

### 3 Strategic Framework

#### 3.1 Preliminary

1. The strategic framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs within the planning scheme area for the life of the planning scheme.
2. Mapping for the strategic framework is included in Schedule 2.
3. For the purpose of articulating the policy direction for the planning scheme, the strategic framework is structured in the following way:
  - a. the strategic intent;
  - b. there are twelve themes that work together to articulate the complete policy direction which include:
    - i. Sustainability and resilience;
    - ii. Natural environment and landscape;
    - iii. Strong communities;
    - iv. Settlement pattern and urban form;
    - v. Employment location;
    - vi. Rural futures;
    - vii. Natural resources;
    - viii. Integrated transport;
    - ix. Infrastructure;
    - x. Water management;
    - xi. Planning area structuring; and
    - xii. Moreton Bay Regional Council Place Model;
  - c. the strategic outcome(s) sought for development in the planning scheme area for each theme;
  - d. the element(s) that refine and further describe the strategic outcome(s);
  - e. the specific outcomes sought for each or a number of elements; and
  - f. the land use strategies for achieving these outcomes.
4. Although each theme has its own section, the strategic framework is read in its entirety as the policy direction for the planning scheme.

##### 3.1.1 Introduction

The Strategic Framework is a spatial development plan for the Region. The primary purpose of the plan is to set out the strategy for the future settlement pattern and location of economic activity of the region, the associated infrastructure required to enable development and service communities, and for the protection and enhancement of the region's environmental values. This strategy is expressed through the themes, strategic outcomes, and elements that will guide development of the region to 2031.

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The Strategic Framework forms part of the planning scheme and sets the policy direction for the planning scheme. The Strategic Framework is based on a 20 year planning horizon and will be reviewed at least once every 10 years. The Strategic Framework is based on Council's analysis of the issues and opportunities facing the region including State interests, the application of the *South East Queensland Regional Plan 2009-2031* (SEQ Regional Plan 2009) provisions to the Region, and Council's strategic direction for the future.

The Strategic Framework is derived from the preparation of the Community Plan and through the desired regional outcomes expressed in the SEQ Regional Plan 2009. The Community Plan contains three themes and nine outcomes. The Community Plan themes are listed in the first column in Table 3.1.1 below and the corresponding theme in the Strategic Framework is listed in column 2. While some of the outcomes in the Community Plan are specifically developed further through the Strategic Framework, the planning scheme is only one tool used to deliver the outcomes of the Community Plan.

**Table 3.1.1**

Community plan themes	Strategic framework themes
Creating Opportunities	Employment Location Settlement Pattern and Urban Form Integrated Transport Infrastructure Rural Futures Natural Resources
Strengthening Communities	Strong Communities Settlement Pattern and Urban Form Infrastructure Rural Futures
Valuing Lifestyle	Sustainability and Resilience Natural Environment and Landscape Water Management Infrastructure Settlement Pattern and Urban Form Employment Location Integrated Transport

The names of the themes in the Strategic Framework are based on the desired regional outcomes in the SEQ Regional Plan 2009 to provide a direct connection between the Regional Plan and the Strategic Framework. The Strategic Framework themes are expressed as a series of strategic outcomes for the whole of the Moreton Bay Regional Council area and these outcomes are in turn broken down into more specific outcomes for sub regional areas and the many local places that make up the Region. The strategic and specific outcomes are presented in a series of maps that show the spatial relationships between the themes.



There are three maps illustrating the themes at the regional scale: Green Infrastructure Network, Settlement Pattern and Infrastructure. There are five other maps that show in more detail the planning intention for each of the planning areas in the region.

One of the main aims of the Strategic Framework is to express Council's forward planning intentions and apply the principles and policies of the SEQ Regional Plan which are relevant to the Moreton Bay Region. The Strategic Framework therefore reflects both State interests and Council's planning intentions in an integrated manner.

### 3.1.2 Issues and Opportunities affecting the Region

The settlement history of the region is depicted graphically in figures 3.1.1 and 3.1.2. They show a timeline of the population growth of the Region. The Region has physically changed from a partially populated natural region at the time of first settlement in 1824 to one that has significant urban areas in 2011 (94% of the Region's population growth has occurred in the last 60 years).

