

This section of the master plan for Strathpine Major Regional Activity Centre builds upon the centre wide strategies outlined in the previous section to provide a detailed series of intents and desired outcomes for specific areas of the plan. The precincts that are defined in this section include:

- Strathpine TOD
- Strathpine Central
- River's Edge
- Gympie Road Central
- Bray Park TOD
- Gympie Road South
- Brendale Transition

## 05 Precincts





### Using the Precinct Intents

Each precinct within this section has been developed to a level of detail that provides sufficient information to guide development and inform the preparation of changes to the relevant statutory planning instrument. In summary, each precinct includes:

- A brief vision statement outlining the key attributes intended for the precinct;
- A schedule of 'intents' that highlights key public realm, land use, built form, infrastructure outcomes and so on;
- An intents plan that describes the desired structure for each precinct as well as defining land uses, linkages, building heights, public realm projects and so on;
- A cross section describing the desired overall scale, intensity, and interface outcomes for the precinct; and
- A perspective sketch illustrating the desired character of a key part of the precinct.

### Rationale for Precinct Selection

The extent and nature of each of the precincts identified above has been selected on the basis that each one:

- Has a clearly defined, and in some cases, established land use theme;
- Contains a single and unique defining attribute. (For example, 'Strathpine TOD' is centred around Strathpine Railway Station and 'River's Edge' enjoys a consistent relationship with the South Pine River);
- Has edges that are easily defined by either roads, open spaces, infrastructure corridors or topographical features;
- Was broadly agreed, and in most cases tested, with a wide stakeholder group through the EBD process;
- Is of a scale that is large enough to establish a unique character but that is compact enough to be described in a level of detail beyond that of the centre wide strategies.

### Areas without significant development change

A number of areas that are included within the study scope have not been explored in detail in this section of the master plan (refer figure opposite). These areas are defined by a well established low density residential character and, although important to the ongoing functioning of the centre, have been excluded because:

- The inclusion of any significant quantum of new development in these areas would undermine the core objective of achieving momentum and change in the centre itself, in particular around Strathpine Railway Station;
- They provide an important housing typology and price point that will, following the delivery of more attached housing forms in the centre, offer a balanced housing mix for the centre; and
- In the case of large community title development, are unlikely to be able to be assembled for redevelopment within the life of the plan.

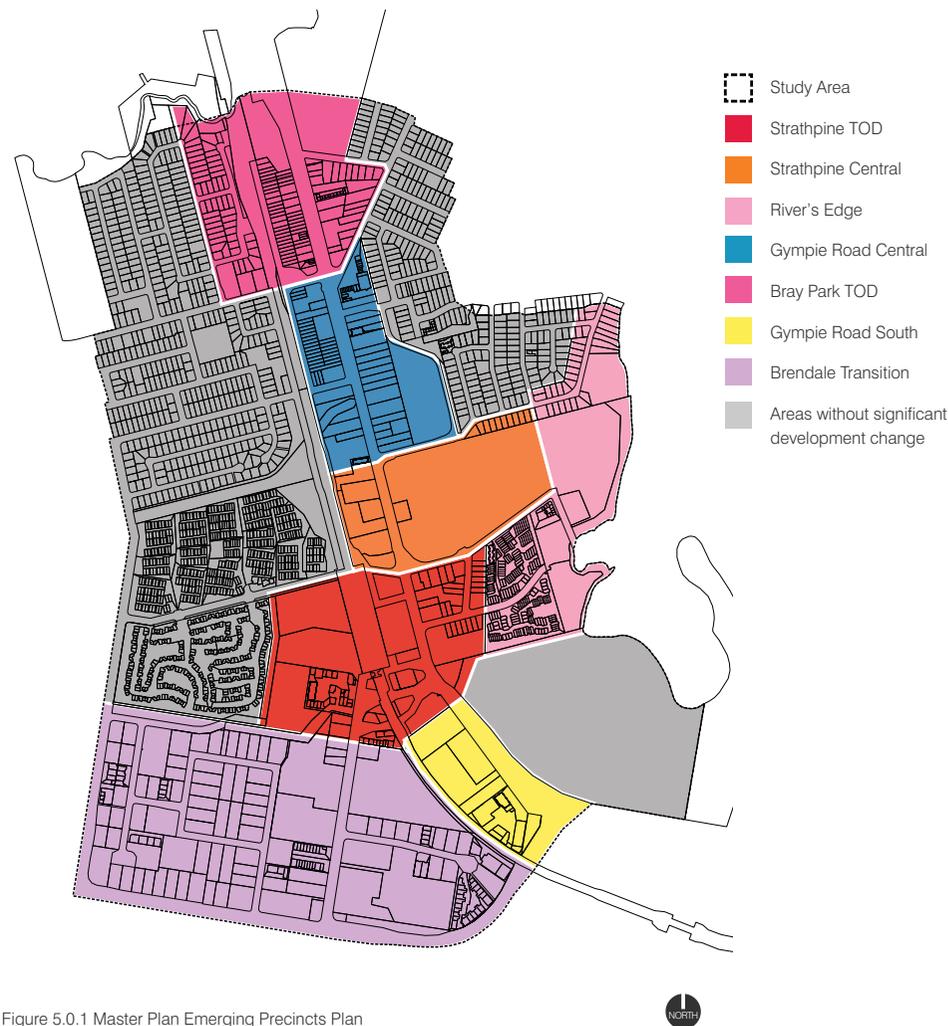


Figure 5.0.1 Master Plan Emerging Precincts Plan



## 5.1 STRATHPINE TOD

The areas surrounding Strathpine Railway Station will be the focus for the most intense forms of mixed use development in the centre, leveraging the centrally located Strathpine Railway Station and supplementing this with a high quality bus rail interchange, a first class public realm including a new town square, and a vibrant mix of uses that offer a true civic heart to the centre. The tallest development forms will be located in this precinct, highlighting its primacy as the centre for activity in Strathpine and providing the level of intensity required to achieve exemplary Transit Oriented Development outcomes. Landmark buildings define arrival nodes to the precinct (and the wider centre) and create a sense of arrival commensurate with the significance of Strathpine as a major Regional Activity Centre. This precinct will be the beating heart of Strathpine.

### Precinct Intents

CENTRE WIDE STRATEGY	PRECINCT OUTCOME
Land Use	<ul style="list-style-type: none"> <li>• Develop a vibrant mixed use environment along the Gympie Road corridor with a high level of activity at ground level including retail uses.</li> <li>• Build upon the existing civic and community provision to create a town heart between Gympie Road and the Strathpine Railway Station in the form of integrated development.</li> <li>• Develop a robust mix of uses that promotes economic viability and provides a range of employment opportunities.</li> <li>• Incorporate community facilities within mixed use development including a library, art gallery and young people's centre, and provide a community use as the interface to Pine Rivers Park.</li> <li>• Concentrate commercial provision between Gympie Road and Strathpine Rail Station and along Gympie Road.</li> <li>• Intensify residential development to the west of the station and adjacent to Pine Rivers Park taking advantage of higher levels of amenity in areas overlooking open space.</li> </ul>
Movement	<ul style="list-style-type: none"> <li>• Over time reduce the vehicular role of Gympie Road, through the implementation of the overall movement strategy (see section 4.2), to facilitate the creation of a more pedestrian friendly town centre environment.</li> <li>• Investigate the possibility of closing the at-grade crossing of the railway line at South Pine Road.</li> <li>• Introduce a new road to provide a strategic diversion route between South Pine Road and Bult Drive, with a potential for a new connection under the rail line to Gympie Road.</li> <li>• Rationalise the intersection of Gympie Road and Dixon Street with a priority on facilitating pedestrian movement between the Shopping Centre and the Strathpine interchange.</li> <li>• Rationalise the road network between Strathpine Railway Station and Gympie Road to provide a better pedestrian environment and direct connections along desire lines.</li> <li>• Develop the 'eastern collector road' as an alternative for local vehicle movement and to provide access to the Shopping Centre.</li> <li>• Provide end of trip cycle facilities within new development and in proximity to the Rail Station.</li> <li>• Provide an interim park and ride facility - potentially to the west of the station.</li> <li>• Realign Railway Avenue to facilitate a high frequency bus route.</li> <li>• Expand the rail line and station to align with future needs.</li> <li>• Provide a highly integrated transit interchange for rail and high frequency bus immediately adjacent to the station.</li> <li>• Provide for local bus services along Gympie Road immediately to the east of the Station.</li> <li>• Introduce a new local access road to the west of the rail line to facilitate access to new development.</li> </ul>
The Green Web	<ul style="list-style-type: none"> <li>• Provide a significant public space that forms the heart of the activities centre between Gympie Road and Strathpine Railway Station that integrates with the transit interchange.</li> <li>• Reinvent the Gympie Road corridor as an urban subtropical boulevard with a strong landscape response.</li> <li>• Transform road corridors and pedestrian connections into urban shadeways that incorporate shade trees and landscape treatments.</li> <li>• Develop a strong urban response within the public realm along Gympie Road and in proximity to the Rail Station.</li> <li>• Develop a neighbourhood park west of the Rail Station to provide active recreation opportunities and green amenity, and to provide an open space linkage to MIBA development to the south.</li> <li>• Improve legibility and amenity around the Station through investment in transit architecture and the spaces that form the main arrival experience.</li> </ul>
Built Form	<ul style="list-style-type: none"> <li>• Develop built form outcomes that reflect the primacy of the zone between the Rail Station and Gympie Road within built form outcomes.</li> <li>• Design new built form to address Gympie Road, the Station and Pine Rivers Park to provide high quality and meaningful edges that respond to pedestrian needs.</li> <li>• Develop visually important sites to improve legibility.</li> <li>• Ensure built form contributes to the delivery of pedestrian and cycle infrastructure including high quality connections and pathways, awnings and end of trip facilities.</li> </ul>

