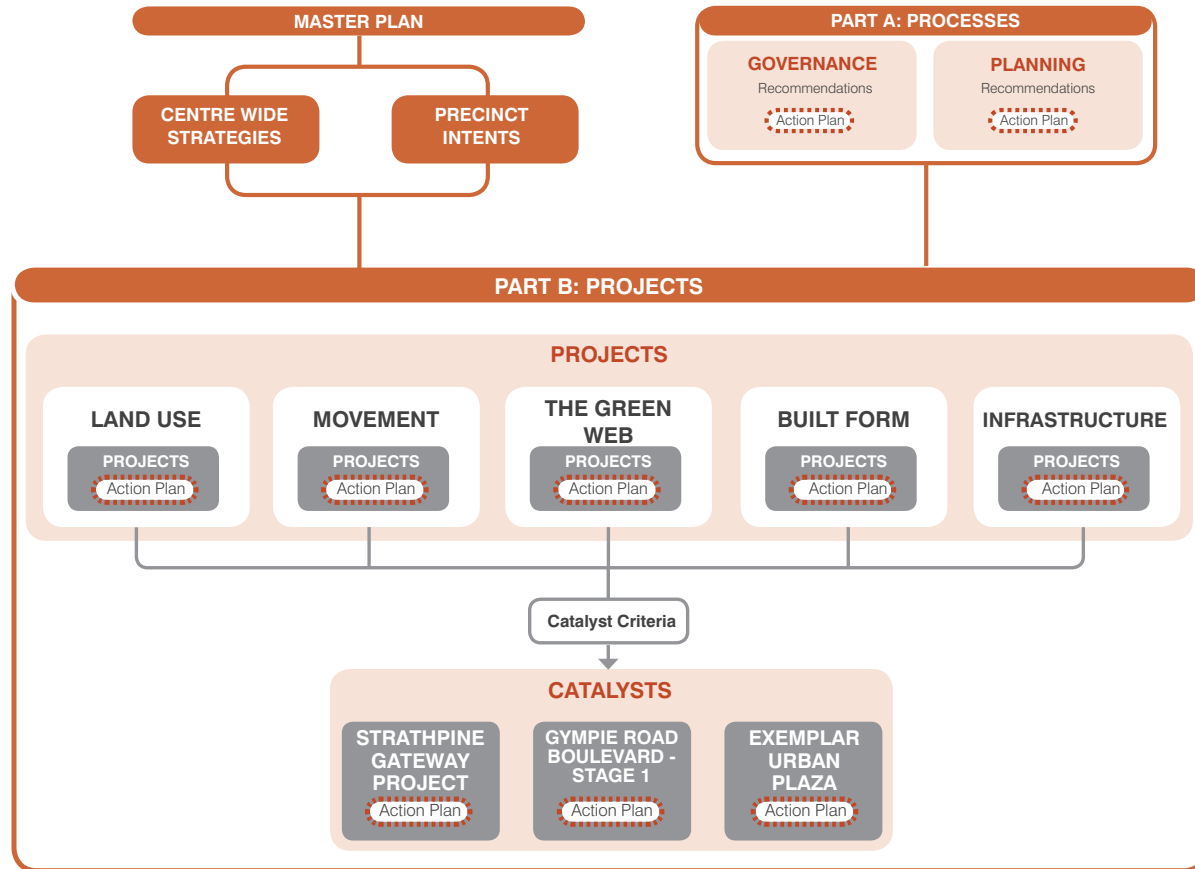
### Overview

The Strathpine Major Regional Activity Centre Master Plan outlines a number of key strategies which form together to create the ultimate vision for Strathpine. These strategies, which are supported by detailed precinct studies, can be realised through the implementation of a number of key projects providing physical outcomes within the Centre.

This section of the report aims to identify the key projects that aim to deliver physical change within the Master Plan area. Key projects have been identified from the overarching layered strategies of the Master Plan and are supported by a number of specific projects and actions. The key projects can be achieved through the completion of a number of steps and actions, in some cases guided by additional studies supporting the Master Plan. The aim being to provide a high level action plan for the delivery of each of the centre wide strategies.

The second component of this part of the Implementation Plan provides a set of catalytic projects with more detailed analysis of the projects and actions of primary importance to delivering the Master Plan. The aim of the catalysts being to stimulate change and investment and rapidly deliver outcomes that align with the intent of the Master Plan.

FIGURE 4.0 ROLE OF PROJECTS AND KEY INPUTS



This section of the Implementation Plan seeks to provide a comprehensive list of actions that will deliver the level of physical change required to meet the aspirations of the Master Plan for Strathpine Major Regional Activity Centre. The key aspects of this portion of the implementation plan include:

- Clearly identifying the 'city wide' strategies that have been articulated in the Master Plan; and
- Using these identified strategies as the basis for formulating a list of fairly broad actions that will facilitate their delivery.

To assist in the interpretation of the main component of this section, actions have been organised into discrete (but mutually interdependent) schedules that align with the Master Plan strategies as follows:

- Land Use: An Activated Centre
- Movement: A Connected Centre
- The Green Web: An Environmental Framework
- Built Form: Shaping the Centre
- Infrastructure: Enabling Future Growth

The high level projects identified within this section are supported by the 'Catalytic Projects' identified in the next section of this report.

## 04 Projects

#### 4.1 ADDITIONAL STUDIES

In order to support the implementation of the Master Plan, additional studies are required to provide the level of resolution needed to implement some of the projects. The following table identifies the further studies required to provide further detail to the Master Plan and guide the implementation and direction of the key projects identified in the action plan.

TABLE 4.1 ADDITIONAL STUDIES

ADDITIONAL STUDIES	
Public Art Strategy	<p>The Public Art Strategy will establish a vision and principles to guide public art outcomes within the Centre. The Strategy will assess the Centre in the context of the Master Plan and identify opportunities for the installation of public art. The public art strategy is to articulate objectives that will provide a benchmark for vibrant and engaging art that transforms the centre into an exciting, contemporary yet timeless place, whilst celebrating the character and identity of Strathpine. It aims to ignite the spirit of place through a 2-part comprehensive and robust framework that addresses:</p> <ul style="list-style-type: none"> <li>• Cultural mapping and curatorial aspects of placemaking and public art; and</li> <li>• The commissioning of permanent public art installations and temporary programmes, focussing on strong partnerships, community engagement and memorable installations.</li> </ul>
Streetscape and Landscape Strategy	<p>Building on the hierarchy established in the Master Plan, the Streetscape Strategy will establish streetscape typologies to provide guidance on streetscape character, street tree planting, street furniture, pavement treatments and built form elements that contribute to the streetscape. The streetscape and landscape strategy is to add detail to the elements described in the Master Plan, by setting out a suite of planting, furniture and materials and indicatively identifying the way in which these elements will come together to form elegant, distinctive and high quality streetscapes and landscapes within the centre of the city.</p>
Built Form Design Guidelines	<p>Built Form Design Guidelines will provide criteria for the design of new buildings and refurbishment of existing buildings within the City Centre. The Guidelines will establish standards for development that will enforce the ambitions set out within the Master Plan including:</p> <ul style="list-style-type: none"> <li>• Activating the ground plane</li> <li>• Responding to waterways and open space corridors</li> <li>• Delivering development of appropriate scale and form</li> </ul> <p>The foundations for these Guidelines will be a series of typologies that will form the basis of a set of overarching principles that will ensure acceptable built form solutions. These will be supported by an investigations of relevant best practice design solutions.</p>
Public Space Strategy	<p>Using the framework established within the Master Plan, the Public Space Strategy will provide an integrated guide for the provision of meaningful, functional and beneficial open space and public plazas within the Centre. Specifically, the Public Space Strategy will:</p> <ul style="list-style-type: none"> <li>• Provide an overarching vision for the SMRAC public space network</li> <li>• Explore the role of parks within the overall network</li> <li>• Describe the use and intent of each park</li> <li>• Identify landscape and recreation elements for inclusion throughout the network</li> <li>• Identify gaps in the existing parkland provision, facilities and infrastructure</li> </ul>



## 4.2 KEY PROJECTS ACTION PLANS

The following tables list the key projects identified from the Master Plan. A list of actions for each project is accompanied by details on the entity or entities responsible for each action and the timing for commencement and funding opportunities.

### 4.2.1 Land Use: An Activated Centre

#### Intent of Strategy

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 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 land use strategy incorporates the following:

- An intense mixed use core that encompasses the area between the Strathpine Railway Station, Westfield Shopping Centre and Pine Rivers Park, as 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;
- Bray Park Rail Station as a lower order 'suburban TOD' with a focus on residential uses;
- A transition from commercial (MIBA) uses to a more traditional industrial use pattern within the Brendale area featuring an industry 'support hub' at the intersection of South Pine Road and Kremzow Road;
- Increased residential densities concentrated along the edge of the South Pine River corridor; and
- Strathpine TOD as the primary focus for commercial activity. The Gympie Road corridor, south of Strathpine TOD and north of Learmonth Street to Bells Pocket Road, offer a secondary commercially led mix of land uses.



**TABLE 4.2.1 ACTION PLAN TO DELIVER KEY PROJECTS WITHIN THE LAND USE STRATEGY**

CODE	PROJECT	ACTIONS	RESPONSIBILITY	COMMENCEMENT	DURATION	FUNDING
LU1	<b>The Strathpine Gateway Project</b>					
	Establish the Strathpine Gateway Project as the primary catalyst for revitalisation of the Strathpine MRAC.	Refer to Catalytic Project 1, Section 5.1.1	MBRC/State Agencies/Private Investment	S	L	MBRC General / State Funding / Private Investment / PPP
LU2	<b>Establish the Bray Park Residential TOD</b>					
	Facilitate the establishment of a mixed use residential TOD at Bray Park capitalising on the area's proximity to the Bray Park Rail Station.	<ul style="list-style-type: none"> <li>• Include planning scheme provisions facilitating density uplift</li> <li>• Engage with the ULDA (or similar) in relation to development of affordable housing in the centre</li> <li>• Incentivise development through the use of a variety of mechanisms, such as discounts on rates, and/or infrastructure charges</li> </ul>	MBRC	S	L	MBRC General / State Government Funding/ Private Investment / PPP
LU3	<b>Community Building to Pine Rivers Park</b>					
	Establish a new community building on the site, capitalising on aspect to Pine Rivers Park and new access opportunities as defined in the master plan traffic and transport strategy	<ul style="list-style-type: none"> <li>• Undertake a study to establish demand and potential tenancy/user group opportunities</li> <li>• Develop a design brief to enshrine the principles set out in the master plan</li> <li>• Undertake a feasibility study to establish budgets and priorities</li> <li>• Commission and undertake detailed design and construction</li> </ul>	MBRC	S	M	MBRC / PPP
LU4	<b>Westfield North Mixed Use/Medium Density Residential</b>					
	Facilitate the development of the Westfield land at Learmonth Street as a mixed use site with a focus on residential	<ul style="list-style-type: none"> <li>• Implement planning scheme amendments</li> <li>• Undertake relocation of road alignment</li> <li>• Undertake design brief and site redevelopment in partnership with Westfield</li> </ul>	MBRC / Private Investment / DTMR	S	M	MBRC / Private Investment / PPP
LU5	<b>Medium Density east of Westfield</b>					
	Establish a new residential living offer at the eastern end of Westfield, capitalising on the advantages offered by it's aspect and proximity to a strong retail offer	<ul style="list-style-type: none"> <li>• Implement planning scheme amendments to facilitate residential density</li> <li>• Develop appropriate design guidelines reflecting the intents of the master plan</li> <li>• Develop the Esplanade Road</li> </ul>	MBRC	S	M	MBRC / Private investment
LU6	<b>Establish MIBA at Brendale</b>					
	Influence the consolidation of the northern end of the Brendale industrial area as a thriving MIBA hub	<ul style="list-style-type: none"> <li>• Undergo consultation with DEEDI to fully understand the key drivers and likely investment needed</li> <li>• Establish appropriate planning scheme support mechanisms</li> <li>• Develop built form design guidelines and enshrine in the planning scheme</li> <li>• Improve open space and pedestrian linkages in accordance with green web</li> <li>• As a core component of an overarching Economic Development Strategy in partnership with DEEDI undertake a targeted marketing campaign</li> <li>• Identify and partner with a key anchor tenant</li> <li>• Facilitate the establishment of a MIBA 'demonstration project'</li> </ul>	MBRC/DEEDI	S	L	MBRC General/ State Government seed funding/Private Investment
LU7	<b>Brendale Showroom Precinct</b>					
	Establish a showroom/manufacturing precinct between South Pine Road and the rail line at Brendale to accommodate uses including home maker centers and bulky goods retail	<ul style="list-style-type: none"> <li>• Enable zoning transition through planning scheme amendments</li> <li>• Ensure applications for development investigate and address site contamination issues (via condition or early remediation)</li> <li>• Implement road frontage treatments to South Pine Road as per the master plan intents</li> </ul>	MBRC	S	L	MBRC/Private Investment
LU8	<b>Brendale "Industrial Support Precinct"</b>					
	Consolidate and further establish the existing local retail and office centre on the corner of South Pine Road and Kremzow Road at Brendale, to provide local convenience retail and business office services aligned to Brendale industrial operators	<ul style="list-style-type: none"> <li>• Support zoning transition through development of the new planning scheme</li> <li>• Establish appropriate floorspace and built form parameters through development of built form guidelines</li> </ul>	MBRC	S	L	MBRC

### 4.2.2 Movement: A Connected Centre

#### Intent of Strategy

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 key features of the strategy include the transformation of Gympie Road into an urban boulevard, enhancing multi-modal public transport services and improving pedestrian and cycle connections.