Figure 3.1.1

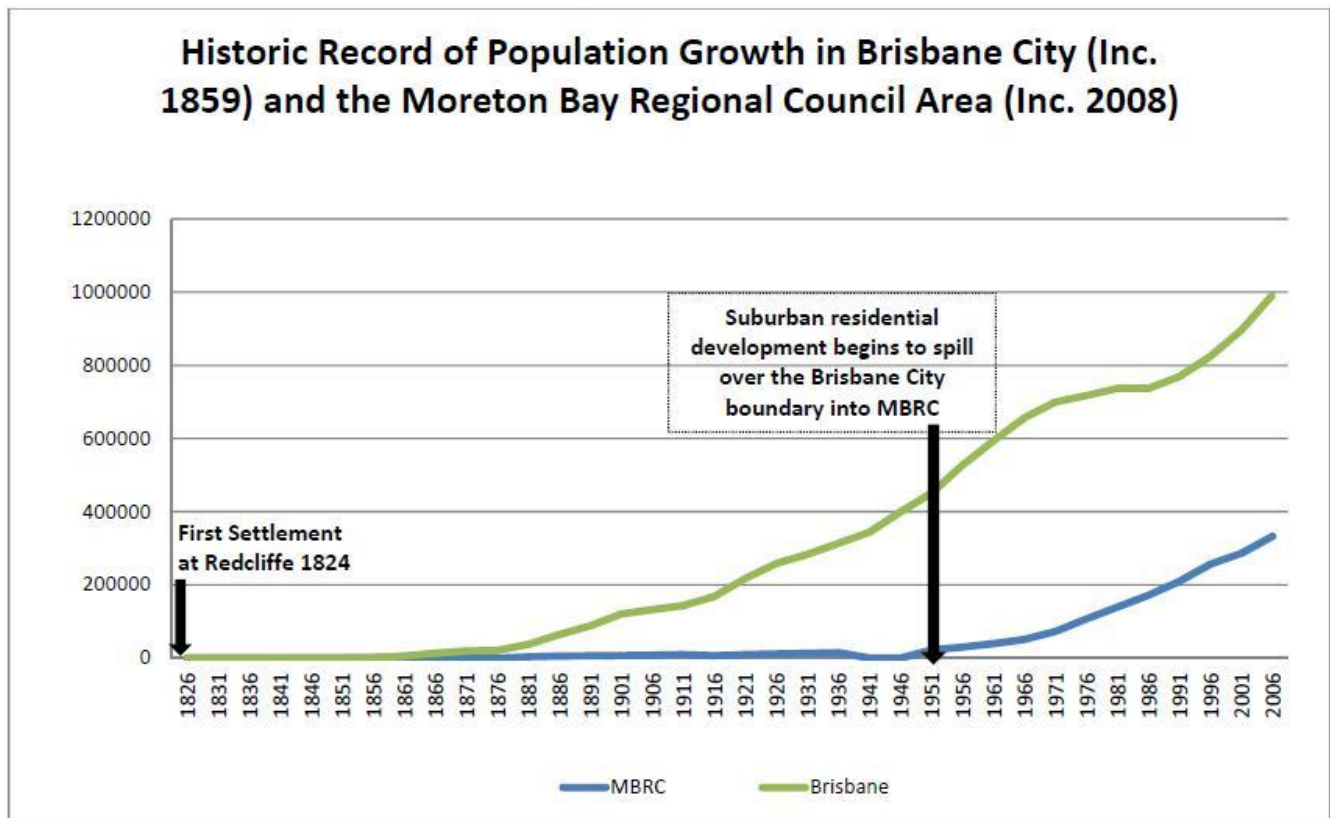
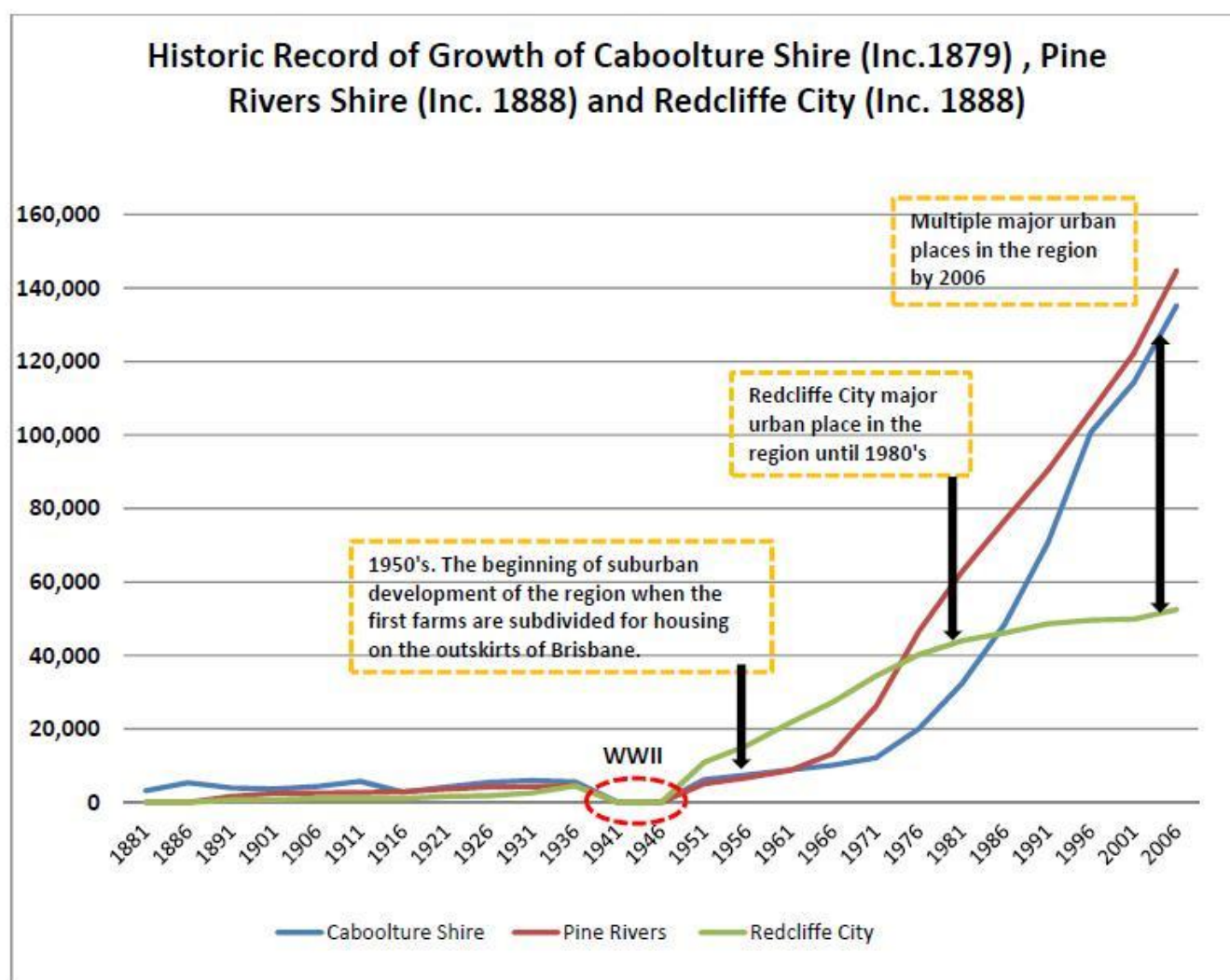