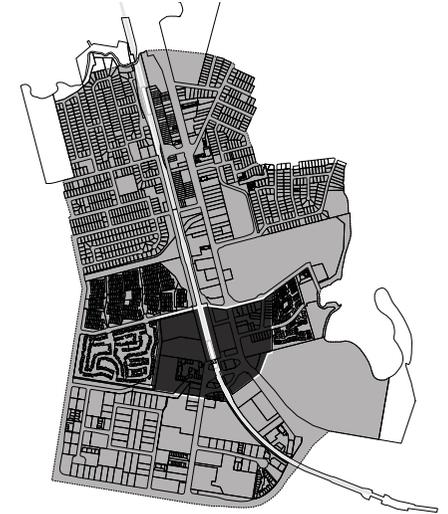


Figure 5.1.1 Strathpine TOD Precinct Location Plan



- Precinct Boundary
- Gympie Road Boulevard
- Green Avenue
- Landscape Treatment
- Urban Plaza (general location)
- A** Transit Plaza
- B** Community Plaza
- Primary Pedestrian Movement
- Indicative Pedestrian Connection / Permeability through Development
- Cycleway
- Active Frontage (Primary): Greatest level of activity
- Active Frontage (Secondary): Moderate level of activity
- Mixed Use Heart
- Medium Intensity Mixed Use
- Medium Intensity Mixed Use (Residential Focus)
- Commercial Mixed Use
- Showroom / Manufacturing
- Residential Intensification
- Open Space
- Community Use Component
- Potential Road Closure
- Urban Centre Public Realm
- Secondary Urban Centre Public Realm
- Centre Arrival Node
- Rail Station
- Expansion of Rail Corridor
- Bus Stop
- Intersection Upgrade
- Visually Important Sites
- NP** Neighbourhood Park
- Eastern Collector Road
- Strengthened Road (High Frequency Bus Route)
- Strategic Diversion Route
- Investigation Area: Potential Strategic Diversion Route
- New Local Road Access
- Vehicular Level Rail Crossing (investigation of realignment)
- Zone for Consolidated Car Park
- Height Guidance
- Section Line

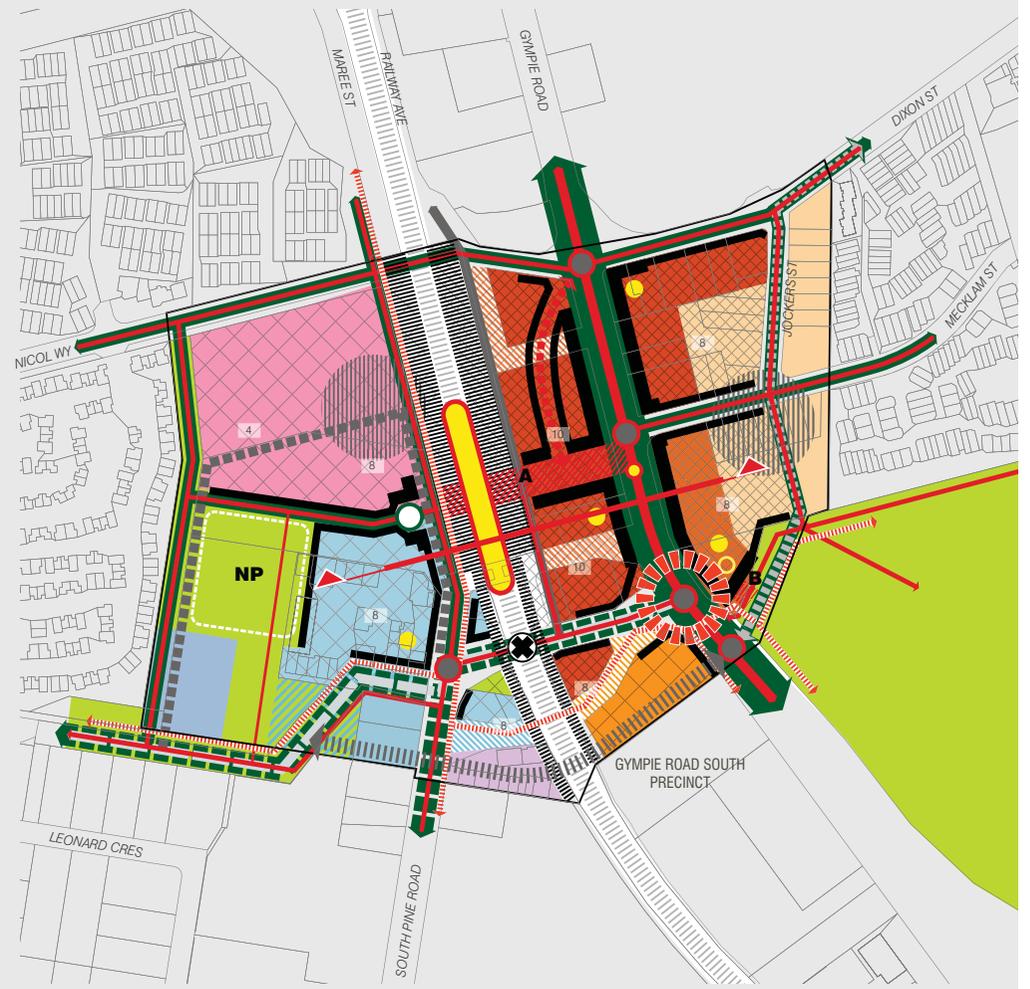


Figure 5.1.2 Strathpine TOD Precinct Intent Plan



Figure 5.1.4 Strathpine TOD Concept Sketch  
*"Opportunities exist for landmark civic facilities to be located overlooking Pine Rivers Park and forming a key arrival node to the centre and improving relationships to Pine Rivers Park."*



Figure 5.1.5 Strathpine TOD Concept Sketch  
*"The town square will be surrounded by mixed use activity, creating a vibrant hub."*



Figure 5.1.3 Strathpine TOD Precinct Indicative Section



Figure 5.1.6 Strathpine TOD Concept Sketch  
*"Development surrounding the town square will integrate with the space, activating its edges."*



Figure 5.1.7 Strathpine TOD Concept Sketch  
*"An east to west transit spine has the potential to be the focus for local civic activity and small public spaces for celebration and events."*



Transit Plaza      Mixed Use Development      Gympie Road Boulevard      Mixed Use Development

1:500@A3  
 0 5 10 15 20 25m



## 5.2 STRATHPINE CENTRAL

Centred around the well established retail offer of Strathpine Shopping Centre, Strathpine Central precinct provides the predominant retail offer within the master plan area. The transformation of Gympie Road into a major urban boulevard, including new retail and commercial development along the street edge and a necklace of new public plazas, will enliven the precinct and provide a seamless connection into the shopping centre and, importantly, to and from the Strathpine Railway Station. Pedestrian connectivity throughout the precinct will be radically improved with an emphasis on increasing the frequency and quality of crossing points along Gympie Road.

### Precinct Intents

CENTRE WIDE STRATEGY	PRECINCT OUTCOME
Land Use	<ul style="list-style-type: none"> <li>• Develop a vibrant mixed use environment along the Gympie Road corridor with a high level of activity in the form of retail at ground level.</li> <li>• Build upon the existing retail offer to create a retail hub that gravitates toward Gympie Road and the Strathpine interchange.</li> <li>• Sleeve the existing shopping centre with mixed use development including retail that orients outward toward the surrounding streets.</li> </ul>
Movement	<ul style="list-style-type: none"> <li>• Upgrade the intersection of Gympie Road and Dixon Street with a priority on facilitating pedestrian movement between the Shopping Centre and the Strathpine interchange.</li> <li>• Strengthen Gympie Road as a pedestrian corridor by reducing its vehicular capacity and role through the implementation of the overall movement strategy (see Section 4.2)</li> <li>• Develop the 'eastern collector road' as an alternative for local vehicle movement and to provide access to the Shopping Centre.</li> <li>• Expand the rail line to accommodate additional tracks.</li> <li>• Offer clear points of pedestrian access to the Shopping Centre.</li> <li>• Consolidate car parking into multi-deck resources that offer efficient use of centre land.</li> <li>• Provide additional connections over the rail line, connecting to Gympie Road.</li> </ul>
The Green Web	<ul style="list-style-type: none"> <li>• Reinvent the Gympie Road corridor as an urban subtropical boulevard with a strong presence of landscape.</li> <li>• Transform road corridors and pedestrian connections into urban shadeways that incorporate shade trees and landscape treatments.</li> <li>• Surround the Westfield Shopping Centre with a mixed use urban treatment to strengthen its interface with the public realm.</li> <li>• Improve legibility and amenity around the Shopping Centre through the introduction of themed urban plazas that offer clear points of arrival and integrate the shopping complex with surrounding centre uses.</li> </ul>
Built Form	<ul style="list-style-type: none"> <li>• Provide for development of up to 8 storeys to reflect the importance of the precinct and its secondary role in supporting the Strathpine TOD in creating an integrated urban centre with strong relationships between the core retail and transit hubs whilst still reflecting its secondary role in comparison to the Strathpine TOD Precinct.</li> <li>• Sleeve the Westfield Shopping Centre to improve the aesthetic quality of the area, provide passive surveillance and improve activity and amenity for pedestrians.</li> <li>• Ensure built form contributes to the delivery of pedestrian and cycle infrastructure including high quality connections and pathways, awnings and end of trip facilities.</li> </ul>