The following elements define the movement strategy:

- Gympie Road down graded overtime to become a 4 lane divided road within the core urban area of Strathpine;
- Wider connections established or reinforced to align with the regional transport network;
- East-west linkages or diversions reinforced to relieve pressure on Gympie Road;
- 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;
- Over time, reorganising car parking into consolidated Council managed facilities;
- A major transit interchange at 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;
- An improved local bus network with greater coverage throughout the master plan area, access to Brendale industrial area and the wider local network;
- 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;
- 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.















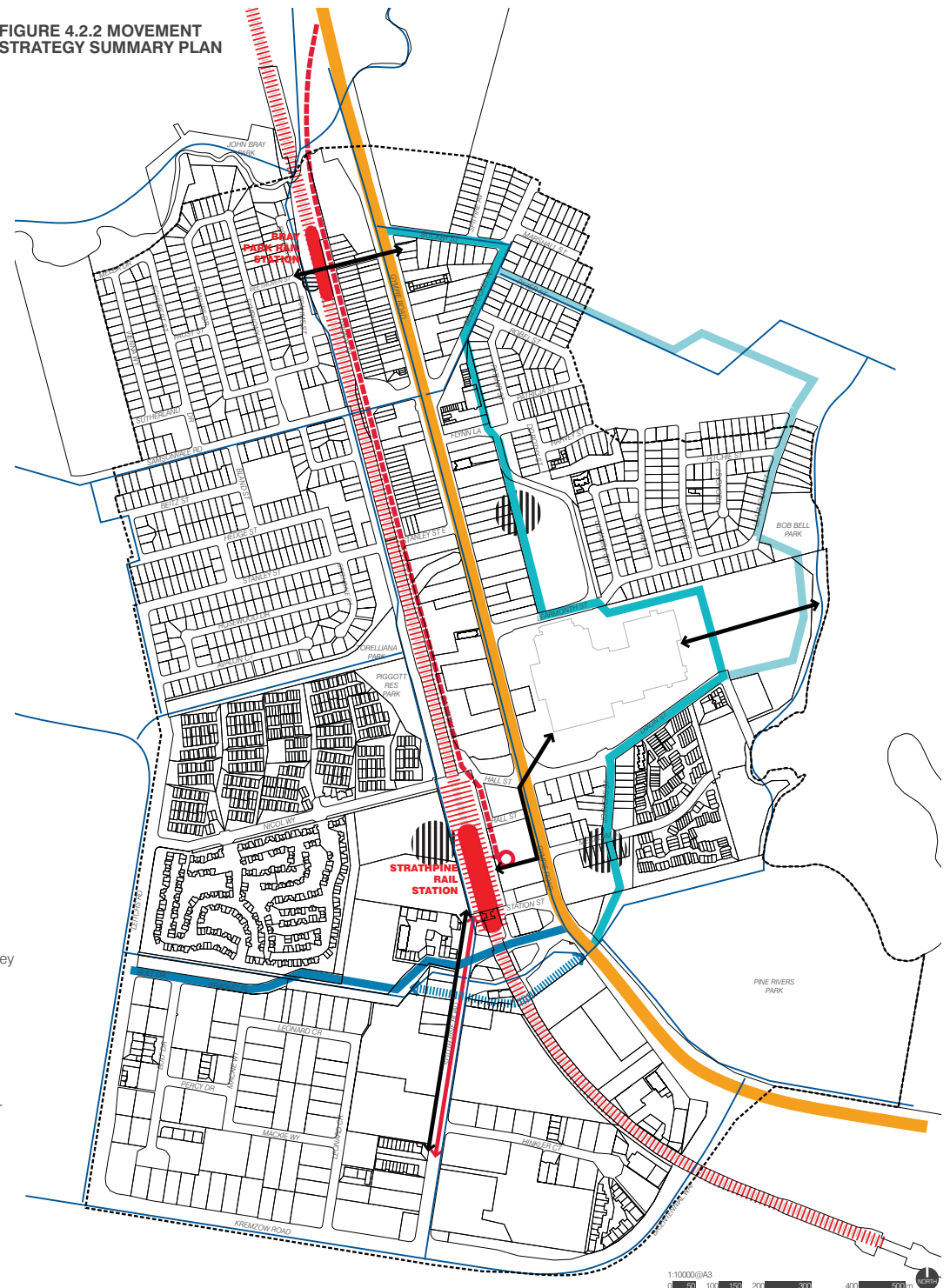
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|  Gympie Road Boulevard            |  Rail Corridor Widening          |
|  Railway Avenue - Bus Collector   |  Cycle Network                   |
|  Eastern Collector                |  Pedestrian Network - Key Links  |
|  Esplanade Road                   |  Bus Interchange                  |
|  Bult Drive Extension             |  Strathpine to Brendale Bus Link |
|  Bult Drive Extension Alternative |  Location for Centre Car Parking |
|  Rail Station Upgrade             |  Park and Ride                    |

FIGURE 4.2.2 MOVEMENT STRATEGY SUMMARY PLAN



**TABLE 4.2.2 ACTION PLAN TO DELIVER KEY PROJECTS WITHIN THE MOVEMENT STRATEGY**

CODE	PROJECT	ACTIONS	RESPONSIBILITY	COMMENCEMENT	DURATION	FUNDING
M1	Gympie Road Boulevard					
	<b>Road Function</b>	<ul style="list-style-type: none"> <li>provide/upgrade capacity within the Strathpine area to better distribute traffic within Strathpine, whilst reducing the need for such traffic to use Gympie Road. The proposed Eastern Collector and Bult Drive Extension are expected to support this objective.</li> </ul>	DTMR / MBRC	S	M	DTMR / MBRC
		<ul style="list-style-type: none"> <li>Undertake strategic and more detailed microsimulation traffic modelling of the broader region and Strathpine to determine necessary regional road network improvements. Such modelling should consider the provision of capacity improvements to the Old North Road - Young's Crossing Road Corridor, the East Petrie Bypass, the Lawnton Pocket Arterial, Linkfield Road and in particular the location and form of interchanges along the Bruce Highway and Gympie Arterial Road, as well as connections to Strathpine from the Gateway Motorway. Note that some of these matters may be addressed by the current Northern Brisbane Transport Strategy (DTMR) and the North-South Arterial / Bruce Highway / Gateway Motorway Planning Study (DMR), as well as Planning for the Lawnton Pocket Arterial (MBRC) and the Western Arterial: Old North Road / Young's Crossing Road / Narangba Road corridor (MBRC)</li> </ul>	DTMR / MBRC	S	M	DTMR/MBRC
		<ul style="list-style-type: none"> <li>reduce through traffic function and cross section (2 through traffic lanes plus wide median), lower posted speed and create 'main street' environment</li> </ul>	MBRC / Developers/ DTMR	L	M	Possible Benefitted Area Scheme
	<b>Pedestrian Function</b>	<ul style="list-style-type: none"> <li>provide for pedestrian movement at the Dixon Street / Gympie Road intersection via signalisation.</li> </ul>	DTMR	S	S	DTMR / MBRC / Private Investment
		<ul style="list-style-type: none"> <li>improve footpath continuity along both sides of Gympie Road and through the rationalisation of driveway crossovers, as improved access is achieved from the rear of properties and/or via reciprocal access easements over adjacent properties</li> </ul>	MBRC/ Developers	S	L	Possible Benefitted Area Scheme
M2	Railway Avenue - Station Street					
	<b>Bus Collector Route</b>	<ul style="list-style-type: none"> <li>undertake planning to determine works and property required to operate as a bus collector along full length, as part of planning for the Strathpine Transit Centre (i.e. Rail Station and bus interchange ultimate requirements)</li> </ul>	MBRC / Translink	S	S	MBRC / Translink
		<ul style="list-style-type: none"> <li>provide Bus Only access egress to Railway Terrace from Gympie Road at Bray Park North</li> </ul>	DTMR / Translink	M	S	MBRC / Translink
		<ul style="list-style-type: none"> <li>improve alignment and priority for bus movements along Railway Terrace</li> </ul>	MBRC / Translink	M	M	MBRC / Translink
		<ul style="list-style-type: none"> <li>provide connections to, from and through proposed Bus Interchange adjacent to Strathpine Rail Station. In addition ensure efficient connectivity is provided between the Westfield Bus interchange and the Strathpine Station Bus interchange to allow for route flexibility.</li> </ul>	Translink / MBRC / DTMR	M	M	MBRC / Translink / Private Investment
M3	Eastern Collector					
	<b>Southern Section: Bult Drive Extension to Westfield</b>	<ul style="list-style-type: none"> <li>undertake road planning to identify alignment of southern section, between Gympie Road and Jonkers Street, including confirming cross section, pedestrian and cyclist crossing provision and possible access to the northern end of Pine Rivers Park. The location of the intersection with Gympie Road should line up with the Bult Drive Extension to maximise the routing of unnecessary traffic movements away from Gympie Road.</li> </ul>	MBRC	S	S	MBRC
		<ul style="list-style-type: none"> <li>preserve corridor</li> </ul>	MBRC	S	S	MBRC
		<ul style="list-style-type: none"> <li>construct link and implement any changes to Jonkers Street to form functional trunk collector</li> </ul>	MBRC	S	S	MBRC



**TABLE 4.2.2 ACTION PLAN TO DELIVER KEY PROJECTS WITHIN THE MOVEMENT STRATEGY**

CODE	PROJECT	ACTIONS	RESPONSIBILITY	COMMENCEMENT	DURATION	FUNDING
	<b>Northern Section: Bell's Pocket Road to Westfield</b>	• finalise road planning to identify final alignment of trunk collector, providing for improved access to Westfield and rear access to development parcels fronting Gympie Road.	MBRC / Westfield	S	S	MBRC / DTMR / Conditioned Works by Developer
		• preserve corridor	MBRC / Westfield	S	S	MBRC / DTMR / Conditioned Works by Developer
		• construct link	Westfield / MBRC	M	M	MBRC / DTMR / Conditioned Works by Developer
	<b>Central Section: through / around Westfield</b>	• negotiate with Westfield to ensure Collector standard link provided across site to provide a continuous link between the southern and northern sections.	MBRC	S	S	MBRC / DTMR / Conditioned Works by Developer
		• condition the construction of such a link as part of any substantial expansion on the Westfield site	MBRC / Westfield	M	M	MBRC / DTMR / Conditioned Works by Developer
		• construct link	Westfield	M	M	MBRC / DTMR / Conditioned Works by Developer
<b>M4</b>	<b>Strathpine Esplanade</b>					
		• undertake detailed planning to determine alignment and cross section of proposed Strathpine Esplanade, including traffic management (speed) requirements and provisions for pedestrians and cyclists (both within the road corridor and along the river frontage).	MBRC	S	S	MBRC
		• identify and protect property requirements necessary to achieve continuous Esplanade over time	MBRC	S	M	MBRC
		• condition construction or implement benefitted area scheme to fund construction	MBRC	M	M	MBRC
		• construct link in stages as development progresses	MBRC / Developers	M	M	MBRC / Developer Works
<b>M5</b>	<b>Bult Drive Extension</b>					
	<b>Western Section: Leitch's Road to South Pine Road</b>	• In conjunction with Eastern Section road and drainage planning study, identify corridor(s)	MBRC	S	S	Infrastructure Charges
		• Preserve corridor for road, pedestrian and cyclist link and drainage improvement works		S	S	
		• Construct Bult Drive Extension (western section)		S	S	
	<b>Eastern Section: South Pine Road to Gympie Road</b>	• In consultation with DTMR and Translink undertake a detailed road and drainage planning study to identify corridor(s)	DTMR/MBRC	S	S	DTMR/Translink/MBRC
		• Preserve corridor for road, pedestrian and cyclist link and drainage improvement works		S	S	DTMR/Translink/MBRC
		• Construct Bult Drive Extension (eastern section)		M	M	MBRC
		• Close South Pine Road Open Level Crossing (OLC) and reconfigure connections when rail service frequency increases cause unacceptable queuing and delays. It is expected that this will need to take place coincident with the opening of the eastern extension, as the Gympie Road / South Pine Road intersection will need to be downgraded at such a time. NB If may be possible for the OLC to remain open to allow continued limited access to the Strathpine Station Precinct until rail frequencies dictate a full closure.		M	M	DTMR/QR/Translink/MBRC
<b>M6</b>	<b>Rail Corridor &amp; Stations</b>					
	<b>North Coast Rail Line Planning</b>	• undertake North Coast Rail Line Planning Study to determine ultimate corridor requirements	DTMR / Translink	S	M	DTMR / Translink
		• implement actions to protect ultimate corridor	DTMR / Translink	M	M	DTMR / Translink