Figure 3.1.2



Australia's history as a hunter gatherer society was displaced by the process of European settlement over a relatively short time frame. There are still people of Aboriginal descent who claim a connection to the area. There has also been a huge loss of cultural information about sites and places in the region that were of significance to Aboriginal people. Nevertheless in 1993 the Native Title Act recognised traditional Aboriginal rights and interests and enforced the establishment of government relationships with traditional custodians of the land. The strategic planning process does not intend to adversely affect native title rights and interests but the planning scheme must be careful not to unfairly impact on the rights of traditional owners. The Moreton Bay Regional Council Cultural Strategy also highlights the need to engage with the local indigenous community and to acknowledge and celebrate the region's unique indigenous and first settlement stories.

The Moreton Bay Region has grown rapidly over the last 60 years. Figure 3.1.1 shows the growth of Brisbane City and the parallel growth of Moreton Bay Regional Council since the 1950s. Post World War II Brisbane had reached a population of 450,000 by 1951. At this time the Moreton Bay Region population was 22,000 of which Redcliffe City accounted for half the population (11,000 people). Residential growth began to spill out from Brisbane City into adjacent areas beginning in the Pine Rivers district now part of the Moreton Bay Regional Council area in the mid 1950s and has remained part of the greater Brisbane housing market since that time. In the 1950s Redcliffe was the major urban centre and the districts of Pine Rivers and Caboolture were predominately rural areas.

The region has changed over 60 years. The spread of population associated with the growth of the Brisbane metropolitan area has resulted in a Region of 390,000 people (2012) and major retail centres emerging at Caboolture, Redcliffe, Strathpine and North Lakes. In 2009 the State Government designated approximately 20% of the region as urban footprint which is intended to accommodate existing and future urban growth of the region to 2031 (forecast 538,000 people) and to limit development within the rural areas of the region.

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The regional economy has grown to service population growth with major areas of employment being in retailing, construction, health care and education. Natural areas and farms, in what is now the urban corridor, have been turned into low density housing estates. Growth is continuing on many fronts and continuing to expand outwards requiring augmentation and expansion of infrastructure networks and facilities to keep pace with development. This growth is putting pressure on the natural environment of the region.

The last 60 years have been unique with respect to the era of cheap oil, availability of greenfield land, healthy ecosystems and waterways, affordable housing and a growing regional economy. Changes are now occurring in the region which are affecting the unique circumstances and conditions that prevailed over the last 60 years during a period of rapid growth.

These changes require a new approach to planning for and managing growth. The key changes that are occurring are:

1. the population in 2012 is almost 390,000 people and continuing to grow rapidly;
2. rising energy costs are likely to affect people's lifestyles and livelihoods;
3. all the less constrained land has been developed resulting in increased costs to develop the remaining land;
4. the remaining greenfield land is more distant from major centres of employment and services;
5. infrastructure costs have soared and infrastructure networks and facilities are stretched to capacity;
6. housing costs have soared, the population is ageing and households and housing needs are changing;
7. creation of local jobs has not kept pace with population growth necessitating long daily commuter trips out of the Region on congested transport systems by over 75,000 residents of the Region;
8. ecosystems have been significantly modified, habitats and ecosystem services are threatened by the impacts of development and land use and water quality and water supply security are major issues; and
9. as a result of recent floods and coastal events, awareness of natural hazards and their impacts is increasing within the community, which requires a risk-based approach to land use decision-making in areas of risk that balances the need for growth against the risks to people, property and infrastructure.

### 3.1.3 The Vision

The Community Plan identified a vision for the Region based on community consultation undertaken by Council during 2011. This vision includes the following:

1. a place that is sustainably managed, maintaining the balance between a sense of community, growth, environment and lifestyle;
2. continuing priority given to the beauty and maintenance of our natural surrounds;
3. provide opportunities for local businesses to grow and more localised employment centres to decrease the flow of commuters out of the Region;
4. a good public transport system which enables residents to leave their cars at home - thus reducing congestion on the roads, an excellent road and rail network resulting in easy flowing traffic at all times and reorienting the public transport system to service our centres;
5. provide high level education and learning opportunities for all age groups;
6. an area to live where law and order is retained and it remains a safe and happy place to live in safer neighbourhoods, with more of a community feel and a strong, neighbourly, healthy community;
7. a high quality open space network to provide opportunities for an active and healthy community through encouraging exercise and family activities; and
8. a continuing growth in spaces for cultural and outdoor activities.