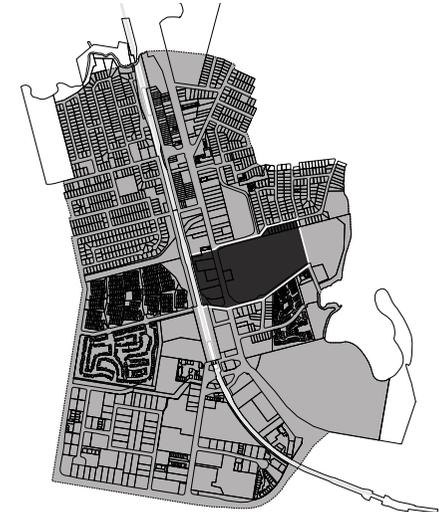


Figure 5.2.1 Strathpine Central Precinct Location Plan

- Precinct Boundary
- Gympie Road Boulevard
- Landscape Treatment
- ▨ Urban Plaza
- A** Entertainment Plaza (750m<sup>2</sup> -1000m<sup>2</sup>)
- B** Retail Portal (750m<sup>2</sup> -1000m<sup>2</sup> including road reserve space gained from road realignment)
- C** Market Plaza (750m<sup>2</sup> -1000m<sup>2</sup>)
- Primary Pedestrian Movement
- ⋯ Internal Pedestrian Movement
- ▨ Cycleway
- ▬ Active Frontage (Primary): Greatest level of activity
- ▬ Active Frontage (Secondary): Moderate level of activity
- Mixed Use Heart
- Medium Intensity Mixed Use
- Medium Intensity Mixed Use (Retail Focus)
- Low Density Residential (limited change)
- Open Space
- ⊗ Urban Centre Public Realm
- ⊗ Secondary Urban Centre Public Realm
- ⊙ Centre Arrival Node
- ▨ Expansion of Rail Corridor
- Bus Stop
- Intersection Upgrade
- Visually Important Sites
- ▨ Eastern Collector Road
- ▨ Strengthened Road (High Frequency Bus)
- ▨ Preferred Vehicular Site Access
- ▨ Car Parking and Servicing
- ⋯ Sensitive Edge: Built form treatment to screen shopping centre edge and provide pedestrian comfort along the street
- Greening of the Railway
- 4 Height Guidance
- ▨ Section Line

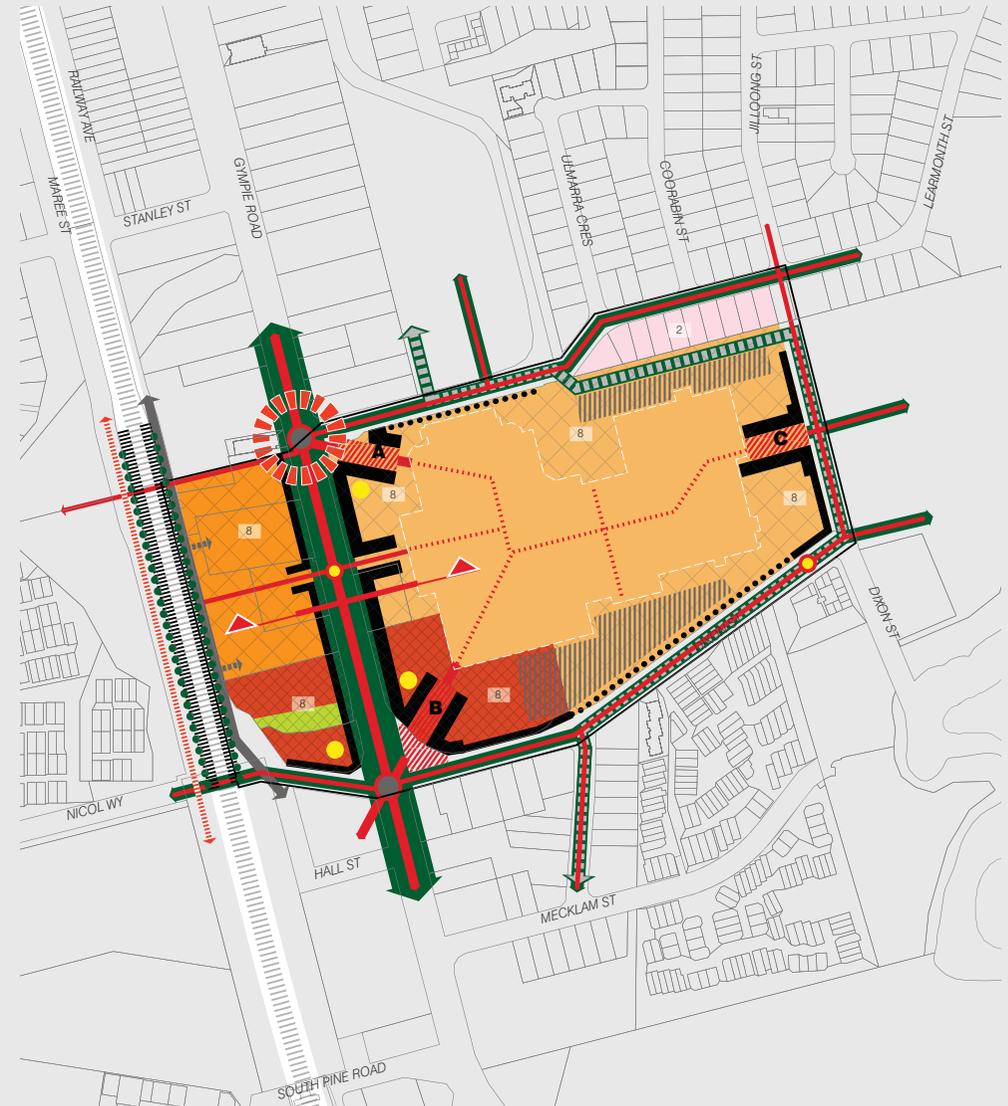


Figure 5.2.2 Strathpine Central Precinct Intent Plan



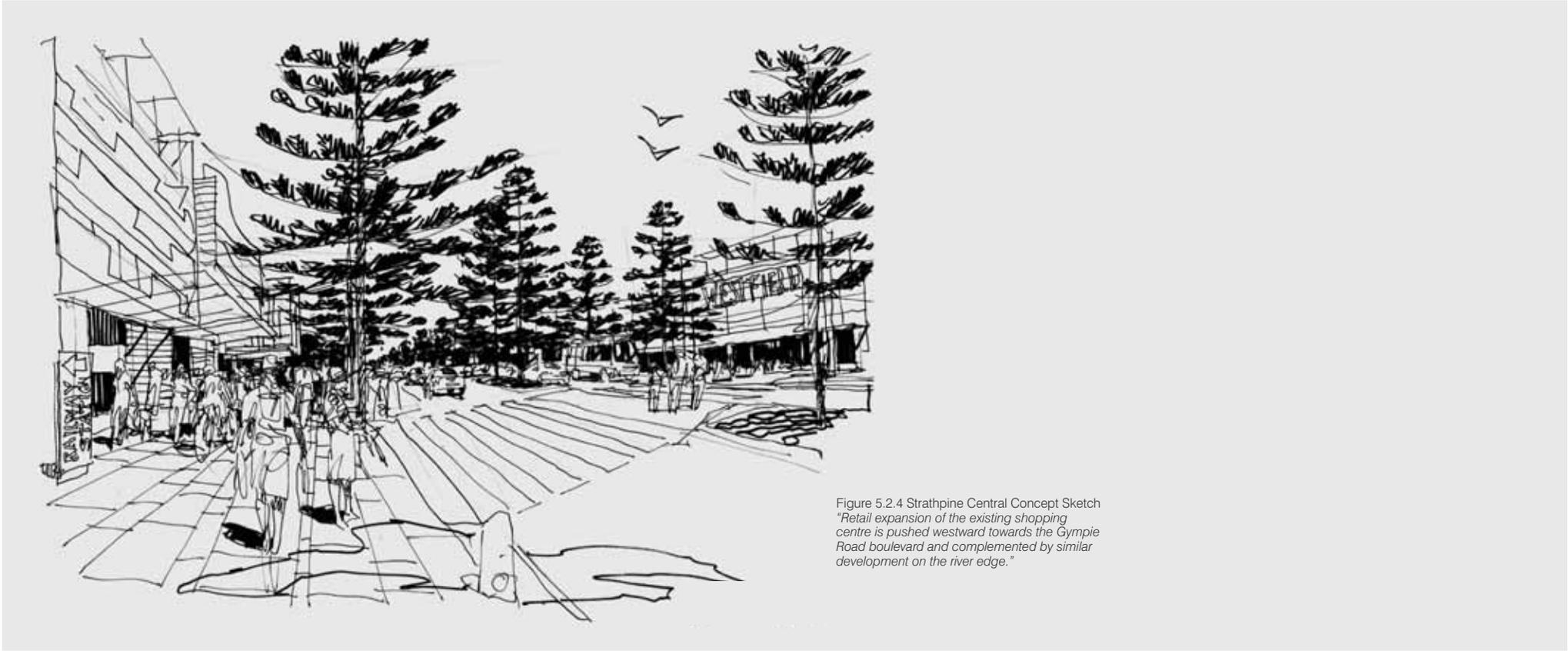


Figure 5.2.4 Strathpine Central Concept Sketch  
"Retail expansion of the existing shopping centre is pushed westward towards the Gympie Road boulevard and complemented by similar development on the river edge."