**TABLE 4.2.2 ACTION PLAN TO DELIVER KEY PROJECTS WITHIN THE MOVEMENT STRATEGY**

CODE	PROJECT	ACTIONS	RESPONSIBILITY	COMMENCEMENT	DURATION	FUNDING
	<b>Strathpine Station Upgrade</b>	• Conduct Strathpine Rail Station Planning Study to identify general arrangements and land not be prejudiced	Translink / DTMR / MBRC	S	S	Translink / DTMR / DLGP / MBRC
		• protect land required to allow for ultimate station development	DTMR/MBRC	S	L	Translink / DTMR / MBRC
		• develop concept for Strathpine Rail Station, including bus interchange and supporting elements such as pedestrian plazas and access, retail development, car parking, cycle parking and end of trip facilities etc	Translink / DTMR / MBRC	S	S	Translink / DTMR / MBRC
		• develop Supporting Transit Oriented Development Concept on adjacent lands and if appropriate over the "ultimate" rail station	MBRC	S	S	MBRC
	<b>Bray Park Station Upgrade</b>	• Conduct Bray Park Rail Station Planning Study to identify general arrangements and land not to be prejudiced	Translink / DTMR / MBRC	M	S	Translink / DTMR / DLGP / MBRC
		• protect land required to allow for ultimate station development	DTMR/MBRC	M	L	Translink / DTMR
		• develop concept for Bray Park Rail Station	Translink / DTMR / MBRC	M	S	Translink / DTMR
M7	<b>Cycle Network</b>					
		<ul style="list-style-type: none"> <li>• Undertake an overarching cycle strategy</li> <li>• Develop road and off-road network requirements</li> <li>• Establish a rolling program of investment and upgrades</li> </ul>	MBRC / DTMR	M	M	TIDS / MBRC Infrastructure / Conditioned Works by Developer
M8	<b>Pedestrian Network: Establish Key Links</b>					
		Strathpine Station-Westfield	MBRC / Westfield / Translink	S	M	MBRC / Westfield
		Westfield-South Pine River	Westfield / MBRC	M	M	MBRC / Westfield
		Strathpine Station to Brendale	MBRC / Translink	L	M	MBRC / Developers
		Bray Park Station Pedestrian Link including over rail	MBRC / Translink	M	M	MBRC / Translink / Developers
M9	<b>Bus Access Network Upgrades</b>					
	<b>Strathpine Rail Station Bus Interchange</b>	<ul style="list-style-type: none"> <li>• develop bus access and service structure plan to Strathpine Rail Station considering role relative to Westfield Strathpine Bus Interchange.</li> <li>• establish Strathpine Rail Station Bus interchange (refer above)</li> <li>• establish Railway Avenue Bus Priority, including links to Gympie Road south of Strathpine and north of Bray Park, as well as to Brendale (refer above).</li> </ul>	Translink	S	S	Translink
			refer above	refer above	refer above	Translink / DTMR
			Translink / DTMR/ MBRC	M	S	Translink / DTMR / MBRC
	<b>Strathpine - Brendale High Frequency Bus Loop</b>	<ul style="list-style-type: none"> <li>• investigate potential for establishing a high frequency (possibly free or subsidised service) connecting Brendale, Strathpine, Westfield and Strathpine Station to effectively increase the catchment of the rail station and mode share to public transport.</li> <li>• implement to recommendations from the above study</li> </ul>	Translink / MBRC	S	S	Translink / MBRC
			Translink / MBRC	M	S	Translink / MBRC
M10	<b>Consolidated Car Parking</b>					
		• investigate relocation of 'park and ride' at Strathpine Station to western side of rail station	Translink / MBRC	S	S	MBRC
		• investigate long term role of 'park and ride' at Strathpine Station with a view to over time decanting such parking to other rail stations, such as Bald Hills.	Translink	S	M	Translink
		• reallocate park and ride parking to support commercial development adjacent to Strathpine Rail Station	MBRC / Translink	M	M	MBRC / Translink

### 4.2.3 The Green Web: An Environmental Framework

#### Intent of Strategy

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. Open spaces have been categorised with respect to their role and function with the centre. The open space system is supported by a network of streetscapes that aim to provide a hierarchy of green linkages throughout the centre. The Gympie Road Boulevard treatment forms the centrepiece of this system. The public realm is enhanced through a number of plazas that deliver a high quality urban environment and facilitate centre activities.

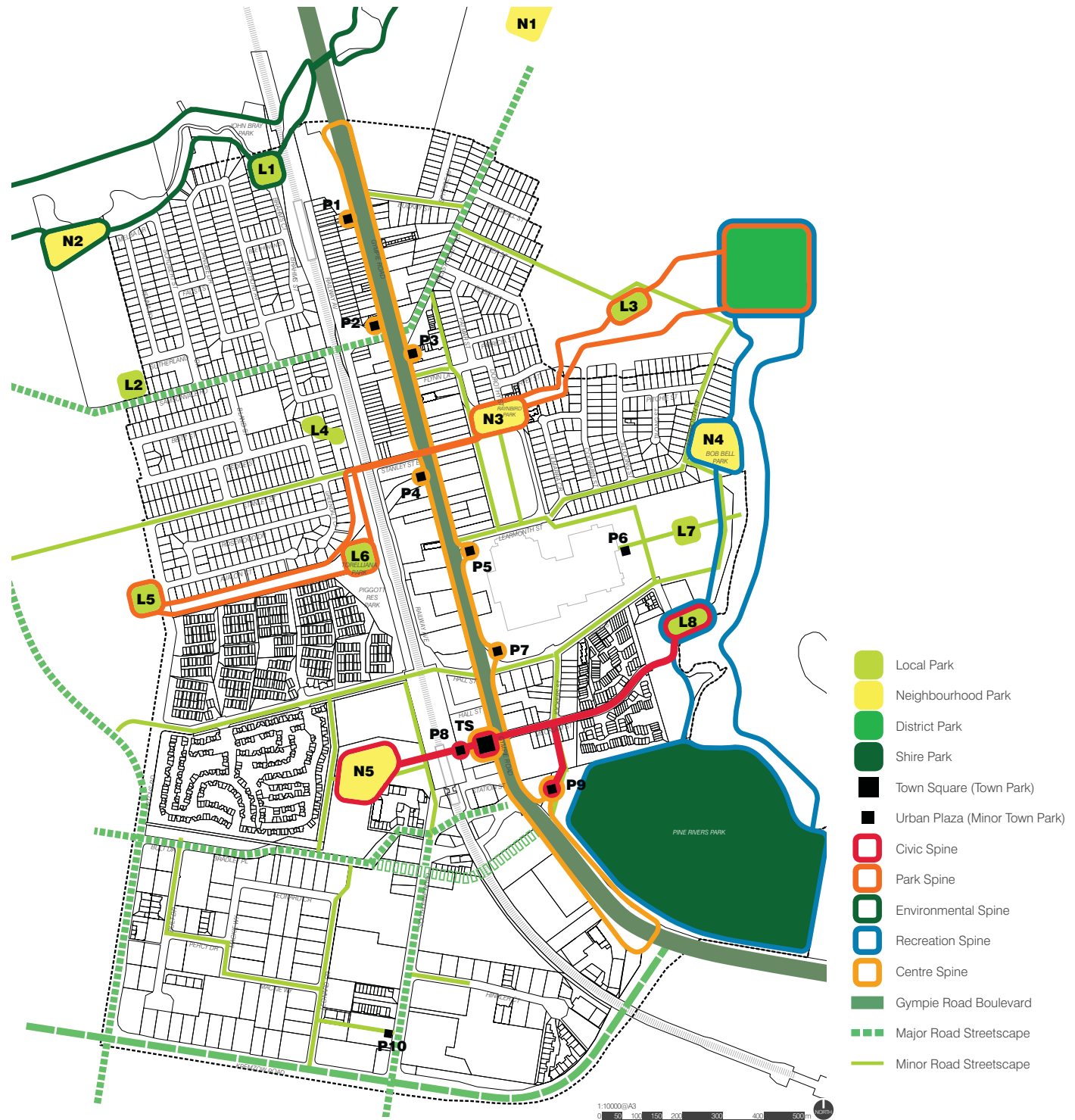


Figure 4.3.Elements of the Green Web

**TABLE 4.2.3 ACTION PLAN TO DELIVER KEY PROJECTS WITHIN THE GREEN WEB STRATEGY**

CODE	PROJECT	ACTIONS	RESPONSIBILITY	COMMENCEMENT	DURATION	FUNDING
GW1	Deliver a functional and highly accessible 'Recreation Spine' to provide an active open space edge to the centre					
	Deliver improvements to Pine Rivers Park to build upon its role as a Shire Park:	<ul style="list-style-type: none"> <li>Review and identify amendments to existing Pine Rivers Park Master Plan to ensure it aligns with SMRAC MP, particularly at edges of park</li> <li>Review staging of park land improvements to align with SMRAC MP implementation</li> <li>Commission detail design and construction</li> </ul>	MBRC	L	M	MBRC / State Funding via Grant
	Deliver an additional local park (L8) along the corridor to provide park facilities and an activity node along on rivers edge	<ul style="list-style-type: none"> <li>Amend PSP26 to upgrade status of park</li> <li>Assess the current facilities provided and develop design brief in consultation with Pine Rivers Private Hospital</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Commission detail design and construction</li> </ul>	MBRC	L	M	MBRC / Developer Conditions
	Develop the existing parkland on Learmonth Street to the standard of a neighbourhood park (N4) to activate the rivers edge and provide additional facilities along the corridor	<ul style="list-style-type: none"> <li>Amend PSP26 to upgrade status of park</li> <li>Develop a design brief</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Commission detail design and construction</li> </ul>	MBRC	M	M	MBRC / Developer Conditions
	Create a new district park as the northern anchor to the 'Recreation Spine' and provide active opportunities within the emerging residential area	<ul style="list-style-type: none"> <li>Amend PSP26 to upgrade status of park</li> <li>Investigate the potential role of the park with consideration of existing facilities within the area</li> <li>Determine a design brief</li> <li>Condition delivery of park to development of greenfield site</li> </ul>	MBRC	M	M	MBRC / Developer Conditions
	Improve the 'Recreation Spine' corridor to provide strong linkages between active nodes and improve the quality of the river edge	<ul style="list-style-type: none"> <li>Identify improvements required to enhance the environmental quality of the river eg erosion protection</li> <li>In consultation with DERM, identify appropriate buffers to the river corridor</li> <li>Identify opportunities for active nodes, improved pathways and facilities and develop a design brief</li> <li>Identify staging based on improvements to parkland nodes along the corridor and development</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Commission detail design and construction</li> </ul>	MBRC	L	L	MBRC / Developer Conditions
GW2	Create the 'civic spine' as a focus for community interaction within Strathpine and providing a key linkage between the South Pine River, the rail station and new development west of the rail line					
	Develop a neighbourhood park (N5) to the west of the rail line to provide open space amenity to new residential and mixed use development	<ul style="list-style-type: none"> <li>Amend PSP26 to include new park</li> <li>Develop a design brief in consultation with landowner</li> <li>Condition delivery of park to redevelopment of land</li> </ul>	MBRC	M	M	MBRC / Developer Conditions / State Funding via Grant
	Deliver a high quality public space adjoining the transit interchange to create a transit plaza (P7) and promote public transport use	<ul style="list-style-type: none"> <li>Consult with Translink on the ultimate design for the Rail Station and Bus Interchange</li> <li>Develop a design brief</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Determine staging of plaza to align with delivery of bus and rail improvements</li> <li>Commission detailed design and construction</li> </ul>	MBRC/Translink	S	M	MBRC / Translink / Developer Conditions
	Establish a Town Square as the centrepiece of the community with strong relationships to Gympie Road and the surrounding mixed use centre environment	<ul style="list-style-type: none"> <li>Amend PSP26 to include new park</li> <li>Establish the town square through implementation of the Gateway Project</li> </ul>	MBRC	S	M	MBRC / PPP
	Deliver an additional local park (L8) along the river corridor to provide an active node at the end of the Mecklam Street green linkage	<ul style="list-style-type: none"> <li>Amend PSP26 to upgrade status of park</li> <li>Develop design brief</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Commission detail design and construction</li> </ul>	MBRC	S	M	MBRC / Developer Conditions
	Establish a strong pedestrian spine from Gympie Road, through the Town Square and rail station, to the new neighbourhood park west of rail line to facilitate improved pedestrian movement through the precinct	<ul style="list-style-type: none"> <li>Liaise with Translink on the future location of Rail Station to determine alignment of pedestrian spine</li> <li>Develop a design brief in consultation with Translink</li> <li>Condition segments of spine to new development adjacent spine</li> </ul>	MBRC	S	M	MBRC / Translink / Developer Conditions