The Strategic Framework is intended to guide the development of the Region towards:

1. more sustainable and responsible growth;
2. protection of the significant environmental values of the Region;
3. addressing the presence of natural hazards in the region and establishing the principle of only appropriate development occurring in natural hazard areas;
4. greater levels of self containment of the jobs, services and facilities needed by local residents;
5. a better integrated transport system, with an emphasis on active transport and walkable communities focused on centres and urban nodes;
6. more diversity of housing choices, jobs and educational opportunities; and
7. an emphasis on place making and urban design that builds on and respects the diversity of places across the Region to create quality human habitats.

The focus in the Strategic Framework is to manage growth across the region and to build on the qualities of the many different places that make up the region through planning at the neighbourhood scale within the urban areas and on a township and catchment basis within rural areas. This approach is intended to integrate issues of sustainability and resilience with healthier and safer neighbourhoods and better designed and planned urban and rural places each with an appropriate mix and scale of activities.

The growth of MBRC has been an integral part of the growth of the greater Brisbane metropolitan area since the 1950's. The MBRC housing market and its local economy are part of the greater Brisbane housing and jobs markets. MBRC and Brisbane City residents and businesses have benefitted from the close relationship between MBRC and Brisbane City. This close relationship is planned to continue into the future through improved transport connections between MBRC and the City and through continued growth of the MBRC and Brisbane City local economies to provide increased business and employment opportunities to the region. Within MBRC the key to achieving a greater level of self containment of business and employment opportunities is more sustainable and consolidated development. This does not mean high rise development or an end to greenfield development. It does mean over time increasing the number of people and jobs per hectare in central locations, a greater mix of activities in these locations and improving the connectivity within and between the many places and giving existing and future residents a greater range of convenient travel choices in more walkable communities. It also means development of new areas whether greenfield or rural residential transition areas as walkable, mixed use, more self contained communities linked to and served by transit to older established areas and centres nearby.

The 70% employment target adopted by Council will over a period of time require significant development of the region's major activity centres. This requires increased levels and mix of activities across the region within activity centres, enterprise and employment areas and dispersed within the suburbs in the Region. This is aimed at bringing a greater level of jobs, services and business opportunities closer to where people live and in turn making the development of more walkable neighbourhoods more viable.

The urban corridor will be developed as a series of places characterised by a mix of activities and range of functions with attention being paid to each area's unique personality or character. These existing and proposed places are clustered together to form neighbourhoods and districts. Some will have special functions such as a centre for enterprise and employment activity or a major activity centre providing higher order services to a district or sub-region. Some of these urban places will be encouraged to develop as mixed use walkable neighbourhoods connected by transit to adjacent centres and the rail system. Some places will remain largely unchanged in the foreseeable future from what they are today. Others will be targeted for growth and change and stimulated to accommodate population and employment growth through sustainability and urban design principles and delivery of new infrastructure and/or augmentation of existing infrastructure.

The rural areas together with their rural townships will also be encouraged to become more self contained, in terms of economic activities and housing choices available to existing and future residents while retaining the environmental and scenic landscape values and the health of the ecosystem services in these areas. Natural resources such as quarry materials, good quality agricultural areas and water supplies will also be protected. Measures will be put in place to allow the long term use of these resources to continue.

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This approach to accommodating growth will also entail a greater focus on the health and safety of existing and future communities through measures designed to protect people, property and infrastructure from the impacts of natural hazards, now and in the future, and directing growth away from higher risk areas.

In respect to achieving strong environmental outcomes this is a major challenge. The SEQ Regional Plan 2009 requires Council to protect existing environmental values and increase the extent of protected areas while also accommodating significant urban development and associated infrastructure. The Strategic Framework envisages an urban corridor bounded on the east by natural coastal and waterway areas which extend through the urban corridor creating boundaries and buffers between suburbs. The natural values of the coastal areas and waterways will be protected, restored and rehabilitated over time with measures in place to manage the increasing population pressures likely to impact these areas. To the west of the urban corridor the natural areas extending from the slopes of the D'Aguilar, Blackall and Conondale ranges to the low hills and valleys of the rural areas and the urban corridor will also be protected and rehabilitated over time.

Wildlife corridors providing for the movement of fauna within and between natural areas, coastal areas and isolated habitats (to avoid isolating small populations of fauna) will be created by rehabilitating and restoring vegetated corridors between natural areas and coastal areas as opportunities arise. Land required to be offset against the loss of land due to development, infrastructure projects and the use of natural resources will be identified and included in the protected areas and is intended to assist in establishing regional wildlife corridors.

The preparation of the Strategic Framework has been a lengthy process undertaken by Council following amalgamation in 2008. Council has worked on the analysis of the region alongside of the process of amalgamation and established itself as the third largest local government in Australia. Council has been mindful of the diversity of community and places within the Moreton Bay Region and is actively seeking to maintain this diversity by ensuring all these places develop to their potential with respect to the different personalities of places across the Region.

The Strategic Framework is a key tool in managing the future growth of the Region. The outcomes sought by Council will guide the preparation of more detailed planning scheme measures, infrastructure strategies and the operational and capital works program of Council in the coming years.