Figure 5.2.3 Strathpine Central Precinct Indicative Section



Figure 5.2.5 Strathpine Central Concept Sketch

*"Opportunities exist to extend the existing shopping centre eastward in an open air form and to transition this to a high intensity residential development area overlooking the river."*



### 5.3 GYMPIE ROAD CENTRAL

The current role of Gympie Road Central will be amplified over time with a strong emphasis on providing commercial office space in support of the wider centre. A grand, green boulevard environment along the Gympie Road corridor will provide the amenity, pedestrian connectivity, and continuity of development required to facilitate this change over time. It will be supported by mixed use development in the south and medium intensity residential development in the east of the precinct.

#### Precinct Intents

CENTRE WIDE STRATEGY	PRECINCT OUTCOME
Land Use	<ul style="list-style-type: none"> <li>Develop as a commercially led mixed use area and as a secondary offering to development within Strathpine TOD and Strathpine Central.</li> <li>Introduce a higher density residential precinct east of the eastern collector with a mixed use component to the south and green space incorporated into the development.</li> </ul>
Movement	<ul style="list-style-type: none"> <li>Reduce the dominance of vehicles along Gympie Road through the implementation of the overall movement strategy and strengthen the corridor as an area with a pedestrian focus (see Section 4.6 - Gympie Road Boulevard).</li> <li>Strengthen Railway Avenue as a vehicle conduit and high frequency bus route.</li> <li>Introduce the 'eastern collector road' to the east of Gympie Road to provide an alternative for local traffic movements.</li> <li>Encourage vehicular access to development sites along Gympie Road via Railway Avenue and the proposed 'eastern collector road'.</li> <li>Develop a consolidated centre car parking resource to be accessed off the eastern collector.</li> <li>Expand the rail corridor to accommodate additional tracks.</li> </ul>
The Green Web	<ul style="list-style-type: none"> <li>Transform the Gympie Road corridor into an urban boulevard, providing a landscaped green spine that incorporates shade tree planting and utilises excess road reserve to provide green space amenity.</li> <li>Connect the Gympie Road boulevard to surrounding open spaces and open space corridors, key roads and pedestrian connections via a web of secondary green corridors to enhance the subtropical atmosphere of the urban environment.</li> <li>Expand Raynbird park through the redevelopment of the adjoining site and develop to the standard of a local park.</li> <li>Promote the intersection of Gympie Road and Learmonth Street as a key arrival node into the 'core' urban environment through built form and public realm treatments.</li> <li>Provide an urban public realm treatment along the Gympie Road corridor and Learmonth Street to strengthen the pedestrian focus within the area.</li> <li>Improve pedestrian connectivity over Gympie Road.</li> <li>Develop high quality urban plazas along Gympie Road, integrated with development, to inject the area with amenity and provide opportunities for social interaction within the precinct.</li> <li>In configuration with landscape treatment, provide upgraded storm water infrastructure, relating to both quality and quantity to the waterway that traverses the precinct.</li> </ul>
Built Form	<ul style="list-style-type: none"> <li>Encourage a focus of investment within the Strathpine TOD precinct by allowing development of up to 4 storeys with an opportunity to increase to 6 storeys in visually important locations.</li> <li>Develop visually important sites to enhance legibility and provide landmark built form outcomes on key corners.</li> <li>Ensure that built form responds to Gympie Road as a primary pedestrian space by providing a moderate level of activity at the ground level and incorporate awnings and shade structures within the built fabric.</li> </ul>

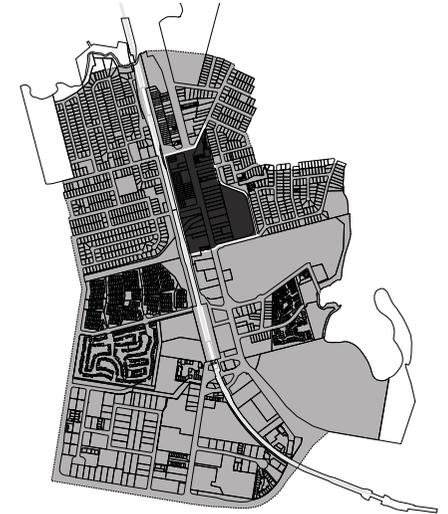


Figure 5.3.1 Gympie Road Central Precinct Location Plan



- Precinct Boundary
- Gympie Road Boulevard
- Green Avenue
- Landscape Treatment
- Drainage Corridor
- Urban Plaza
- A** Commercial Plaza
- B** Court House Plaza
- Primary Pedestrian Movement
- Indicative Pedestrian Connection (achieved through redevelopment)
- Cycleway
- Active Frontage (Secondary): Moderate level of activity
- Medium Intensity Mixed Use
- Medium Intensity Mixed Use (Residential Focus)
- Commercial Mixed Use
- Residential Intensification
- Open Space
- Potential Road Closure
- NP** Neighbourhood Park
- Secondary Urban Centre Public Realm
- Centre Arrival Node
- Expansion of Rail Corridor
- Bus Stop
- Intersection Upgrade
- Strategic Diversion Route
- Eastern Collector Road
- Strengthened Road
- Preferred Vehicular Site Access
- Zone for Consolidated Centre Car Parking
- Visually Important Sites
- Greening of the Railway
- 4** Height Guidance
- Section Line



Figure 5.3.2 Gympie Road Central Precinct Intent Plan



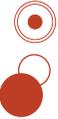
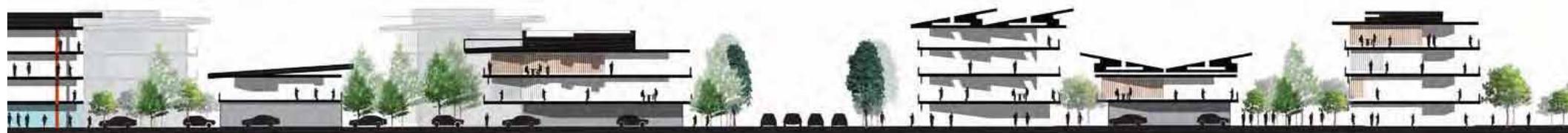


Figure 5.3.4 Gympie Road Central Concept Sketch  
*"New development consistently addresses the edge of the Gympie Road and is supplemented by high quality boulevard treatments including excellent public transport and cycling facilities."*



Figure 5.3.3 Gympie Road Central Precinct Indicative Section



Commercial Mixed Use

New Road  
(Eastern Collector)

Residential Intensification

Pedestrian  
Connection  
(Green Shadeway)

Residential  
Intensification

1:500@A3  
0 5 10 15 20 25m

## 5.4 BRAY PARK SUBURBAN TOD

Bray Park Station provides an excellent opportunity to create a residentially led TOD environment in close proximity to the amenity of surrounding environmental areas and the services provided by more intensively developed precincts to the south. Investment in a new public space spine linking the precinct from east to west will provide the organising focus for new development and unlock, through connectivity, the opportunity to create an integrated whole. Relatively intense new residential development will be linked to the commercial uses in precincts immediately to the south and be supplemented by local retail that offers an active ground plane.

### Precinct Intents

CENTRE WIDE STRATEGY	PRECINCT OUTCOME
Land Use	<ul style="list-style-type: none"> <li>• Develop the area in proximity to Bray Park Rail Station as a residentially led suburban TOD incorporating some mixed use and small scale ground floor retail.</li> <li>• Increase residential densities in proximity to Bray Park Rail Station.</li> <li>• Develop the area surrounding the intersection of Samsonvale Road and Gympie Road as mixed use development with a commercial focus and active ground floor treatments.</li> <li>• Preserve the established community uses and ensure new development integrates in a sensitive way.</li> </ul>
Movement	<ul style="list-style-type: none"> <li>• Through implementation of the overall movement strategy (see Section 4.2) reduce the role of Gympie Road for vehicles and facilitate improved pedestrian connections to the centre and the rail station.</li> <li>• Extend Railway Avenue north to connect with Gympie Road as a high frequency bus route and vehicle connection and utilise this road for vehicular access to development sites along Gympie Road where possible.</li> <li>• Expand the rail corridor and upgrade Bray Park Rail Station to align with future demand for a 4 platform station and 5 track corridor.</li> <li>• Upgrade the intersection of Samsonvale Road, Bells Pocket Road and Gympie Road to facilitate improved vehicle cross-movement and pedestrian access across the intersection.</li> <li>• Upgrade the intersection of Gympie Road and Buckby Street to facilitate improved pedestrian connectivity across Gympie Road.</li> <li>• Provide end of trip cycle facilities in proximity to Bray Park Rail Station.</li> </ul>
The Green Web	<ul style="list-style-type: none"> <li>• Transform Gympie Road into a subtropical urban boulevard with a focus on pedestrian comfort through street tree planting and public realm treatments.</li> <li>• Utilise the green amenity provided by Four Mile Creek to create a strong green entry statement as a threshold into Strathpine.</li> <li>• Strengthen Samsonvale Road and Bells Pocket Road as important movement corridors through avenue streetscape treatments.</li> <li>• Develop a plaza space between the rail station and Gympie Road as the spatial focus within the suburban TOD, activated by small scale retail.</li> <li>• Develop the park on the corner of Samsonvale Road and Gympie Road into an urban plaza that integrates with adjoining development.</li> <li>• Develop a new local park on the edge of Four Mile Creek to improve relationships with the open space corridor and provide active recreation opportunities.</li> <li>• Provide an urban public realm treatment around mixed use areas that facilitates high pedestrian use and promotes activity on the street.</li> <li>• Introduce storm water quality initiatives into the Four Mile Creek green space to improve storm water runoff and to enhance green space environment</li> <li>• Ensure appropriate buffers are provided between new development and Four Mile Creek as an important measure to protect the ecological value of the creek corridor. Statutory and policy guidelines will need to be addressed.</li> </ul>
Built Form	<ul style="list-style-type: none"> <li>• Reflect the intention to create a suburban TOD that is secondary to the Strathpine TOD precinct by allowing development heights of up to 8 storeys between the rail line and Gympie Road and provide a transition in height as distance from the rail station increases.</li> <li>• Ensure that development within the mixed use area presents an active ground floor treatment to facilitate a meaningful pedestrian connection between Bray Park Rail Station and Gympie Road.</li> <li>• Encourage built form outcomes that promote legibility by incorporating architectural features and taller development at visually important sites around the Samsonvale Road and Gympie Road intersection and along Gympie Road in proximity to the rail station.</li> <li>• Encourage residential development along Four Mile Creek to orient toward the creek corridor.</li> <li>• Ensure built form contributes to the delivery of pedestrian and cycle infrastructure including high quality connections and pathways, awnings and end of trip facilities.</li> </ul>