**TABLE 4.2.3 ACTION PLAN TO DELIVER KEY PROJECTS WITHIN THE GREEN WEB STRATEGY**

CODE	PROJECT	ACTIONS	RESPONSIBILITY	COMMENCEMENT	DURATION	FUNDING
<b>GW3</b>	<b>Transform the existing open space corridor into a high amenity 'park spine' providing green space, recreation and pedestrian movement opportunities</b>					
	Provide green amenity and recreation opportunities to the area west of Leitches Road in the form of new local park (L5) with strong linkages to the centre	<ul style="list-style-type: none"> <li>Amend PSP26 to upgrade status of park</li> <li>Develop design brief</li> <li>Condition local park designation and infrastructure to development of site</li> </ul>	MBRC	S	M	MBRC / Developer Contribution
	Provide additional facilities in Torrellina Park to create a local park (L6) and active node along the 'park spine' corridor	<ul style="list-style-type: none"> <li>Investigate site constraints relating to hydrology and vegetation</li> <li>Amend PSP26 to upgrade status of park</li> <li>Develop design brief</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Commission detail design and construction</li> </ul>	MBRC	S	M	MBRC / State Funding
	Provide an active community node in the form of a neighbourhood park (N3) east of Gympie Road as an expansion to Raynbird Park	<ul style="list-style-type: none"> <li>Amend PSP26 to upgrade status of park</li> <li>Acquire additional land through redevelopment of adjacent site</li> <li>Transfer closed road reserve into private ownership</li> <li>Develop design brief</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Commission detail design and construction</li> </ul>	MBRC	S	M	MBRC / Developer Contribution
	Deliver improvements to established parkland and provide infrastructure and facilities for outdoor recreation to create a local park (L3) node	<ul style="list-style-type: none"> <li>Amend PSP26 to upgrade status of park</li> <li>Develop design brief</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Commission detail design and construction</li> </ul>	MBRC	S	M	MBRC
	Develop linkage park and green link connections between parkland components to create a united network of green space	<ul style="list-style-type: none"> <li>Investigate weaknesses and identify opportunities for improvement to linkage park</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Commission detail design and construction</li> </ul>	MBRC	S	M	MBRC
<b>GW4</b>	<b>Enhance and activate the Four Mile Creek corridor to create the 'environmental spine' with opportunities for interaction with nature</b>					
	Activate the creek edge through the creation of a new neighbourhood park (N2) to generate activity and improve the community relationship to the creek	<ul style="list-style-type: none"> <li>Amend PSP26 to include new park</li> <li>Develop a design brief</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Condition the transfer of land and infrastructure investment to redevelopment of land</li> </ul>	MBRC	M	M	MBRC / Developer Contribution
	Develop linkages with Bray Park Rail Station through the creation of a local park (L1) promoting connectivity between the 'environmental spine' and the residential TOD	<ul style="list-style-type: none"> <li>Undertake a design study to determine the best location and size for the park</li> <li>Investigate feasibility and adjust Capital Works Budget</li> <li>Amend PSP26 to include new park</li> <li>Acquire property if necessary</li> <li>Develop a design brief</li> <li>Commission detail design and construction</li> </ul>	MBRC/Translink	S	M	MBRC / Developer Contribution / Value Uplift Levy
<b>GW5</b>	<b>Create a linear corridor of social nodes along Gympie Road as the 'centre spine' by delivering a number of urban plazas that provide ranging experiences and opportunities for interaction</b>					
	Develop an overall strategy for urban plazas within the centre to ensure that meaningful spaces are created that provide diverse opportunities within the centre	<ul style="list-style-type: none"> <li>Undertake consultation to determine relevant activities and types of spaces for the corridor</li> <li>Develop intents for the hierarchy of urban plazas</li> <li>Develop design criteria for each plaza to facilitate desired intent including the provision of public art, urban infrastructure and active ground floor uses</li> </ul>	MBRC	S	L	MBRC
	Establish an exemplar Urban Plaza on Council's land at the intersection of Gympie and Samsonvale Roads	(Ref Catalytic Project 3, Section 5.2.3)	MBRC	S	S	MBRC / State Funding
	Establish P1: Suburban TOD Plaza	<ul style="list-style-type: none"> <li>Undertake investigations with Translink on improvements to Bray Park Rail Station</li> <li>Work with surrounding landowners to investigate land acquisition or delivery opportunities</li> <li>Determine costs to Council and adjust Capital Works Budget</li> <li>Develop a design brief</li> <li>Condition delivery of plaza to redevelopment of adjoining sites</li> </ul>	MBRC/Translink	S	M	MBRC / Translink / Federal Funding

**TABLE 4.2.3 ACTION PLAN TO DELIVER KEY PROJECTS WITHIN THE GREEN WEB STRATEGY**

CODE	PROJECT	ACTIONS	RESPONSIBILITY	COMMENCEMENT	DURATION	FUNDING
	Deliver improvements to P2: Samsonvale Road Plaza	<ul style="list-style-type: none"> <li>Undertake consultation with surrounding landowners</li> <li>Develop a design brief</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Commission detailed design and construction</li> </ul>	MBRC	M	M	MBRC / State Funding / Developer Contribution
	Deliver P3: Commercial Plaza	<ul style="list-style-type: none"> <li>Undertake consultation with landowner to develop a design brief</li> <li>Condition delivery of plaza to redevelopment of adjoining sites facilitated by relaxations and other incentives such as offsets against infrastructure charges</li> </ul>	MBRC	S	M	MBRC / Developer Conditions
	Establish P5: Entertainment Plaza	<ul style="list-style-type: none"> <li>Consult with Westfield to establish a set of desired uses to underpin activities within the plaza</li> <li>Establish a set of principles to ensure the economic and social success of the space</li> <li>Develop a design brief</li> <li>Arrange a partnership with Westfield for the delivery of the space</li> </ul>	MBRC/Westfields	S	M	MBRC / Developer Conditions
	Establish P7: Retail Portal	<ul style="list-style-type: none"> <li>Undertake redesign of the intersection of Gympie Road and Dixon Street</li> <li>In consultation with Westfield and DTMR develop a design brief</li> <li>Arrange a partnership with Westfield for the delivery of the space</li> </ul>	MBRC/Westfields/DTMR	S	M	MBRC / Developer Conditions
<b>GW6</b>	<b>Enrich the experience of the centre as a whole by delivering the additional parks and green spaces within the 'green web'</b>					
	Develop green linkages to Brendale along the Built Drive park corridor by improving the landscape quality and infrastructure within the linkage park	<ul style="list-style-type: none"> <li>Consult with Main Roads regarding the preferred alignment of new road connection</li> <li>Amend PSP26 to include new park</li> <li>Identify opportunities for landscape and infrastructure investment</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Commission detailed design and construction</li> </ul>	MBRC/DTMR	M	M	MBRC / Developer Conditions
	Inject the new residential area to the east of Westfield with green amenity in the form of a local park (L5) to offset residential density and improve livability	<ul style="list-style-type: none"> <li>Amend PSP26 to include new park</li> <li>Develop a brief</li> <li>Condition delivery of park to development of site</li> </ul>	MBRC/Westfields	S	L	MBRC / Developer Conditions
	Improve amenity along Samsonvale Road through the creation of a local park (L2)	<ul style="list-style-type: none"> <li>Amend PSP26 to include new park</li> <li>Develop a brief</li> <li>Condition delivery of park to development of site</li> </ul>	MBRC	S	L	MBRC / Developer Conditions
	Provide an outdoor space, or market plaza (P5), that engages with the Westfield Shopping Centre and facilitates a linkage between the shopping centre and South Pine River	<ul style="list-style-type: none"> <li>Establish a design brief in consultation with Westfield</li> <li>Condition delivery of plaza to development</li> </ul>	MBRC/Westfields	S	L	MBRC / Developer Conditions
	Develop a public node along South Pine Road as a focus of the industrial community in the form of a high quality 'industrial market plaza' (P9)	<ul style="list-style-type: none"> <li>Consult with local industry on potential use and function of space</li> <li>Establish a brief for the plaza in consultation with landowner</li> <li>Arrange a partnership with the landowner for the delivery of the plaza</li> <li>Commission detailed design and construction in association with development of the site</li> </ul>	MBRC	M	L	MBRC / Developer Conditions
<b>GW7</b>	<b>Transform Strathpine's major roads into green corridors that invite pedestrian activity and offer amenity throughout the centre</b>					
	Create a subtropical urban boulevard along the Gympie Road corridor that encourages pedestrian activity and invites adjoining uses to engage with its edges	<ul style="list-style-type: none"> <li>Refer Catalyst Project 2, Section 5.2.2 Gympie Road Boulevard</li> </ul>	MBRC	S	L	MBRC / DTMR / Federal Funding
	Enhance Kremzow Road with strong presence of landscape to create the 'Brendale Parkway'	<ul style="list-style-type: none"> <li>Confirm ultimate road pavement width and configuration with DTMR</li> <li>Undertake consultation with local industrial community to determine functional requirements of road way corridor</li> <li>Develop a brief</li> <li>Identify funding mechanism / adjust capital works budget</li> <li>Determine staging and timing and cross check with road works delivery</li> <li>Commission detailed design and construction</li> </ul>	MBRC/DTMR	M	L	MBRC / DTMR / Developer Conditions