### 3.1.4 The Themes

The vision for the Region is expressed through a series of twelve themes in the Strategic Framework based on the desired regional outcomes in the SEQ Regional Plan.

#### 3.3.1 Sustainability and Resilience

#### 3.3.2 Natural Environment and Landscape

#### 3.3.3 Strong Communities

#### 3.3.4 Settlement Pattern and Urban Form

#### 3.3.5 Employment Location

#### 3.3.6 Rural Futures

#### 3.3.7 Natural Resources

#### 3.3.8 Integrated Transport

#### 3.3.9 Infrastructure

#### 3.3.10 Water Management

#### 3.3.11 Planning Area Structuring

#### 3.3.12 Moreton Bay Regional Council Place Model

The relationship between these themes and the Council's vision and the more detailed strategic outcomes is set out in each of the following sections.

### 3.2 Strategic Intent

We live, work and play in well connected urban areas, suburbs, towns and villages extending from Moreton Bay to the D'Aguilar, Blackall and Conondale Ranges. The Region includes mountain ranges, water supply catchments, coastal wetlands, national parks, state forests, coastal lowlands, rural hinterland and urban areas.

Our Region by 2031 is a network of, safe, more self contained, well connected communities each with a unique identity and sustainable lifestyle within a healthy and resilient natural environment.

The significant natural values and resources and the beauty of our Region's landscape are protected and managed for future generations.

Our towns and villages are attractive and vibrant places offering housing and employment choices to residents, ease of access to facilities and services and are the hub of social and community life and cultural diversity. Our residents have access to facilities that support life long learning and active and healthy lifestyles.

Our Region's prosperity is underpinned by our many well planned centres, enterprise and employment areas, urban growth areas and our well managed natural resources that are attractive to investment and provide a broad range of appropriate employment and business opportunities.

We value the variety of rural lifestyle opportunities offered within our region and seek to sustainably develop and service productive and economically viable rural communities.

Our built form and essential infrastructure are well designed, integrated, functional and safe, responsive to lifestyle needs and provide quality places for people to live sustainably.

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### 3.3 Sustainability and resilience

#### Theme

*The Region will generate long term social and environmental capital and economic prosperity while minimising the use of resources, reducing greenhouse gas emissions and becoming more resilient to natural hazards including the projected effects of changes in weather.*

Sustainability and building community resilience present significant planning challenges for the Region.

Council's vision for the Region, as identified through the Community Plan, includes placing a greater emphasis on sustainability and urban design principles in planning, design and delivery of new developments, increasing the recovery of resources from waste and cutting the Region's carbon footprint by one third (in 2021). The carbon footprint is intended to be reduced by reducing emissions from electricity use, fuel consumption and waste to land fill. A key to achieving this outcome is to plan for low carbon neighbourhoods, integrated transport and active transport solutions, encourage the up-take of climate smart initiatives and subtropical design of development.

The Community Plan identifies targets to improve the resilience of communities and businesses within the region to natural hazards, which includes the projected effects of changes in weather.

In its Corporate Plan 2012-2017, Council acknowledges the importance of economic and environmental sustainability and the need to take an active role in integrating environmental, social and economic considerations into its decision-making processes. In working towards this purpose, Council commits to uphold the needs and lifestyle of the current generation, without compromising the ability of future generations to meet their needs.<sup>(3.1)</sup> Council therefore is developing planning strategies that support its position on sustainability and building community resilience.

The Sustainability and resilience theme identifies the outcomes Council will seek to achieve through the planning scheme and through its approach to the planning and design of land use and infrastructure and development decisions in districts and neighbourhoods across the region. The theme of sustainability and resilience are interwoven throughout the Strategic Framework and therefore only selected issues that are not covered in other themes are addressed within this section.

From the scale of an individual residence to that of an entire residential community, there will be an emphasis on energy efficient design. The impacts of more resource efficient design outcomes will assist in reducing the long-term costs of housing and urban living.

The planning scheme seeks to provide hazard specific land use and built form strategies that are tailored to the levels of risk presented by each hazard type. These strategies include avoidance, retreat and adaptation measures that are applied relative to the risk posed by the hazard.



### 3.3.1 Strategic Outcomes

#### 3.3.1 Integrate sustainability with land planning decision making

*Design and site development and infrastructure using sustainability and urban design principles to reflect the Region's subtropical climate, reinforce local character and achieve innovation and design excellence.*

1. All development, including buildings and infrastructure, will incorporate subtropical design principles,<sup>(3.2)</sup> including orientation, siting and passive climate control, in the planning, design and delivery process to minimise land consumption and service costs and improve design of new development;
2. The design and orientation of all buildings and allotments will take advantage of the Region's climate and reduce the use of energy, especially for cooling and heating, in accordance with sub-tropical design principles and climate smart initiatives;
3. The level of water and energy consumption will be reduced by:
  - a. encouraging the use of climate smart initiatives;<sup>(3.3)</sup>
  - b. implementing the Moreton Bay Regional Council's Total Water Cycle Management Plan;<sup>(3.4)</sup> And
  - c. avoiding land use change and development that has adverse impacts on land, water and air quality and is associated with environment, health and safety concerns; and
4. Development outcomes are focused on creating multiple benefits to the community, the economy and the environment.