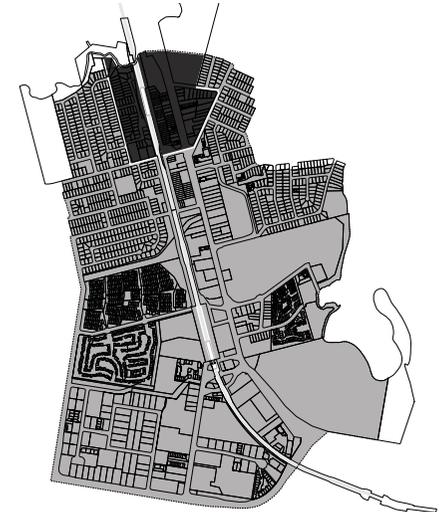


Figure 5.4.1 Bray Park Suburban TOD Precinct Location Plan



- Precinct Boundary
- Gympie Road Boulevard
- Green Avenue
- Landscape Treatment
- ▨ Urban Plaza
  - A** Suburban TOD Plaza
  - B** Samsonvale Road Plaza
- Primary Pedestrian Movement
- - - Indicative Pedestrian Connection (achieved through redevelopment)
- ▨ Cycleway
- Active Frontage (Primary): Greatest level of activity
- Active Frontage (Secondary): Moderate level of activity
- Medium Intensity Mixed Use
- Commercial Mixed Use
- Residential Intensification
- Community Use
- Community Use Component
- Open Space
- LP Local Park
- ▨ Secondary Urban Centre Public Realm
- ▨ Strathpine Threshold (landscape)
- ▨ Expansion of the Rail Corridor
- ▨ Rail Station
- Bus Stop
- Intersection Upgrade
- Strengthened Road
- ➡ Preferred Vehicular Site Access
- ⊙ Park and Ride Facility
- Visually Important Sites
- Green Space
- Greening of the Railway
- 4 Height Guidance
- ↔ Section Line

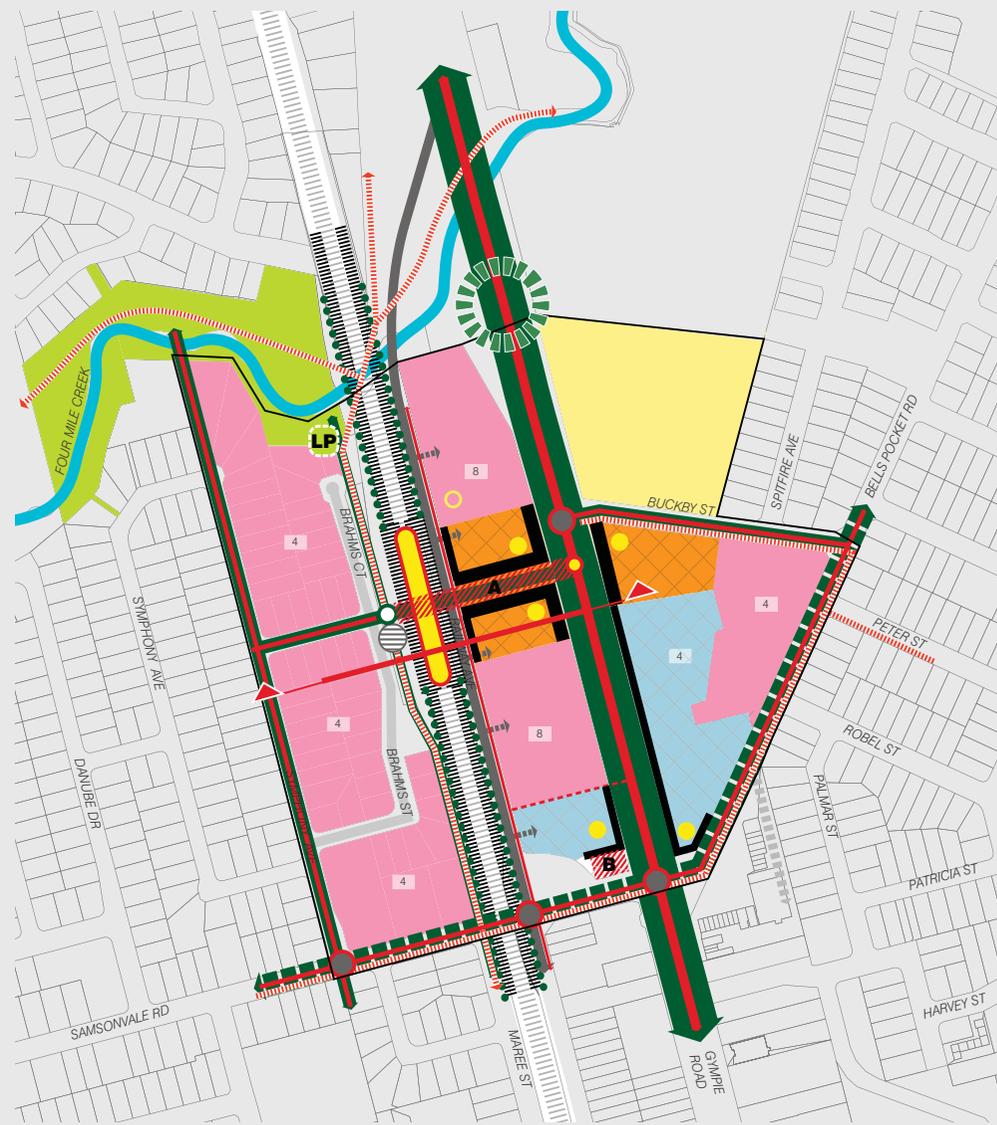


Figure 5.4.2 Bray Park Suburban TOD Precinct Intent Plan





Figure 5.4.4 Bray Park Suburban TOD Concept Sketch  
*"Moderately scales but highly intense mixed-use development defines a compact local centre that links to Bray Park Station."*

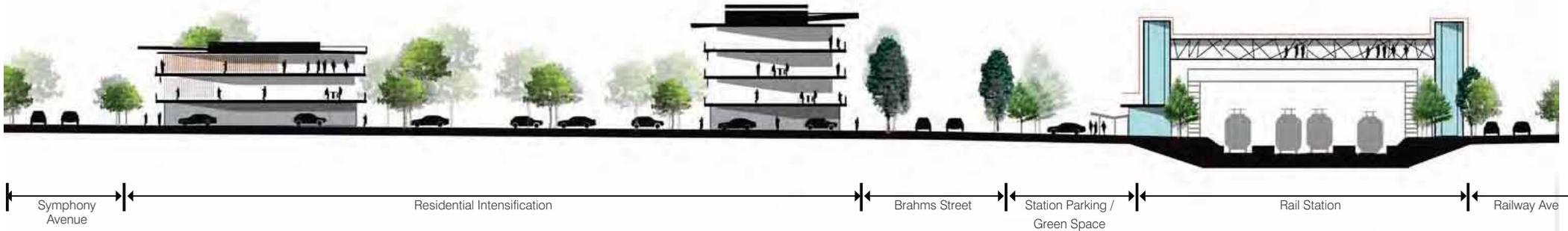
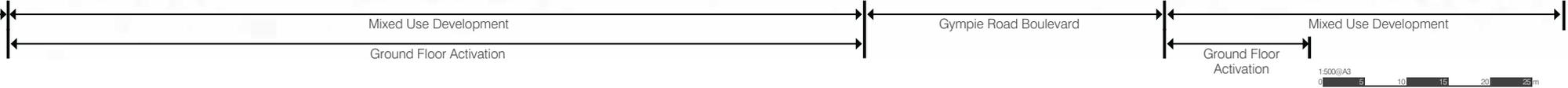
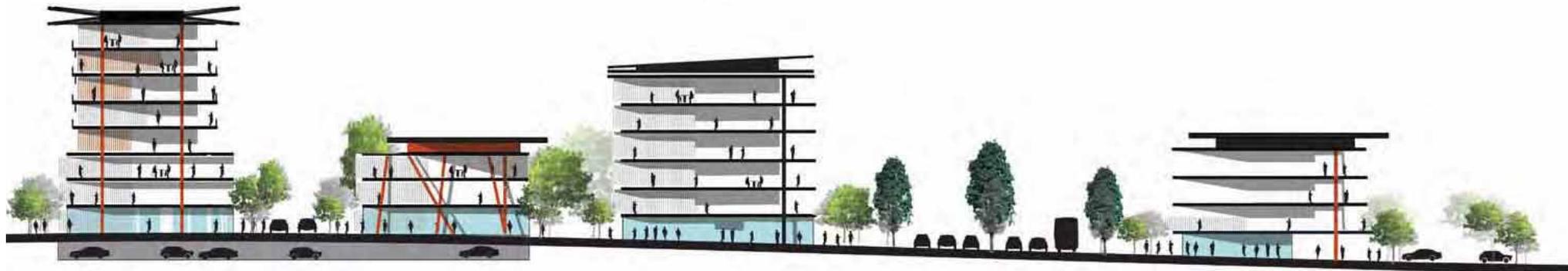


Figure 5.4.3 Bray Park Suburban TOD Precinct Indicative Section



## 5.5 RIVER'S EDGE

Capitalising on the intrinsic amenity of the South Pine River Corridor, the River's Edge precinct will become a high quality and high intensity residential precinct. The area will be characterised by exciting contemporary architecture within a parkland setting and in a form that clearly defines the edge of the centre, overlooks a new park-side esplanade and ensures heightened levels of access to the recreational opportunities provided along the river. Key east west streets will extend the characteristics of the floodplain parkland into the centre and assist in providing the level of amenity required to facilitate walking and cycling throughout the area.