**TABLE 4.2.3 ACTION PLAN TO DELIVER KEY PROJECTS WITHIN THE GREEN WEB STRATEGY**

CODE	PROJECT	ACTIONS	RESPONSIBILITY	COMMENCEMENT	DURATION	FUNDING
	Transform higher order roads into Green Avenues that provide linear green space throughout the centre and beyond	<ul style="list-style-type: none"> <li>Consult with DTMR to confirm the ultimate width of road pavement</li> <li>Develop a brief</li> <li>Identify funding mechanism / adjust capital works budget</li> <li>Determine staging and timing and cross check with road works delivery</li> <li>Commission detailed design and construction</li> </ul>	MBRC/DTMR	M	L	MBRC / Developer Conditions
<b>GW8</b>	<b>Develop a network of green links throughout the centre along minor roads and pedestrian corridors to enhance the landscape quality of the centre</b>					
	Provide streetscape enhancements along the 'eastern collector'	<ul style="list-style-type: none"> <li>Consult with MBRC Traffic and Transport and Westfield to determine the nature, staging and delivery methods of the road way</li> <li>Develop a brief for landscape response</li> <li>Identify funding mechanism and responsibility for delivery and adjust capital works budget</li> <li>Determine staging and timing and cross check with road works delivery</li> <li>Commission detailed design and construction</li> </ul>	MBRC	S	L	MBRC / State Funding
	Provide streetscape enhancements along the 'esplanade road'	<ul style="list-style-type: none"> <li>Consult with MBRC Traffic and Transport and Westfield to determine the nature, staging and delivery methods of the road way</li> <li>Develop a brief for landscape response</li> <li>Identify funding mechanism and responsibility for delivery and adjust capital works budget</li> <li>Determine staging and timing and cross check with road works delivery</li> <li>Commission detailed design and construction</li> </ul>	MBRC	S	L	MBRC / State Funding / Developer Conditions
	Provide a fine grain web of green linkages by establishing 'shadeways' throughout the centre	<ul style="list-style-type: none"> <li>Develop a design brief and develop guidelines</li> <li>Amend planning scheme to include 'shadeways'</li> <li>Determine responsibility of delivery of components of the network</li> <li>Condition new development to provide 'shadeways'</li> <li>Determine costs to Council and adjust Capital Works Budget</li> <li>Develop staging plan</li> <li>Commission detailed design and construction</li> </ul>	MBRC	S	L	MBRC / State Funding / Developer Conditions
<b>GW9</b>	<b>Deliver a high quality public realm that is reflective of the centre's role as a MRAC and urban transit oriented community</b>					
	Establish the 'centre thresholds' to distinguish the centre and its status as a MRAC	<ul style="list-style-type: none"> <li>Consult with DTMR to establish suitable response</li> <li>Undertake analysis of sites to inform the development of a design brief</li> <li>Determine costs and adjust Capital Works Budget</li> <li>Commission detailed design and construction</li> </ul>	MBRC/DTMR	S	L	MBRC / DTMR / Developer Conditions
	Offer strong public realm statements to define the core mixed use in the form of 'centre arrival nodes'	<ul style="list-style-type: none"> <li>Undertake consultation with DTMR and adjoining landowners to determine appropriate and deliverable response to arrival node</li> <li>Develop a brief</li> <li>Amend planning scheme to include 'centre arrival nodes'</li> <li>Determine responsibility of delivery of elements</li> <li>Determine costs to Council and adjust Capital Works Budget</li> </ul>	MBRC	S	L	MBRC / DTMR / Developer Conditions

## 4.2.4 Built Form: Shaping the Centre

### Intent of Strategy

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. 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 defined within the Master Plan.

TABLE 4.2.4 ACTION PLAN TO DELIVER KEY PROJECTS WITHIN THE BUILT FORM STRATEGY

CODE	PROJECT	ACTIONS	RESPONSIBILITY	COMMENCEMENT	DURATION	FUNDING
<b>BF1</b>	<b>Built Form Controls</b>					
	Develop built form controls to deliver high quality development throughout the centre	<ul style="list-style-type: none"> <li>• Develop the built form design guidelines</li> <li>• Investigate opportunities to incorporate into the planning scheme</li> <li>• Undertake consultation</li> <li>• Amend planning scheme</li> <li>• Create a design review panel to assess applications</li> </ul>	MBRC	S	S	MBRC
<b>BF2</b>	<b>Exemplar Built Form Outcomes</b>					
	Ensure Council developments deliver best practice built form solutions	<ul style="list-style-type: none"> <li>• Identify Council projects</li> <li>• Identify existing Council buildings with potential for redevelopment and alternative uses</li> </ul>	MBRC	S	M	MBRC
	Deliver exemplar MIBA and industrial built form projects	<ul style="list-style-type: none"> <li>• Identify appropriate development opportunities</li> <li>• Develop partnerships with landowners and undertake consultation to negotiate high class outcomes</li> </ul>	MBRC / DEEDI / DLGP	M	M	Private Development / State Funding Investment
	Deliver high quality residential development along the South Pine River corridor	<ul style="list-style-type: none"> <li>• Establish clear partnership arrangements with Westfield</li> <li>• Commission preparation of clear design brief</li> <li>• Prepare a business case for development delivery</li> <li>• Prepare site contextual analysis and detailed assessment of site attributes</li> <li>• Prepare site master plan</li> <li>• Commission design and construction</li> </ul>	MBRC / Westfield	S	M	MBRC / Private Development
	Establish a development sleeve to Westfield Shopping Centre	<ul style="list-style-type: none"> <li>• Establish clear partnership arrangements with Westfield</li> <li>• Develop best practice design guidelines</li> <li>• Undertake detailed cost analysis for delivery</li> <li>• Establish contribution value offset arrangements for development applications</li> <li>• Commission design and construction</li> </ul>	MBRC / Westfield	S	M	MBRC / Private Development



### 4.2.5 Infrastructure: Enabling Future Growth

#### Intent of Strategy

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

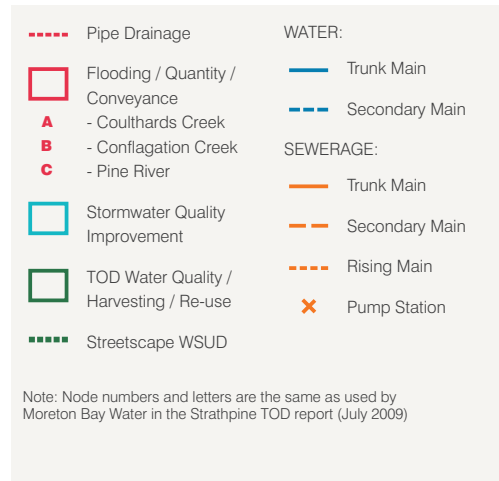


Figure 4.2.5 Public Utilities Plan

**TABLE 4.2.5 ACTION PLAN TO DELIVER KEY PROJECTS WITHIN THE INFRASTRUCTURE STRATEGY**

CODE	PROJECT	ACTIONS	RESPONSIBILITY	COMMENCEMENT	DURATION	FUNDING
I1	Sewerage Works					
	<b>Determine project priorities</b>	<ul style="list-style-type: none"> <li>Assess needs for sewerage infrastructure to service MRAC priorities</li> <li>Schedule projects to service these needs</li> <li>Schedule priorities for these projects</li> <li>Schedule actions to put projects in place (see details elsewhere)</li> </ul>	Unitywater	S	S	Unitywater
	<b>Determine opportunities to use Existing infrastructure</b>	<ul style="list-style-type: none"> <li>Establish connection point for specific precinct</li> <li>Select prospective existing trunk sewer to serve chosen precinct</li> <li>Calculate capacity of existing trunk system</li> <li>Assess usefulness</li> <li>Plan Upgrade as necessary</li> <li>Repeat process if prospects exist</li> </ul>	Unitywater	S	S	Unitywater
	<b>Upgrade Brendale WWTP</b>	<ul style="list-style-type: none"> <li>Verify that current Unitywater planning will serve MRAC</li> <li>Decision to proceed with upgrade</li> <li>Preliminary designs and costing</li> <li>Funding decisions and programming</li> <li>Detailed investigation and design</li> <li>Final pricing (tender or in house)</li> <li>Construction</li> <li>Acceptance by Unitywater</li> </ul>	Unitywater	S	S/M	Unitywater
	<b>Provide New Trunk Main No. 1</b>	<ul style="list-style-type: none"> <li>Establish required capacity – existing and proposed development</li> <li>Size proposed trunk main</li> <li>Preliminary costing</li> <li>Funding decisions and programming</li> <li>Detailed investigation and design</li> <li>Final pricing (tender or in house)</li> <li>Construction acceptance by Unitywater</li> </ul>	Unitywater	S	M	Unitywater
	<b>Provide New Trunk Main No. 2</b>	<ul style="list-style-type: none"> <li>Establish required capacity – existing and proposed</li> <li>Size proposed trunk main</li> <li>Preliminary costing</li> <li>Funding decisions and programming</li> <li>Detailed investigation and design</li> <li>Final pricing (tender or in house)</li> <li>Construction acceptance by Unitywater</li> </ul>	Unitywater	S	M	Unitywater
	<b>Provide secondary Mains and Local Infrastructure</b>	<ul style="list-style-type: none"> <li>Address as need arises</li> </ul>	Unitywater	M-L	As need arises	Unitywater
	<b>Pump Station Upgrades</b>	<ul style="list-style-type: none"> <li>Asses capacity needs for each pump station</li> <li>Assess work required (staged or otherwise) for each station</li> <li>Prioritise work</li> <li>Preliminary design and costing</li> <li>Funding decisions and programming</li> <li>Detailed investigation and design</li> <li>Final pricing (tender or in house)</li> <li>Construction</li> <li>Acceptance by Unitywater</li> </ul>	Unitywater	S	S	Unitywater
	<b>New Rising Main and Trunk Main to PS 230</b>	<ul style="list-style-type: none"> <li>Asses capacity requirements</li> <li>Preliminary design and costing</li> <li>Funding decisions and programming</li> </ul>	Unitywater	S	to suit priorities	Unitywater
		<ul style="list-style-type: none"> <li>Detailed investigation and design</li> <li>Final pricing (tender or in house)</li> <li>Construction</li> <li>Acceptance by Unitywater</li> </ul>	Unitywater	S	to suit priorities	Unitywater

# Key Projects: Infrastructure

TABLE 4.2.5 ACTION PLAN TO DELIVER KEY PROJECTS WITHIN THE INFRASTRUCTURE STRATEGY

CODE	PROJECT	ACTIONS	RESPONSIBILITY	COMMENCEMENT	DURATION	FUNDING
I2	Water Supply					
	<b>Determine priorities</b>	<ul style="list-style-type: none"> <li>Assess needs for sewerage infrastructure to service MRAC priorities</li> <li>Schedule projects to service these needs</li> <li>Schedule priorities for these projects</li> <li>Schedule actions to put projects in place (see details elsewhere)</li> </ul>	Unitywater	S	S	Unitywater
	<b>Determine opportunities to use existing infrastructure</b>	<ul style="list-style-type: none"> <li>Establish connection point for specific precinct</li> <li>Select prospective existing water system to serve chosen precinct</li> <li>Calculate capacity of existing water system</li> <li>Assess usefulness</li> <li>Plan upgrade as necessary</li> <li>Repeat process if prospects exist</li> </ul>	Unitywater	S	S	Unitywater
	<b>Bulk Supply Connection</b>	<ul style="list-style-type: none"> <li>Determine timing requirement</li> <li>Negotiate basis for new connection with LinkWater</li> </ul>	Unitywater	S	S	Unitywater
		<ul style="list-style-type: none"> <li>Establish responsibilities for design and construction</li> <li>Preliminary design and costing</li> <li>Funding decisions</li> <li>Programming</li> <li>Detailed design</li> <li>Final pricing</li> <li>Construction</li> <li>Acceptance by Unitywater/ LinkWater</li> </ul>	Unitywater/ LinkWater	to suit priorities		Unitywater
	<b>Provide Trunk Main to PDMA 1</b>	<ul style="list-style-type: none"> <li>Assess design criteria</li> <li>Preliminary design and costing</li> <li>Funding decision</li> </ul>	Unitywater	S	to suit priorities	Unitywater
		<ul style="list-style-type: none"> <li>Programming</li> <li>Detailed design</li> <li>Final costing</li> <li>Construction</li> <li>Acceptance by Unitywater</li> </ul>	Unitywater	S	to suit priorities	Unitywater
	<b>Provide Trunk Main PDMA 2</b>	<ul style="list-style-type: none"> <li>Assess design criteria</li> <li>Preliminary design and costing</li> <li>Funding decision</li> </ul>	Unitywater	S	to suit priorities	Unitywater
		<ul style="list-style-type: none"> <li>Programming</li> <li>Detailed design</li> <li>Final costing</li> <li>Construction</li> <li>Acceptance by Unitywater</li> <li>Put in service</li> </ul>	Unitywater	S	to suit priorities	Unitywater
	<b>Provide Ring Main</b>	<ul style="list-style-type: none"> <li>Establish staging needs for each stage (or whole)</li> <li>Assess design criteria</li> <li>Preliminary design and costing</li> <li>Funding decision</li> </ul>	Unitywater	S	to suit priorities	Unitywater
		<ul style="list-style-type: none"> <li>Programming</li> <li>Detailed design</li> <li>Final costing</li> <li>Construction</li> <li>Acceptance by Unitywater</li> </ul>	Unitywater	S	to suit priorities	Unitywater
	<b>Secondary Mains and Local Infrastructure</b>	<ul style="list-style-type: none"> <li>Address as need arises</li> </ul>	Unitywater		as need arises	Unitywater