#### 3.3.2 Strategic Outcome - Reduce greenhouse gas emissions

*Greenhouse gas emissions are reduced from development, land management and other planning decisions in the region.*

1. Support relevant sustainable/alternative energy strategies, policies and projects that assist in the production of a decentralised energy grid and support smart grid initiatives;
2. Incorporate planning and design measures in development, land management and other planning decisions to reduce greenhouse gas emissions in accordance with climate smart design principles, Next Generation Planning handbook planning principles<sup>(3.5)</sup> and smart growth principles;<sup>(3.6)</sup>
3. Reduce greenhouse gas emissions from transport fuel consumption by adopting patterns of urban development that reduce the need to travel and the distance travelled and by facilitating an increase in provision of active and public transport alternatives;
4. Improve energy efficiency through siting, design, construction and use of demand management technologies to reduce greenhouse gas emissions from electricity use;
5. Increase the local provision of renewable energy and low emission technology in appropriate locations;
6. Increase stored carbon through the retention or planting of trees or other vegetation, and other land management practices that also provide sustainability and amenity outcomes; and
7. Develop urban and peri-urban agriculture strategies, policies and projects that support local sustainable commercial and community food growing in the region to assist in reducing emissions and transport costs.

#### 3.3.3 Strategic Outcome - Natural hazards and adaptation

*The resilience of communities, development, essential infrastructure, natural environments and economic sectors to natural hazards including projected changes in weather is increased.*

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1. Respond to the risk from natural hazards, including projected changes in weather, by avoiding areas with high exposure and establishing adaptation strategies to minimise vulnerability to riverine flooding, storm tide, coastal erosion, bushfires and landslides;
2. Respond to the risk from natural hazards, including projected changes in weather, by establishing adaptation strategies to minimise vulnerability to heatwaves and high temperatures, reduced and more variable rainfall, cyclones and severe winds, and severe storms and hail; and
3. Recognise and respond to changes in urban climates due to land use conversion and urban heat island effect from increased development intensity.

### 3.3.4 Strategic Outcome - Responding to oil supply vulnerability

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

1. Manage risks and reduce impacts on people, economic sectors and areas from the effects of oil supply vulnerability by:
  - a. Designing development to encourage walking, cycling and public transport use to access local shopping facilities and employment locations, and early provision of public transport services;
  - b. ensuring transport infrastructure and service investment actively reduces oil dependence, particularly for trips that could be undertaken by public or active transport; and
  - c. reducing the length of trips and dependence on oil by localising access to goods, services and employment opportunities.

### 3.3.5 Strategic Outcome - Land, air, and noise

*The adverse effects of development on land, air quality and noise levels are avoided in the first instance, mitigated and managed to within acceptable levels and environmental harm is avoided.*

1. Development minimises the adverse effects of land degradation;
2. In areas where land degradation has occurred, the land is restored to a healthy, self-sustainable and stable condition;
3. Development does not lead to adverse impacts on air quality by contamination; and
4. Development does not lead to environmental harm or nuisance through unacceptable levels of noise.



### 3.4 Natural environment and landscape

#### Theme

*Sustainable growth of the Moreton Bay Region will ensure the conservation of an abundant and healthy network of diverse natural areas, landscapes and assets that are valued for the ecosystem services they provide, their contribution to the lifestyle and identity of the region and made resilient to current and future threats.*

The vision for the Region, as identified in the Community Plan seeks to continue to give priority to the beauty and maintenance of the natural surrounds of the region. Under the banner of a healthy natural environment the Community Plan targets the need for improved biodiversity protection and to increase the natural habitats of the region. These actions are required for the community to continue to receive the goods and services currently offered by the natural environment, and to ensure protection for the diverse range of native flora and fauna, including many threatened species.

Declared Fish Habitat Areas and the marine park (green) and conservation park (yellow) zones of Moreton Bay Marine Park are Matters of State Environmental Significance and key components of Moreton Bay Regional Council's natural environment and landscape. Moreton Bay Region's existing network of protected areas is predominantly confined to the outskirts of the local government area (generally to the west and north-east) where development pressure is minimal. This network currently protects only a handful of the 63 regional ecosystems and numerous other sub-vegetation communities present within the Region. All ecosystems need to be reinforced to ensure true biodiversity conservation, across terrestrial, wetland, waterway and coastal areas, therefore representations of all ecosystems both within and outside the urban footprint require protection, enhancement and sustainable management in perpetuity.

Numerous and diverse environmental corridors span from the mountains to the mangroves. These areas will be the focus for capturing a representation of all ecosystems and the native plants and animals contained within them.

Larger corridors can be found spanning the Pumicestone Passage, Caboolture River, Stanley River, D'Aguilar, Blackall and Conondale Ranges, Lakes Kurwongbah and Samsonvale, Saltwater, Freshwater and Burpengary creeks, Hays Inlet, and the North and South Pine Rivers. Numerous smaller corridors and core environmental areas link to these large corridors. These areas also require protection, maintenance and enhancement, with a focus toward improving linkages between all natural areas.

The community plan consultation undertaken by Council highlighted the importance that residents place on open space and a well maintained natural environment. Council's vision for the future includes a preserved and well maintained natural environment offering greater choice of recreational and cultural activities and events that can be enjoyed by residents and visitors both now and into the future. The diversity of natural landscapes that support a variety of plants, animals and ecosystems in the region will be protected.