### Precinct Intent

CENTRE WIDE STRATEGY	PRECINCT OUTCOME
Land Use	<ul style="list-style-type: none"> <li>• Capitalise on the amenity provided by the South Pine River by focusing high density residential uses along the river corridor.</li> <li>• Provide opportunity for mixed use development to build upon the existing retail uses to the west and create a land use connection between the shopping centre and the river corridor.</li> <li>• Ensure that a variety of residential housing types are provided by incorporating architectural, typological and market diversity.</li> <li>• Inject the river front area with retail amenity in strategic locations to increase activity and life along the river edge.</li> <li>• Respect and provide for expansion of the established Pine Rivers Private Hospital.</li> </ul>
Movement	<ul style="list-style-type: none"> <li>• Create the 'eastern collector road' providing an alternative access route to Westfield Shopping Centre and relieving local traffic from Gympie Road.</li> <li>• Create a new local road link extending from Dixon Street to the river and connecting to Learmonth Street to unlock development parcels and provide public access to the river edge.</li> <li>• Provide a direct pedestrian link between the eastern entrance to Westfield Shopping Centre ('market plaza') to the South Pine River through the high density residential area and associated open space.</li> <li>• Develop a cycleway along the river's edge as a regional cycle route.</li> <li>• Introduce a pedestrian and cycle bridge connecting to the residential community to the east along Feuerriegel Road.</li> <li>• Provide car parking for the South Pine River parkland along esplanade road edges.</li> </ul>
The Green Web	<ul style="list-style-type: none"> <li>• Invest in the river front area by developing active parkland nodes including a local park in proximity to the hospital and a neighbourhood park along Learmonth Street.</li> <li>• Provide a local park facility within the residential area adjacent the Westfield Shopping Centre.</li> <li>• Provide strong east-west green linkages along roadways and pedestrian connections to strengthen relationships to the South Pine River.</li> <li>• Protect established vegetation of ecological and aesthetic value along the river corridor and rehabilitate areas suffering from erosion or degradation.</li> <li>• Provide opportunities for engagement with the river's edge and environmental features of the corridor including mangrove boardwalks, viewing platforms and active recreation spaces.</li> <li>• Respond to the proximity of the river corridor through a development response that balances built form and landscape.</li> <li>• Ensure appropriate buffers are provided between new development and the South Pine River as an important measure to protect the ecological value of the river corridor. Statutory and policy guidelines will need to be addressed however for the purposes of the master plan a nominal distance of 50m has been identified.</li> <li>• Respond to the river as the primary environmental feature through appropriate landscape treatment and strong east-west linkages to the open space corridor.</li> <li>• Utilise the river corridor for storm water quality initiatives to improve the storm water runoff and, together with conservation and landscaping planning, enhance the area.</li> </ul>
Built Form	<ul style="list-style-type: none"> <li>• Provide for residential development of up to 8 storeys, and 4 storeys at the northern end of the precinct, ensuring that a variety of housing types are provided.</li> <li>• Utilise a development form that maximises relationships to the river corridor by incorporating taller development behind lower buildings and orienting balconies and windows toward the river.</li> <li>• Ensure development responds to east-west pedestrian linkages by offering a moderate level of activity at the ground level in key locations (refer built form outcomes within the centre wide built form strategy - Section 4.5).</li> </ul>

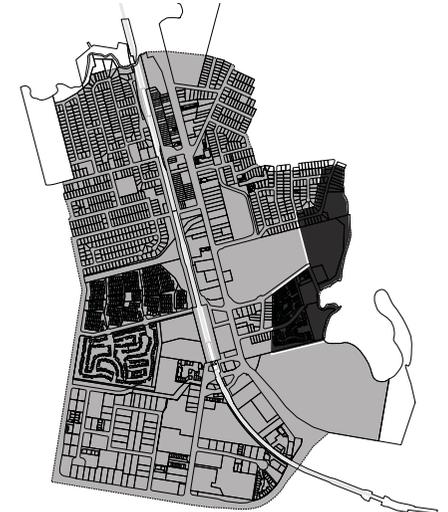


Figure 5.5.1 River's Edge Precinct Location Plan



- Precinct Boundary
- Landscape Treatment
- Primary Pedestrian Movement
- ▬ Cycleway
- Active Frontage (Primary): Greatest level of activity
- Active Frontage (Secondary): Moderate level of activity
- Medium Intensity Mixed Use (Retail Focus)
- Residential Intensification
- Low Density Residential (limited change)
- Community Use
- Open Space
- NP** Neighbourhood Park
- LP** Local Park
- ⊠ Secondary Urban Centre Public Realm
- Bus Stop
- ▬ Eastern Collector Road
- ▬ New Local Road (partial esplanade to the river)
- Vegetation to be Protected (indicative only)
- 4 Height Guidance
- ☀ Potential for Sensitive Increase in Height (12 storey maximum)
- Important View Corridor to River
- ▲ Section Line



Figure 5.5.2 River's Edge Precinct Intent Plan





Figure 5.5.5 River's Edge Concept Sketch  
*"Opportunities to improve access for pedestrians and cyclists to the edge of the South Pine River are seized."*

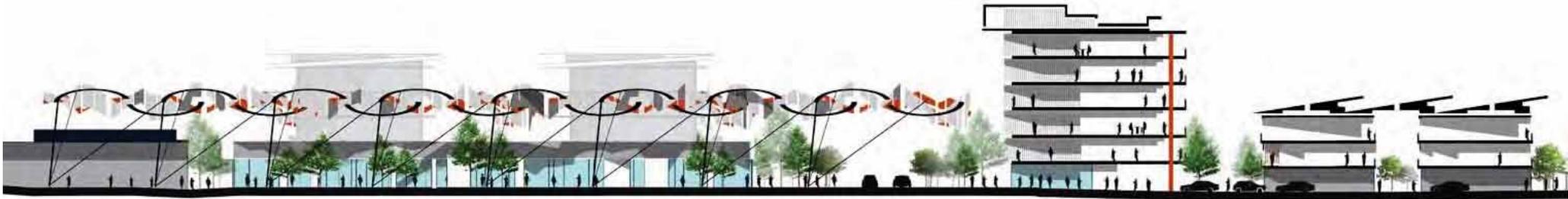


Figure 5.5.3 River's Edge Precinct Indicative Section



Figure 5.5.4 River's Edge Concept Sketch  
*"High intensity residential development opportunities overlooking the river corridor and unlocked by new road linkages and pedestrian and cycle infrastructure."*



New Parkland with Lake / WSUD

Residential Intensification

Ground Floor Activation

New Esplanade Road

Active Parkland

South Pine River

1:500@A3  
 0 5 10 15 20 25m



## 5.6 GYMPIE ROAD SOUTH

Gympie Road South forms an important visual transition to the wider centre and, through strong architecture and consistent building alignments, will define the key point of arrival to Strathpine from the South. A mix of commercial uses with some educational facilities will provide a level of activation to the precinct which will also benefit from attractive views toward the extensive river floodplain in the east. Pedestrian connectivity to the adjacent Strathpine Railway Station will be achieved along an improved Gympie Road corridor and will be supplemented by improved connections to Pine Rivers Park.

### Precinct Intent

CENTRE WIDE STRATEGY	PRECINCT OUTCOME
Land Use	<ul style="list-style-type: none"> <li>Develop a commercially led mix of uses, that is secondary to commercial activity within the Strathpine TOD, as the major land use offer within the precinct</li> <li>Recognise proximity to Strathpine TOD through mixed use development located at the northern end of the precinct.</li> <li>Consider the potential synergies associated with accommodating training or education uses within the precinct.</li> </ul>
Movement	<ul style="list-style-type: none"> <li>Upgrade the intersection of Bicentennial Way and Gympie Road to facilitate a right turn off Gympie Road, improve conditions for heavy vehicles accessing Brendale industrial area, and facilitate the regional movement strategy to reduce vehicle traffic along Gympie Road and encourage the use of alternate routes.</li> <li>Upgrade the intersection of South Pine Road and Gympie Road to improve traffic movements and allow bus movements between Gympie Road and the Rail Station.</li> <li>Provide a new intersection along Gympie Road to facilitate the 'eastern collector road' connection and improve pedestrian and cycle linkages to Pine Rivers Park.</li> </ul>
The Green Web	<ul style="list-style-type: none"> <li>Transform Gympie Road into a subtropical boulevard that provides a green extension to Pine Rivers Park and draw green space into the Centre.</li> <li>Strengthen the presence of Pine Rivers Park within the Centre through the treatment of Gympie Road and by delivering the South Pine Road 'Green Avenue' and Brendale Parkway.</li> <li>Provide an urban public realm response along the northern edge of the precinct to relate to the Strathpine TOD precinct and respond to a strong pedestrian focus.</li> <li>Establish a strong green threshold for Strathpine around the intersection of Bicentennial Way and Gympie Road through landscape treatments.</li> <li>Provide for improved storm water infrastructure in Mott Street to alleviate local flooding and utilise the Pine Rivers Park green space for significant water quality initiatives to enhance the park environment.</li> </ul>
Built Form	<ul style="list-style-type: none"> <li>Concentrate most intense built form in proximity to Strathpine TOD precinct.</li> <li>Gradually increase development height from south to north along Gympie Road to offer a meaningful transition into the Centre.</li> <li>Ensure built form offers a relationship to Gympie Road with a moderate level of activity provided at ground level.</li> </ul>