# Key Projects: Infrastructure

TABLE 4.2.5 ACTION PLAN TO DELIVER KEY PROJECTS WITHIN THE INFRASTRUCTURE STRATEGY

CODE	PROJECT	ACTIONS	RESPONSIBILITY	COMMENCEMENT	DURATION	FUNDING
I3	Wastewater Recycling					
	<b>Policy development</b>	<ul style="list-style-type: none"> <li>• Establish policy for wastewater reuse               <ul style="list-style-type: none"> <li>» Source</li> <li>» Quantity</li> <li>» Use restrictions</li> <li>» Timing</li> </ul> </li> </ul>	Unitywater	M	to suit Unitywater Planning	Unitywater
	<b>Determine infrastructure to be provided</b>	<ul style="list-style-type: none"> <li>• Preliminary planning for pumping, rising mains, storage, reticulation</li> <li>• For each infrastructure item               <ul style="list-style-type: none"> <li>» Preliminary design/ costing</li> <li>» Funding</li> <li>» Programming</li> <li>» Detailed design</li> <li>» Final costing</li> <li>» Construction</li> <li>» Acceptance</li> <li>» Implementation</li> </ul> </li> </ul>	Unitywater	M	to suit Unitywater planning	Unitywater
I4	Service Corridor Preservation					
	<b>Define corridors needed</b>	<ul style="list-style-type: none"> <li>• Based on infrastructure planning for sewerage, water, wastewater recycling,</li> <li>• Define corridor needs:               <ul style="list-style-type: none"> <li>» Ensure detail MRAC planning makes provisions for corridor needs – common as far as possible</li> <li>» Infrastructure actions as necessary to acquire or preserve corridors</li> </ul> </li> </ul>	Unitywater	S	to suit available information from infrastructure planning	Unitywater
I5	Other Utilities					
	<b>Utility providers policies &amp; constraints</b>	<ul style="list-style-type: none"> <li>• Undertake investigation with all public utility providers to understand service providers policies and/ or constraints</li> </ul>	MBRC / Utility providers	S	to suit priorities	Utility Investment / Development Conditions
	<b>Investigate needs</b>	<ul style="list-style-type: none"> <li>• Based on MRAC planning define needs for provision of utilities as far as possible</li> </ul>	MBRC / Utility providers	S	L	Utility Investment / Development Conditions
	<b>Delivery</b>	<ul style="list-style-type: none"> <li>• Establish Actions necessary to facilitate utility provision               <ul style="list-style-type: none"> <li>» Forward planning</li> <li>» Providers actions</li> <li>» Council actions</li> <li>» Developer actions</li> <li>» Corridor protection</li> <li>» Specific site preservation</li> </ul> </li> </ul>	MBRC / Utility providers	S	L	Utility Investment / Development Conditions

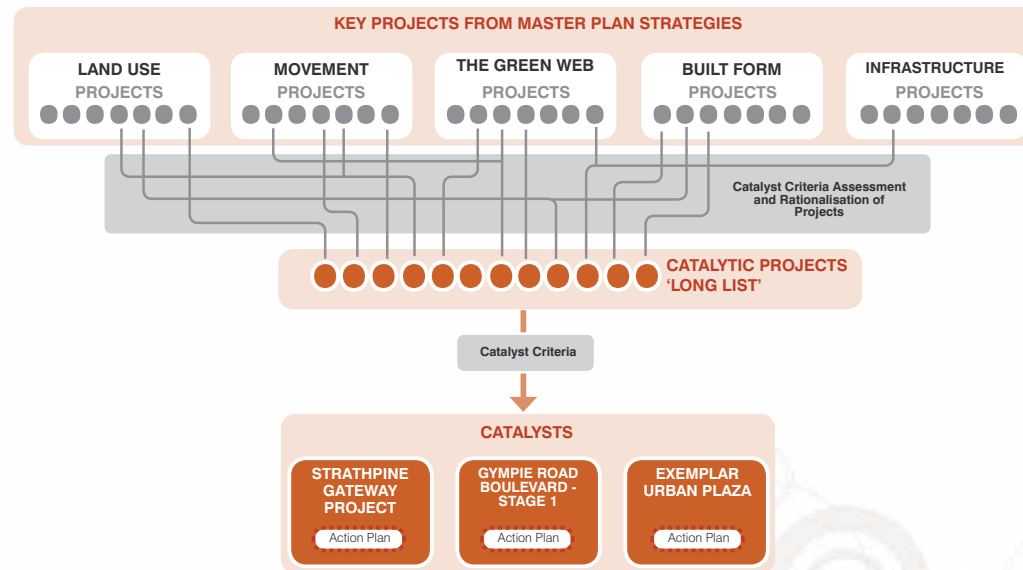
This, the final section of the implementation plan, seeks to describe in detail the projects that are of the greatest short term importance to the realisation of the overall Master Plan. The intent of these catalytic projects, as reflected in their descriptive title, is to precipitate change and action consistent with the overall outcomes and strategies of the SMRAC Master Plan.

A long list of catalytic projects was selected through a review of the key projects identified in section 4.0. In some cases catalytic projects are comprised of a number of 'key projects', from various strategy 'layers', that combine to form a full project. This 'long list' of key projects were assessed against a range of performance criteria in order to robustly determine the 3 projects that will provide the most compelling benefits for Strathpine. The identified catalytic projects all ranked highly in terms of their relative capacity to:

- Initiate significant change in the centre;
- Offer social benefit;
- Offer environmental benefits;
- Facilitate economic outcomes;
- Demonstrate an implicit alignment with key Master Plan outcomes;
- Be delivered early (or relatively early). That is to say they are not overly dependent on other strategic initiatives to occur first;
- Be delivered at a proportionately low public cost in comparison to their wider benefit; and
- Be delivered because of their public ownership.

Although this section of the report focuses on physical projects, the importance of the governance and planning implementation components of this strategy and their inherent catalytic nature is noted. Governance and planning frameworks underpin the implementation process and are vital steps in the realisation of the Master Plan.

FIGURE 5.0 CATALYTIC PROJECTS IDENTIFICATION PROCESS



## 5.1 PROJECT LONG LIST AND ASSESSMENT

Drawing on the extensive list of actions and projects identified throughout the Master Planning process and the actions identified in the SMRAC Implementation Plan, a long list of potential Catalytic Projects was identified. This long list was guided by the assessment criteria noted above. In a number of cases the long list of projects represented the incorporation of a number of actions from the Implementation Plan.

The long list of projects were assessed principally on a qualitative basis against each of the identified criteria. Each criteria were given equal weighting and rated on a five way scale ranging from High, to Low. A High rating was awarded 5 points, a Medium 3 points, and a Low 1 point. From this assessment the top 3 projects were selected as the priority projects to act as catalysts for the redevelopment of the Strathpine Major Regional Activity Centre and implementation of the Master Plan. Project Plans have been compiled for each of these in the following section.

The following tables provide an assessment of the long list of catalytic projects against the identified criteria.

TABLE 5.1 CATALYTIC PROJECT 'LONG LIST'

SMRAC CATALYTIC PROJECT LONG LIST										
		Capacity to Change	Triple Bottom Line			Align with Master Plan	Early Imp	Cost to Public <sup>2</sup>	Ownership <sup>3</sup>	Total Score
			Social	Environmental	Economic					
1 -	Strathpine Station Transit Interchange	3	4	5	3	3	2	2	3	25
2 -	Road Solution - Mecklam Street, Pine Rivers Park Jockers Street, Rail Crossing	3	2	1	3	3	2	1	4	19
3 -	Residential Development west of Strathpine Station	4	4	3	4	4	2	4	1	25
4 -	Stage 2 Gateway Project	2	3	3	3	4	3	3	3	24
5 -	Stage 1 Gateway Project	4	4	2	4	5	4	1	4	28
6 -	Gympie Road Boulevarding	4	4	4	3	4	4	3	4	30
7 -	Bray Park TOD/Strategy	2	2	4	3	2	2	4	1	20
8 -	Sth Pine Residential and River Edge	2	3	3	2	3	4	3	4	24
9 -	Westfield Res	3	3	3	3	3	2	5	1	23
10 -	Westfield interface and frontage	5	4	2	3	4	3	4	1	26
11 -	Brendale Exemplar - MIBA/Market	3	2	1	4	4	3	4	2	23
12 -	Bolt Drive Extension	3	1	2	2	3	2	2	2	17
13 -	Restructuring of Station Park	2	4	4	3	4	5	2	5	29
14 -	Park in Westfield Residential North	1	3	3	2	3	3	4	1	20
15 -	Develop Urban Plaza Network - Exemplar on Council property P2, Samsonvale Rd Plaza	4	4	4	3	5	4	2	4	30
16 -	Strathpine Station Concourse - connecting east to west	2	2	2	2	3	2	3	3	19

Score	
High	5
Medium High	4
Medium	3
Medium Low	2
Low	1

## 5.2 CATALYTIC PROJECTS

The three catalytic projects that have been identified are:

(a) **Strathpine Gateway:** A major Transit Oriented Development opportunity around Strathpine Station including significant commercial, retail, residential, transit and public space outcomes;

(b) The Creation of a **Boulevard along Gympie Road** (with an early emphasis on the reconfiguration of the round-a-bout at its intersection with Dixon Street): A significant and important first step in improving visual quality and pedestrian connectivity within the centre; and

(c) An **exemplary urban plaza** (at the corner of Gympie Road and Samsonvale Road): a relatively easily implementable public space project that aligns with the long term vision set out in the master plan and that can occur while the other two catalytic projects, which are more complex, are being scoped and developed.

Each of the projects noted above is presented in the sections below with details in relations to the purpose of the project, its impact, and a series of high level action plan items. Timing associated with the commencement and duration of each action has been defined as:

TIMEFRAME	COMMENCEMENT DATE	TASK DURATION
Short	Within 12 months	Within 6 months
Medium	Within 3 years	Within 12 months
Long	More than 3 years	More than 12 months

## 5.2.1 The Strathpine Gateway Project

### Project Summary

The Strathpine Gateway Project aims to revitalise the area east of Strathpine Rail Station by delivering a creative and sustainable entrance statement to the Strathpine Centre - a "Gateway".

This project forms part of Moreton Bay Regional Council's Signature Projects initiative to deliver a major project to each of the three amalgamated regions that form the new Moreton Bay Region. Strathpine has been selected as the location for the Pine Rivers signature project. This provides an exciting opportunity to deliver outcomes in the short term that align with the intentions of the Master Plan.

The project will develop an area of land within the Strathpine TOD Precinct, between the Strathpine Rail Station and Gympie Road, to accommodate office uses, community facilities and high quality public spaces and linkages.

The key features of the project include:

- refurbishment of existing Council building to create active frontages on the ground floor.
- new building incorporated new library, art gallery and commercial office accommodation above.
- new civic square on Gympie Road terminating the vista from Mecklem Street.

FIGURE 5.2.1A LOCATION PLAN



■ Strathpine Gateway Project Site

### Catalytic Status and Relevance to Master Plan

This project will deliver on numerous aspects of the Master Plan. Specifically, the project will provide a significant step in the realisation of the objectives of the Strathpine TOD precinct. The Strathpine Gateway project makes the following contributions toward the Master Plan:

**Land use:** The project delivers a significant amount of commercial, retail and community use floor space. This contributes toward providing a critical mass of development in the Strathpine TOD precinct and injects the area with community facilities and services to support a mixed use core.

**Movement:** A shared street connecting Gympie Road and Strathpine Rail Station forms part of the project which will create a high quality pedestrian linkage in support of the overall pedestrian movement strategy. The project will assist in strengthening the status of the Rail Station, and ultimate interchange, within the community.

**The Green Web:** The Strathpine Gateway project includes a significant public space which will form the spatial focus for the precinct and wider centre. This key public space will promote a civic character and links to the Strathpine Rail Station via the new shared street.

**Built Form:** The high quality built form outcomes, including an iconic library building, that form part of this project will provide local exemplars for built form within the Centre.

By leveraging Council's significant land holdings and role in planning for the centre, it is anticipated that a signature project can stimulate flow on development and investment in the centre and assist Strathpine in recognising its role as a Major Regional Activity Centre.