To achieve the vision of the Community Plan, the visual character of the Region must also be protected to maintain and expose the beauty of the Region's natural assets and scenic landscapes. The visual character not only reinforces the beauty of our natural surrounds, it also defines communities and creates a sense of place that contributes to a unique lifestyle. A landscape character assessment at a regional scale has revealed that the visual character is of a diverse nature which is depicted in Figure 3.4.1.

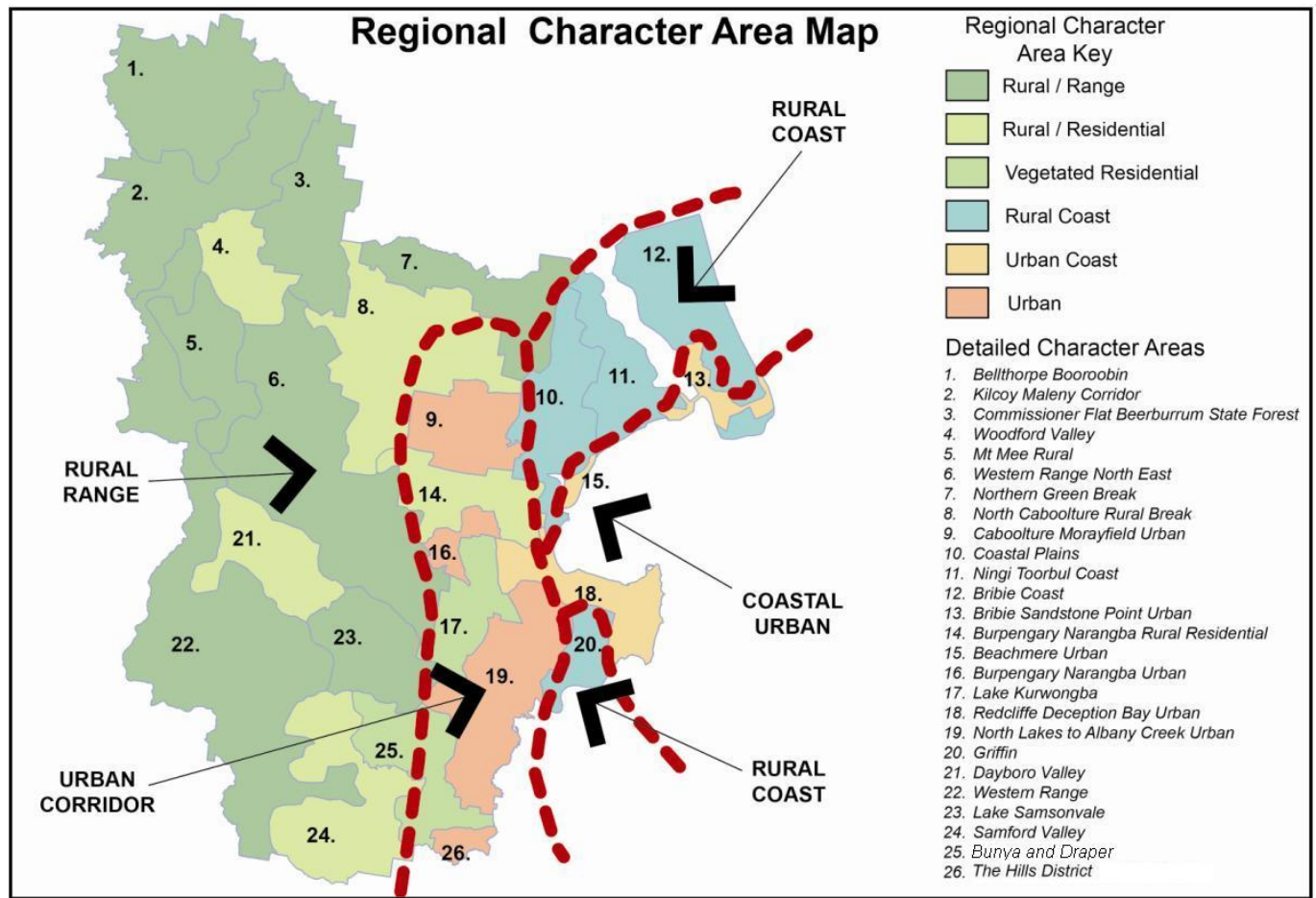
The character assessment of the Region has identified four major regional character areas. These are made up of 26 groupings of detailed character areas with their own visual identities. The four major regional character areas are:

1. Rural / Range
2. Urban Corridor
3. Urban Coast
4. Rural Coast

These four regional character areas identify areas with differing visual attributes that are important in promoting the Region's diverse beauty and scenic landscapes, while identifying visual and character elements that need to be maintained to create a sense of place and lifestyle for the residents and visitors of the Region.

The key features of the natural environment are depicted on Map 3.4.1 – Green Infrastructure Network<sup>(3.7)</sup> map.