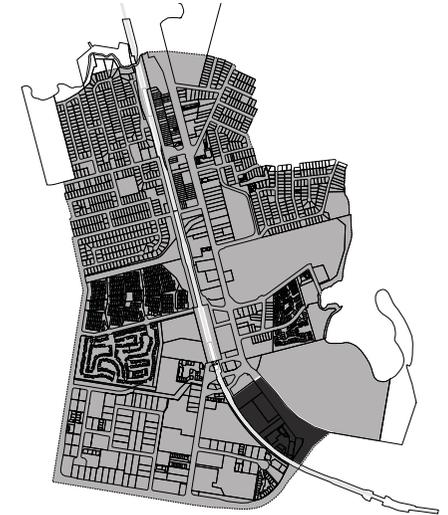


Figure 5.6.1 Gympie Road South Precinct Location Plan



- Precinct Boundary
- Gympie Road Boulevard
- ▨ Green Avenue
- ▨ Brendale Parkway
- Landscape Treatment
- Primary Pedestrian Movement
- ⋯ Cycleway
- Active Frontage (Secondary): Moderate level of activity
- Commercial Mixed Use
- Open Space
- ▨ Secondary Urban Centre Public Realm
- ▨ Strathpine Threshold
- ▨ Centre Arrival Node
- ▨ Expansion of the Rail Corridor
- Rail Station
- Bus Stop
- Intersection Upgrade
- ▨ Eastern Collector Road
- ▨ Strategic Diversion Route
- ▨ Investigation Area: Potential Strategic Diversion Route
- Greening of the Railway
- 4 Height Guidance
- ▲ Section Line



Figure 5.6.2 Gympie Road South Precinct Intent Plan





Figure 5.6.4 Gympie Road South Concept Sketch  
"Boulevard treatment along Gympie Road with commercial mixed use development overlooking the Pine Rivers Park."

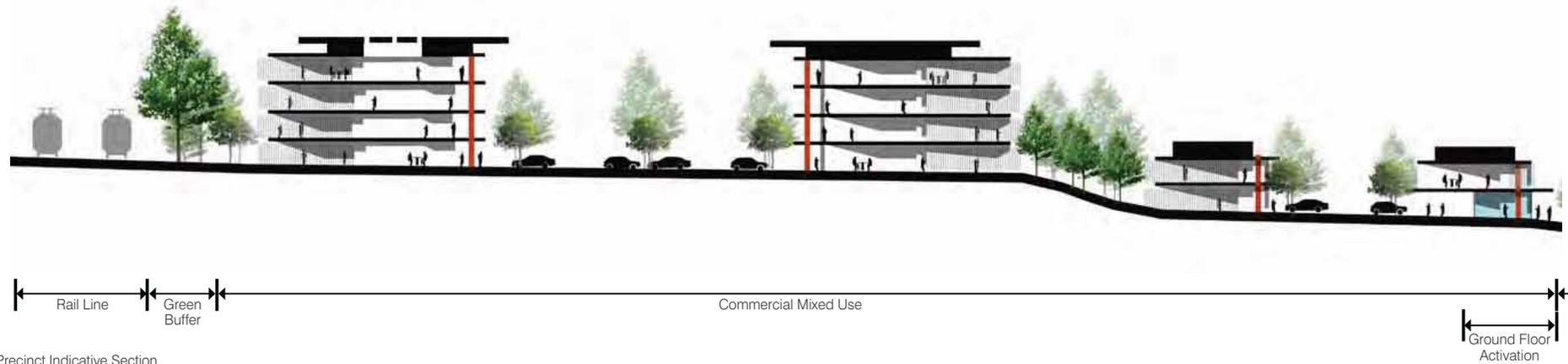
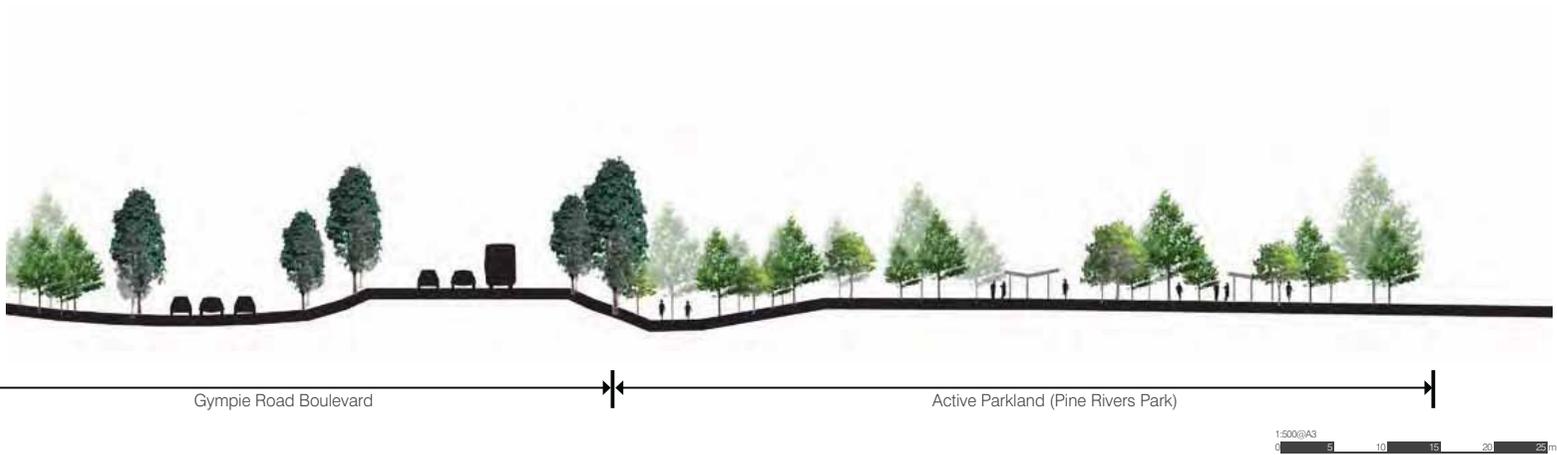


Figure 5.6.3 Gympie Road South Precinct Indicative Section



### 5.7 BRENDALE TRANSITION

The Brendale Transition Precinct seeks to retain the established and important employment role of the precinct and, through more intense forms of development and stronger public realm connections, integrate it with the wider centre. Mixed Industry and Business Area (MIBA) uses will supplement the current industrial land use profile and provide an intensity of use and scale of development capable of responding to the transit infrastructure and services located to the north. A new public space in the heart of the precinct offers a heightened level of amenity to workers in the precinct and an opportunity to showcase the wares of the businesses that occupy surrounding sites. Brendale Transition is a celebration of the industrial and working heritage of Strathpine and, over time, provides an intensity of use that capitalises on its strategic location immediately to the south of the centre.

#### Precinct Intent

CENTRE WIDE STRATEGY	PRECINCT OUTCOME
Land Use	<ul style="list-style-type: none"> <li>• Provide a transition from traditional industrial uses to Mixed Industry and Business Area (MIBA) uses to offer greatest intensity of employment in proximity to Strathpine interchange.</li> <li>• Concentrate redevelopment along South Pine Road to provide activity along the street edge, strengthening the linkage to Strathpine TOD precinct.</li> <li>• Develop an 'industrial support precinct' on the corner of South Pine Road and Kremzow Road to provide local convenience and commercial support services (e.g.: post office, accounting, banking etc) to the industrial community.</li> <li>• Develop a showroom / manufacturing precinct to the east of South Pine Road to accommodate uses including 'homemaker centre' and bulky goods.</li> </ul>
Movement	<ul style="list-style-type: none"> <li>• Develop a new major road linkage between South Pine Road and Leitchs Road utilising the existing road reserve of Bradley Place and the open space corridor. This road link will require a new intersection along South Pine Road in proximity to Mort Street and an upgrade of the Leitchs Road and French Avenue intersection.</li> <li>• Encourage the use of Kremzow Road via Bicentennial Way for access to Brendale industrial area by heavy vehicles rather than South Pine Road.</li> <li>• Strengthen pedestrian access throughout the precinct and to Strathpine TOD by reinventing South Pine Road as a key pedestrian spine.</li> <li>• Provide a network of cycle connections that link to the regional cycle network and Strathpine interchange. Large developments should provide cycle storage and end of trip facilities for workers.</li> <li>• Strengthen the provision of local bus services.</li> </ul>
The Green Web	<ul style="list-style-type: none"> <li>• Develop South Pine Road as a strong green link to Strathpine TOD through street tree planting and landscaping within development sites.</li> <li>• Improve the landscape quality of the open space / new road link along the northern boundary of the precinct to strengthen relationships to open space and recreation opportunities within the Strathpine TOD precinct.</li> <li>• Provide a streetscape response along Kremzow Road that injects the area with green amenity but is sympathetic to the functionality of industrial activity.</li> <li>• Improve the streetscape quality of minor streets including street tree planting.</li> <li>• Encourage the provision of private landscaped areas through redevelopment of MIBA and industrial sites.</li> <li>• Provide increased amenity for the local industrial workforce through streetscape enhancements and public realm improvements.</li> <li>• Develop a plaza space with strong relationship to the 'industry support hub' for use by the industrial workforce to showcase local skills and for industry events.</li> <li>• Provide improved storm water infrastructure for the existing system to alleviate flooding and where appropriate, improve storm water runoff quality at it's discharge.</li> </ul>
Built Form	<ul style="list-style-type: none"> <li>• Concentrate most intense development outcomes toward the Strathpine TOD precinct with heights of up to 4 storeys.</li> <li>• Ensure that positive architectural outcomes are achieved along South Pine Road with built form that relates strongly to the street and provides passive surveillance.</li> <li>• Use MIBA redevelopment to inject the area with higher quality architectural outcomes.</li> <li>• Improve the quality of industrial built form through architectural elements, materials and design that promote a street address and improve the aesthetic quality of industrial areas.</li> <li>• Utilise architectural elements to reinforce sites of visually importance, particularly at the intersection of South Pine Road and Kremzow Road to assist with legibility and provide a relationship to the core centre area.</li> </ul>