### Key Stakeholders

The key stakeholders associated with the design, delivery and management of this project are:

- Moreton Bay Regional Council (in their capacity as land owners, the approval agency, and asset managers);
- Department of Local Government and Planning (TOD unit);
- Department of Main Roads (in so far as the project ultimately requires adjustments to traffic movements along Gympie Road);
- Translink (in relation to bus interchange facilities);
- Queensland Rail (in relation to station improvements and track alignments);
- Adjoining land owners; and
- The development industry in the form of potential joint venture partners

## Project Description

The Gateway Project is a mixed use development that includes the refurbishment of the existing Council building, the development of retail, office space and community facilities, and investment into the public realm in the form of public space and key pedestrian linkages.

The following project objectives have been identified as key to delivering the Gateway Project. The 'Strathpine Gateway' must:

- Leverage the current Council landholdings in proximity to transit to deliver iconic development that can drive ongoing investment in the centre.
- Capture opportunities to accommodate and consolidate civic and public uses in a single quality facility.
- Offer an attractive development partnership proposition to the market.
- Be deliverable as soon as possible.
- Facilitate measurable economic growth.
- At this stage, set out a clear and exciting vision that is able to build investment interest in the project and wider centre.

The following brief outlines the initial floor space requirements identified for the Gateway Project. The requirements for the community uses have been provided by MBRC whilst the commercial floorspace requirements have been identified as a result of the projected development demand. All of these will need to be revised and refined as part of the detailed design of the project.

**Refurbishment of existing Council building (3 storeys):** including commercial / office floor space of 2,318m<sup>2</sup> (existing); and new retail floor space - 1,160m<sup>2</sup>.

**Proposed new building (6-10 storeys):** including the Strathpine Library - 3,000m<sup>2</sup>; the Strathpine Art Gallery - 1,000m<sup>2</sup>; a shared community meeting and service space - 1000m<sup>2</sup>; Commercial / office floor space - 8,000 12,000m<sup>2</sup>; and Retail floor space - 500m<sup>2</sup>.

**New civic square:** Located adjacent to Gympie Road and the refurbished Council building (Detailed requirements and function of square to be confirmed through detailed design phase)

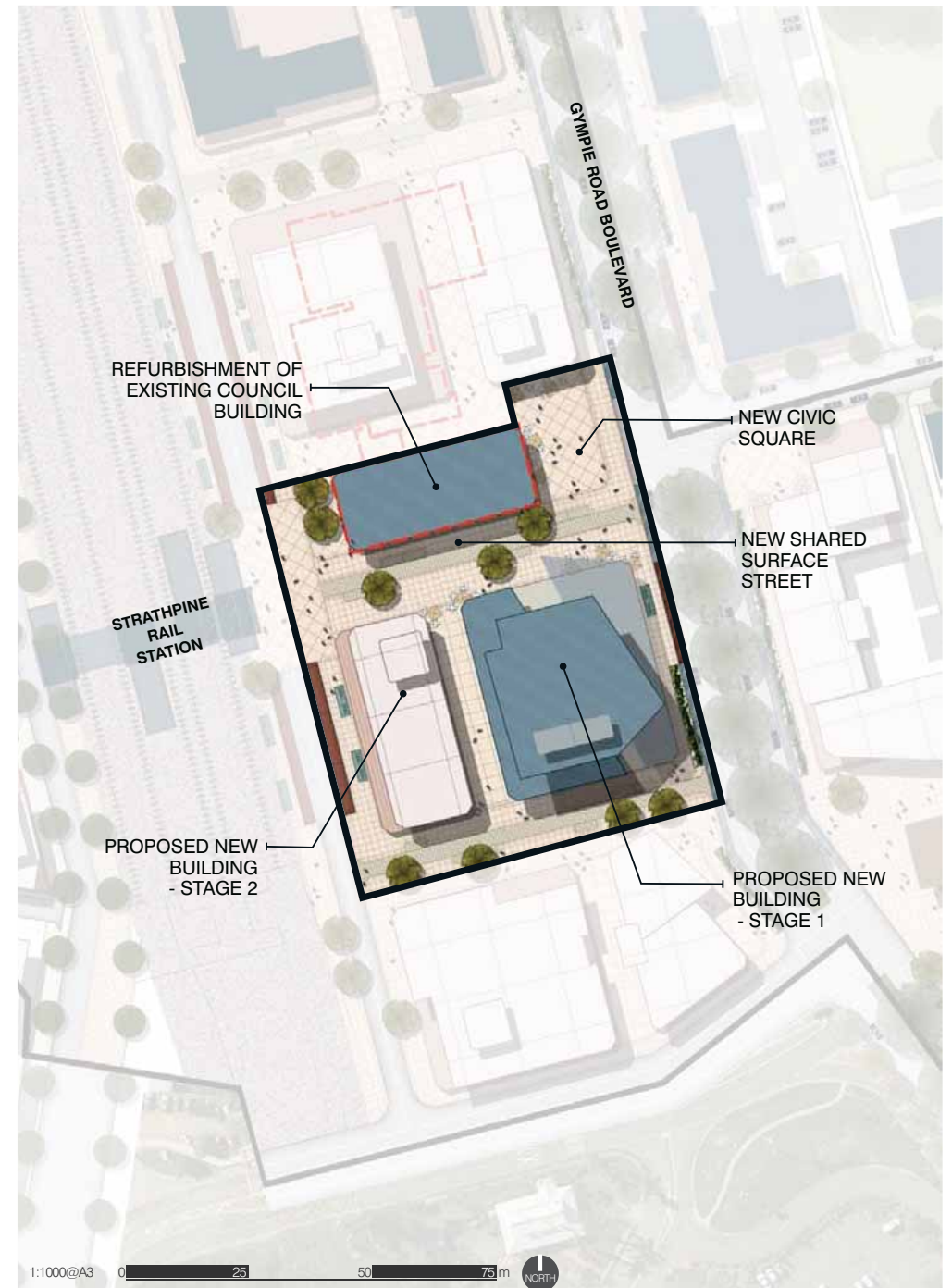
**Shared "street":** Streetscape improvement works to create shared surface with high level of pedestrian priority (Detailed requirements and function of square to be confirmed through detailed design phase)

**Proposed new building (Stage 2, 6-8 storeys):** comprising commercial / office floor space of between 8,000m<sup>2</sup> - 10,000m<sup>2</sup>; and retail floor space - 700m<sup>2</sup>.



Indicative view of proposed new building from the transformed Gympie Road Boulevard

FIGURE 5.2.1B: ILLUSTRATIVE PLAN FOR GATEWAY PROJECT







Indicative aerial perspective view of proposed development from Gympie Road looking west



Indicative view of proposed new civic square and building from Gympie Road Boulevard



Indicative view of proposed shared access street looking east toward the proposed development

Catalytic Projects: The Strathpine Gateway Project

**Project Action Plan**

The following broad action plan describes the likely sequence of events and work required to implement this catalytic project. Further detail in relation to actions and program will emerge during the process of undertaking more detailed design, engineering and costing exercises.

**TABLE 5.2.1 ACTION PLAN TO DELIVER THE STRATHPINE GATEWAY CATALYTIC PROJECT**

ACTIONS (in approximate sequence)	RESPONSIBILITY	COMMENCE	DURATION	FUNDING
Adopt the 'Strathpine gateway' vision	MBRC	Short	Short	N/A
Engage with State government to commence the process of coordination and joint funding	MBRC	Short	Short	MBRC
Engage consultant to refine architectural, public space and infrastructure works so accurate costs and timing can be established	MBRC / DLGP / TRANSLINK / QR	Short	Medium	MBRC / STATE
Seek expressions of interest from joint venture partners / consortiums	MBRC / DLGP / TRANSLINK / QR	Medium	Short	MBRC / STATE
Appoint preferred partner / developer	MBRC	Medium	Medium	MBRC
Reach financial terms	MBRC / CONSORTIUM	Medium	Short	MBRC / CONSORTIUM
Finalise design	MBRC / CONSORTIUM	Medium	Medium	MBRC / CONSORTIUM
Seek approvals	MBRC / CONSORTIUM	Long	Medium	MBRC / CONSORTIUM
Construct	MBRC / CONSORTIUM	Long	Long	CONSORTIUM

### 5.2.2 Gympie Road Boulevard- Stage 1: Dixon Street Intersection Upgrade

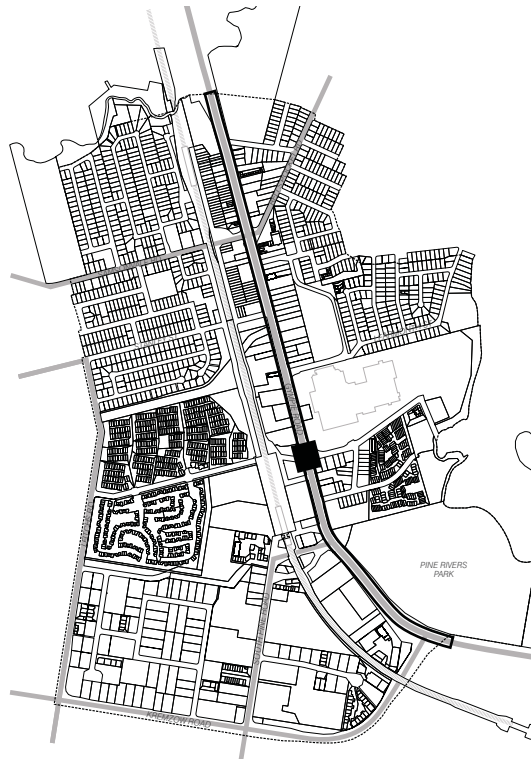
#### Project Summary

This project forms an integral step in the creation of an urban boulevard along the Gympie Road corridor. This catalytic project focuses on the removal of the Dixon Street / Gympie Road round-about and upgrade of the intersection to a signalised arrangement. This project is focused on the realignment of vehicle infrastructure to contribute toward a high quality pedestrian environment and improved linkages over Gympie Road.

The key aims of this project include:

- Rationalising vehicle movement through the Centre
- Promoting pedestrian permeability of Gympie Road
- Encouraging the efficient use of Centre land, promoting the use of surplus land for public space and/or development purposes.

FIGURE 5.2.2A LOCATION PLAN



- Gympie Road Boulevard (ultimate project)
- Gympie Road Boulevard Stage 1 Catalytic Project Site

#### Catalytic Status and Relevance to Master Plan

The transformation of Gympie Road into an urban boulevard is a key strategy of the SMRAC Master Plan. In recognition of this, improvement to the Gympie Road corridor, specifically the intersection at Dixon Street, has been identified as a catalyst for the implementation of the Master Plan. In addition to the contribution that this project makes to the ultimate aim of creating an urban boulevard along Gympie Road, the upgrade of this intersection will significantly improve pedestrian connectivity between the Strathpine Rail Station and Strathpine Shopping Centre, another key strategy within the Master Plan.

As noted within the Master Plan, the ultimate boulevard treatment along Gympie Road is somewhat dependant on wider road network improvements. This component of the overarching 'Gympie Road Boulevard' project is considered to be relatively independent of these wider improvements and can be delivered with more certainty and in a shorter timeframe.

Although focused on pedestrian and vehicle infrastructure improvements, the project will encourage the redevelopment of surround land and highlight the importance of responding to key pedestrian routes and public transport nodes. This project will promote redevelopment along the western edge of the shopping centre.

#### Key Stakeholders

The key stakeholders associated with the design, delivery and management of this project are:

- Moreton Bay Regional Council;
- Department of Main Roads;
- Adjoining land owners



Indicative perspective view of the ultimate vision for the 'Gympie Road Boulevard'



## Project Description

This project is focused on delivering early, high impact, change to the Gympie Road corridor, with a focus on improving pedestrian connectivity between the Strathpine Rail Station and Strathpine Shopping Centre. The aim being to contribute to the ultimate goal of creating a boulevard along the Gympie Road corridor.

The project will see the removal of the existing roundabout at the intersection of Gympie Road and Dixon Street and installation of a signalised intersection. The signalised intersection will focus on promoting pedestrian connectivity, primarily between the Strathpine Rail Station and Strathpine Shopping Centre, delivering safe pedestrian crossing opportunities in the following locations:

- East / West on the northern side of the intersection; and
- North / South on the eastern and western sides of the new intersection.