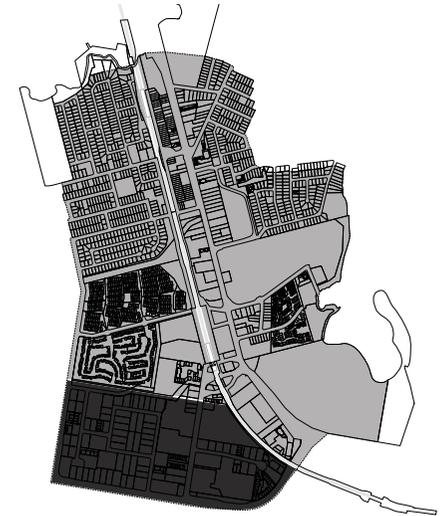


Figure 5.7.1 Brendale Transition Precinct Location Plan

- Precinct Boundary
- Green Avenue
- Brendale Parkway
- Landscape Treatment
- ▨ Urban Plaza
- A** Industrial 'Market Square'
- Primary Pedestrian Movement
- - - Indicative Pedestrian Connection (achieved through redevelopment)
- ▨ Cycleway
- Active Frontage (Primary): Highest level of activity
- Active Frontage (Secondary): Moderate level of activity
- Mixed Industry and Business Area (MIBA)
- Showroom / Manufacturing
- Industry Support
- Industry Intensification
- Community Use
- Open Space
- Bus Stop
- Intersection Upgrade
- Visually Important Site
- ▨ Expansion of the Rail Corridor
- ▨ New Road Linkage
- Greening of the Railway
- 4 Height Guidance
- Section line

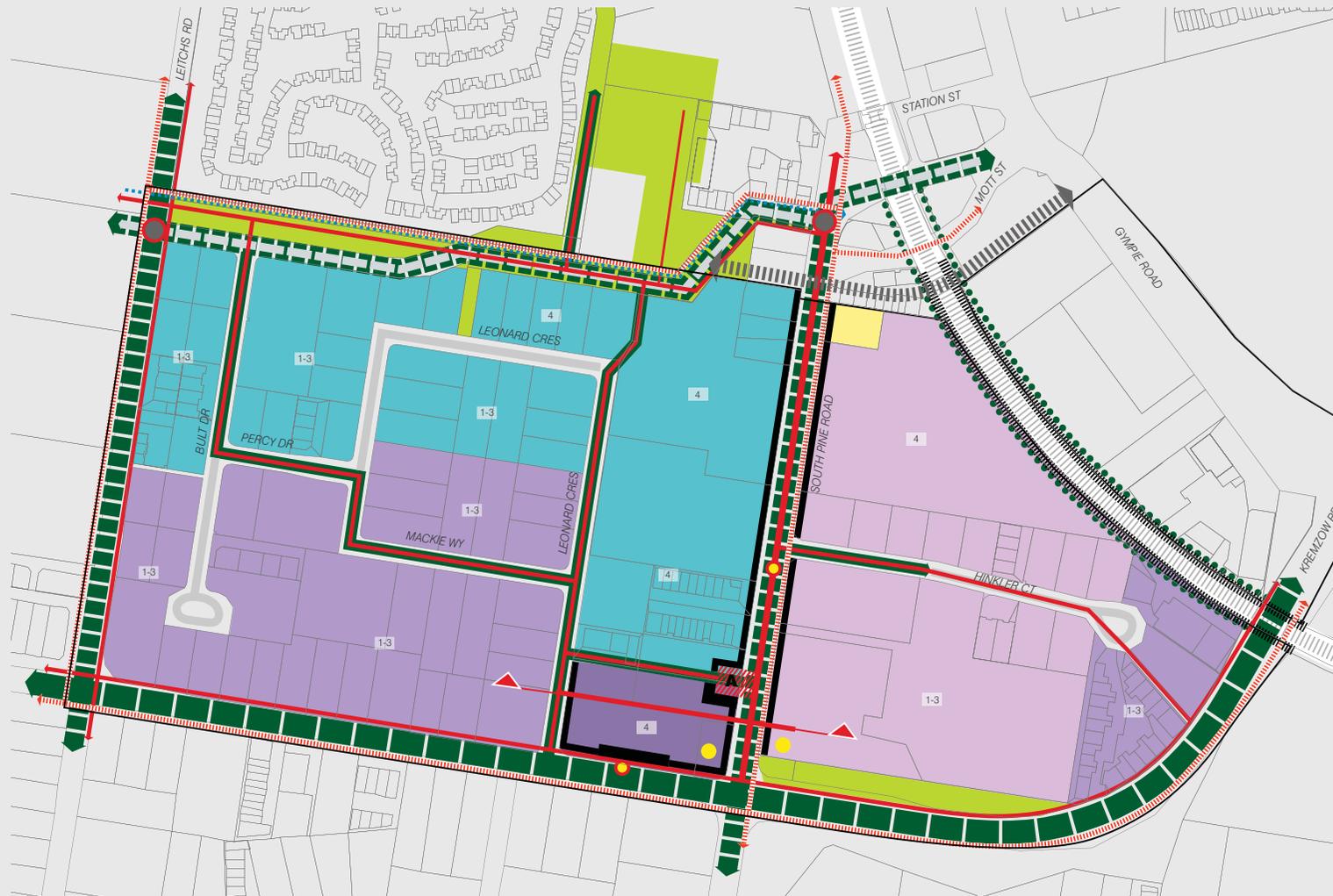
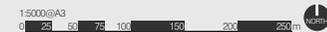


Figure 5.7.2 Brendale Transition Precinct Intent Plan



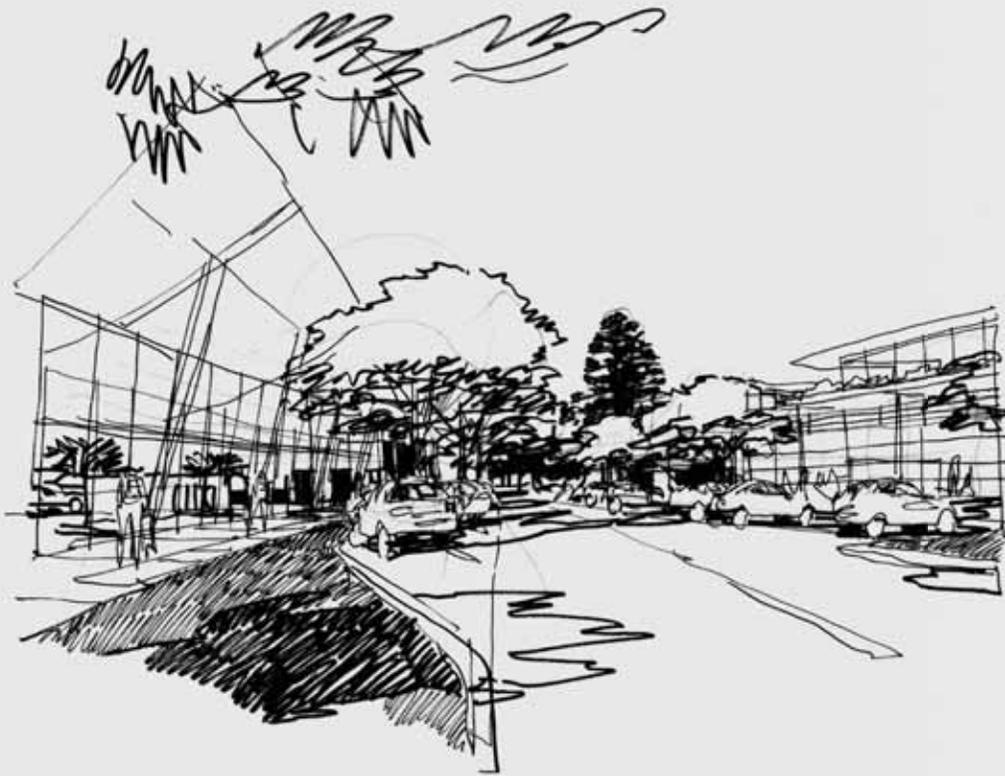


Figure 5.7.4 Brendale Transition  
Concept Sketch  
*"Mixed Industry and Business Uses  
define streets and are supplemented  
by an increased level of investment in  
the public realm."*



Figure 5.7.3 Brendale Transition Precinct Indicative Section



1:500@A3  
0 5 10 15 20 25m