The intersection upgrade will also enable all direction vehicle movement, improving vehicle connectivity to the western side of Gympie Road.

Provision for cyclists is required as part of the project with dedicated cycle lanes to be included along Gympie Road in the future. The design of the intersection must consider the future intent of Gympie Road, with a potential downgrade of vehicle functionality, particularly relating to through traffic pending wider network improvements, however should allow adequate performance within the current traffic network.

The realignment of the intersection will result in an increase the area of land, particularly to the north east, that is able to be used for more



Indicative view of Dixon Street intersection upgrade (subject to further study)



Indicative perspective view of Dixon Street intersection upgrade showing ultimate 'Gympie Road Boulevard' treatment (subject to further study)



Indicative aerial perspective view of the ultimate vision for the 'Gympie Road Boulevard'



Indicative view of the ultimate vision for part of the 'Gympie Road Boulevard'

Catalytic Projects: Boulevard Stage 1 - Dixon St Intersection

**Project Action Plan**

The following broad action plan describes the likely sequence of events and work required to implement this catalytic project. Further detail in relation to actions and program will emerge during the process of undertaking more detailed design, engineering and costing exercises.

**TABLE 5.2.2 ACTION PLAN TO DELIVER STAGE ONE OF THE GYMPIE ROAD BOULEVARD - DIXON STREET INTERSECTION UPGRADE**

ACTIONS (in approximate sequence)	RESPONSIBILITY	COMMENCE	DURATION	FUNDING
Engage with Main Roads and Westfield to discuss project scope and requirements	MBRC / consultant	Short	Medium	MBRC
Engage engineering and urban design expertise to develop the concept and detailed costings for the project. This should be done in the context of having completed further investigations into the wider Gympie road Boulevard project so that any short term actions do not prejudice long term outcomes	DMR / MBRC / Consultant	Short	Short	DMR / MBRC
Seek approvals from Main Roads and other required agencies	DMR / MBRC / Consultant	Medium	Short	DMR / MBRC
Source joint funding and contributions (if appropriate)	DMR / MBRC	Medium	Medium	DMR / MBRC (potentially WESTFIELD)
Commission design team to prepare detailed design and contract package	DMR / MBRC / consultant	Medium	Short	DMR / MBRC
Tender works	DMR / MBRC / consultant	Medium	Short	DMR / MBRC
Construction	Contractor	Medium	Medium	Contractor / DMR / MBRC

### 5.2.3 Exemplar Urban Plaza

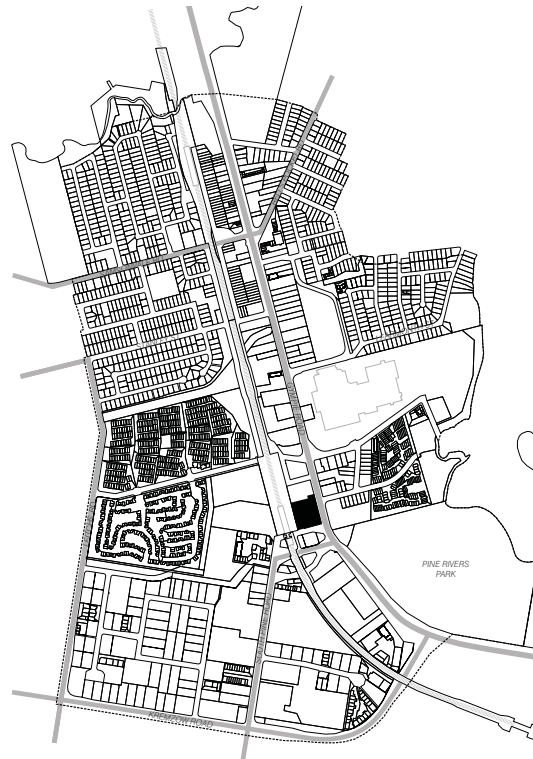
#### Project Summary

This project is located at the intersection of Gympie Road and Samsonvale Road and to the south of Bray Park station. The land is currently in Council ownership and, because of its availability and location, forms an important opportunity to demonstrate the intent of the master plan early and, in combination with the other identified catalyst projects, begin to drive real change along the Gympie Road corridor.

The plaza itself is intended to provide a small urban space as key visual marker and amenity improvement project in the heart of the centre. This project will be underpinned by the following objectives:

- To quickly deliver a manageable project to continue the momentum of the master planning process;
- To capture as much 'road space' as possible by realigning kerbs and turning lanes to maximize the size and impact of the project;
- The space must be designed to be of a high quality and align with the intents of the master plan to create, over time, a boulevard environment along Gympie Road;
- The plaza will offer a mix of hard and landscaped areas arranged in a way that creates a comfortable and flexible space able to accommodate a variety of functions;
- The space will be activated through both the refurbishment of adjacent buildings (subject to landowner consent) and through a small 'retail pavilion' that acts as a marker along the Gympie Road Boulevard;

FIGURE 5.2.3A LOCATION PLAN



■ Exemplar Urban Plaza Project Site

#### Catalytic Status and Relevance to Master Plan

As noted within the previous catalytic project descriptions, the transformation of Gympie Road into an attractive centrally located boulevard is a key outcome envisaged within the master plan. In this context, the delivery of the 'exemplar urban plaza' project will be the first step (along with the other catalytic projects) in realizing the vision for Gympie Road and, ultimately, the centre of Strathpine.

**The Green Web:** The 'exemplar plaza' project will form an early stage of the 'green web' envisaged for Strathpine by creating a significant public space node at the intersection of major north-south and west-to-west routes.

**Built Form:** The space will facilitate the 'repair' of adjoining buildings (and/or the development of small commercial facilities within the site itself) to deliver against the objective of creating a more activated public realm.

#### Key Stakeholders

The key stakeholders associated with the design, delivery and management of this project are:

- Moreton Bay Regional Council (in their capacity as land owners, the approval agency, and asset managers);
- Department of Main Roads (in so far as the project ultimately requires adjustments to traffic movements along Gympie Road);
- Adjoining land owners

#### Project Description

This project seeks to provide Council and the community with a key 'early win' that noticeably changes the quality of pedestrian and retail experience along the Gympie Road corridor and sets the scene for further boulevard and public space improvements within the centre. The project comprises:

- A number of options for the realignment of kerbs and carriageways which may include (subject to further concept design and testing) the realignment of the left turning lane from Samsonvale Road onto Gympie road, the consolidation of the Railway Avenue 'spur' road to reduce its land take, and Depending on the outcomes of additional studies on the alignment of Gympie Road) the realignment of the western kerb line of Gympie road. All of these proposals aim to reduce the dominance of the car and claw back area for the creation of a vastly improved public space environment;
- The activation of the space through the refurbishment of the building immediately to the north of the space. Preliminary investigations suggest that there is sufficient depth for a number of shallow tenancies to face the northern edge of the plaza. If this were not possible an alternative outcome would be to construct similar tenancies within the plaza 'parcel' itself;
- The delivery of a small but iconic pavilion structure that provides shade, a visual marker, and opportunities for further activation of the space through a commercial tenancy;
- The use of 'hard stand' material in the eastern portion of the space closest to Gympie Road as a way of beginning to create the desired Boulevard environment and accommodating the higher levels of foot traffic that are likely to utilise this part of the plaza;

- The use of 'soft landscape' in the western portion of the space in recognition of the need to offer green amenity in the centre as well as provide opportunities for different uses (and users) in the space. This may contain public art and playscape elements to raise the appeal of the space; and
- The location of a small cell of short-term car parking in the north west of the space. This component is optional but will offer greater convenience in the short term and may be removed in the longer term once the wider Gympie Road boulevard environment is substantially complete.

**FIGURE 5.2.3B: ILLUSTRATIVE PLAN FOR URBAN PLAZA**



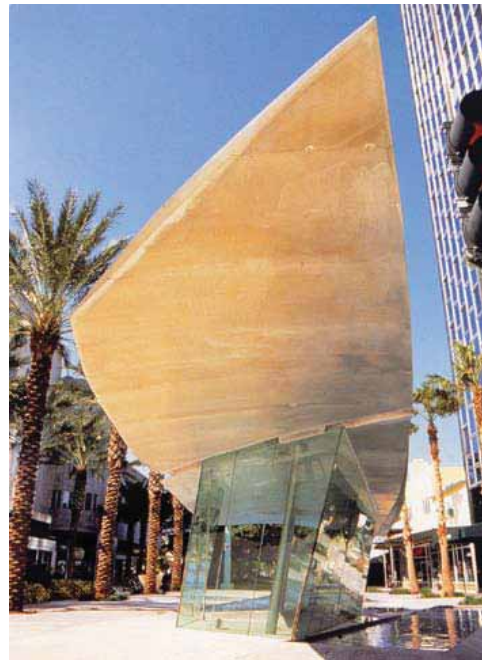


### Indicative Outcomes and Intent

The following figures provide indicative character images to demonstrate the intent and componentry of the plaza space.



Pavilion Structure



Pavilion and Shade Structure



Paving and Planting



Public Art



Lighting, Paving and Planting



Lighting, Paving and Planting

FIGURE 5.2.3C: EXISTING SITE



FIGURE 5.2.3D: ULTIMATE PROPOSAL



Catalytic Projects: Exemplar Urban Plaza

**Project Action Plan**

The following broad action plan describes the likely sequence of events and work required to implement this catalytic project. Further detail in relation to actions and program will emerge during the process of undertaking more detailed design, engineering and costing exercises.

TABLE 5.2.3 ACTION PLAN TO DELIVER THE EXEMPLAR URBAN PLAZA

ACTIONS (in approximate sequence)	RESPONSIBILITY	COMMENCE	DURATION	FUNDING
Undertake pre feasibility study to determine scope, required capital, and extent of work	MRBC / Design consultant	Short	Short	MRBC
Consult with main roads in relation to road realignment works and adjacent land owners in relation to building refurbishment / redevelopment possibilities	MRBC / Design Consultant	Short	Short	MRBC
Refine design for space to a Developed Design stage	MRBC / Design Consultant	Short	Short	MRBC
Consult (if required) with the local community	MRBC / Design Consultant	Short	Short	MRBC
Seek approvals from relevant agencies	MRBC / Design Consultant	Short	Medium	MRBC
Finalise design documentation	MRBC / Design Consultant	Short	Medium	MRBC
Tender works	MRBC / Design Consultant	Medium	Medium	MRBC
Construction	Contractor	Medium	Medium	MRBC



# 06 **Conclusion**

This Implementation Plan has sought to offer a flexible decision-making and delivery framework for the SMRAC Master Plan. Part A of the Implementation Plan establishes an approach to the governance of the implementation process and identifies strategies to translate the Master Plan into statutory planning frameworks. The following approaches have been identified:

#### **Governance:**

- Leadership from a Strategic Advisory Group that is guided by the SMRAC Master Plan vision and strategies
- Management by a Strathpine Unit Manager supported by a Project Manager and a Place Manager that coordinate stakeholder activities and SMRAC Master Plan actions and projects
- Implementation through stakeholder resources and activities.

#### **Planning Implementation**

- Council to prioritise the preparation of its new planning scheme to enable the implementation of the Strathpine Master Plan
- Draft local plan prepared by Council for the centre as an interim measure in line with the QPP, which can later be rolled into the preparation of the new planning scheme

The second part of the Implementation Plan examines the physical projects to be implemented once the enabling processes have been established. Key projects have been identified to align with overarching layered strategies within the Master Plan, including:

- Land Use: An Activated Centre
- Movement: A Connected Centre
- The Green Web: An Environmental Framework
- Built Form: Shaping the Centre
- Infrastructure: Enabling Future Growth

Catalytic projects, selected through an evaluation of the 'key projects', were identified with an aim to deliver change consistent with the Master Plan in the short term. The top 3 Catalytic Projects identified include:

- (a) Strathpine Gateway: A major Transit Oriented Development opportunity around Strathpine Station including significant commercial, retail, residential, transit and public space outcomes;
- (b) The Creation of a Boulevard along Gympie Road (with an early emphasis on the reconfiguration of the round-a-bout at its intersection with Dixon Street): A significant and important first step in improving visual quality and pedestrian connectivity within the centre; and
- (c) An exemplary urban plaza (at the corner of Gympie Road and Samsonvale Road): a relatively easily implementable public space project that aligns with the long term vision set out in the master plan and that can occur while the other two catalytic projects, which are more complex, are being scoped and developed.