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### 3.4.1 Strategic Outcomes

#### 3.4.1 Strategic Outcome - Biodiversity conservation

*Biodiversity and associated ecosystem services of the Moreton Bay Region will be protected, managed and enhanced, and resilience of ecosystems (including sub-tidal ecosystems) to the impacts of changing weather patterns and other environmental challenges will be maximised.*

1. The Region's current network of protected areas will be conserved and expanded to achieve viable representations of all the Region's currently identified and future regional ecosystems to ensure biodiversity resilience and ongoing provision of ecosystem services;
2. Ecological connectivity to improve ecological robustness and resilience to changing weather patterns and other threats will be maintained and improved through retention of native vegetation, managed regrowth and rehabilitation; the use of mechanisms such as development offset and mitigation contributions and non-planning scheme measures such as voluntary agreements and Land for Wildlife programs;
3. The green infrastructure network within the urban footprint will be incorporated into the design of development in a way that complements and supports the intended urban design outcomes for the relevant place and also allows for an ongoing supply of ecosystem services to the community and to conserve biodiversity values. In order of priority the actions to be taken are:
  - a. protection of existing natural areas or land adjacent to natural areas not already protected in perpetuity;
  - b. rehabilitation of degraded natural areas; then
  - c. habitat enhancement of priority species and ecosystems; and
4. Where an area within the green infrastructure network is not incorporated into the design of development but is allowed to be cleared, the effect of this clearing may be required to be offset in an environmental offset area as identified in Planning scheme policy - Environmental areas and corridors, Section 11.3 Offset receiving site location hierarchy.

#### 3.4.2 Strategic Outcome - Priority species conservation

*Koala population viability within the Moreton Bay Region will be maintained and improved.*

1. Strategic koala habitat networks will be conserved and expanded to ensure strong and safe habitat and linkages for koalas across our Region;
2. Development in koala movement areas or near to koala habitat areas and corridors will incorporate koala design principles to reduce threats to koalas, integrating green infrastructure that maximises koala movement across the landscape, such as koala friendly fencing, culverts and land bridges; and
3. Where vegetation within priority species habitat (refer to Planning scheme policy - Environmental areas and corridors, Section 3 Priority and other native species, and Section 14 List of priority species of Moreton Bay) and movement areas is removed an offset will be sought for placement within an environmental offset area as identified in Planning scheme policy - Environmental areas and corridors, 11.3 Offset receiving site location hierarchy.

#### 3.4.3 Strategic Outcome - Coastal management

*The natural values of all coastal areas, including Bribie Island, Pumicestone Passage, Deception Bay, Redcliffe Peninsula, Hays Inlet and the Pine Rivers estuary and their associated coastal features and processes will be maintained, protected and enhanced.*

1. The Region's coastal areas will be managed to ensure ecological health, maintenance of natural physical processes and continued enjoyment by the community;

2. Development within the coastal areas will avoid or minimise impacts on coastal resources and environmental values, and avoid increasing the exposure of coastal communities to adverse coastal hazard impacts;
3. Preferred land use, developments and activities in the coastal area will be those that maintain groundwater levels to prevent or minimise alterations to the natural hydrological regime; prevent or minimise the release or export of surface run-off that contains nutrients of concern; and incorporate best practice stormwater and wastewater quality management, including water sensitive urban design and sediment controls;
4. Land with potential to cater for the landward retreat of coastal habitats and species at risk from predicted inundation will be protected through appropriate land use allocation; and
5. Coastal environments and associated development are protected from the acid and metal contamination associated with the disturbance of acid sulfate soils.

### 3.4.4 Strategic Outcome - Regional landscape areas

*Healthy, diverse and productive rural and coastal landscapes are maintained and enhanced, for their multiple environmental, recreational, cultural, economic and scenic amenity values.*

1. The multiple values of landscapes, included in the Moreton Bay Region, are protected, managed and enhanced. These multiple values include ecosystem services, offset areas (remnant vegetation, koalas, marine fish habitat and biodiversity), scenic amenity, landscape heritage, rural production, natural economic resources, water resources, inter-urban breaks and outdoor recreation;
2. Infrastructure and development are planned, designed, and managed to protect, manage and enhance these values;
3. The long term viability of the major inter-urban break between the urban areas in Moreton Bay and Sunshine Coast regions is protected to support appropriate rural and tourism industries, recreation opportunities and regional facilities;
4. Intra-urban green breaks are maintained as open space, rural and/or natural areas to act as physical and visual breaks between communities within the region to strengthen the sense of place and scenic amenity and provide areas for outdoor recreation opportunities;
5. The location of offset areas is coordinated in order to optimise multiple community benefits and support the multiple values of the regional landscape areas in the Region;
6. Areas providing high ecosystem services values are protected and enhanced;
7. The Region's green infrastructure network and significant landscape features and the biodiversity they support are protected from inappropriate development that has the capacity to harm their ecological function or scenic amenity;
8. The corridor between Caboolture and Woodford to Kilcoy, the area around Woodfordia and the Caboolture West growth area are protected from intrusive and inappropriate development;
9. Rural, environmental, landscape, scenic amenity, water quality and natural resource values are recognised and maintained;
10. Productive rural lands are maintained and improved; and
11. The visual attributes that contribute to the regional character areas are protected and enhanced.

### 3.4.5 Strategic Outcome - Scenic amenity

*Recognise and promote landscape values and scenic amenity across the Region.*

1. Important scenic amenity areas, view corridors and viewpoints are protected; and
2. Public access to significant and popular viewpoints is protected and enhanced.

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### 3.5 Strong communities

#### Theme

*A range of appropriate housing types, community facilities and services and safe public spaces are provided across the Region to meet community needs and lifestyle expectations, promote cultural, recreational and social interaction and community identity.*

Comments received from residents during the preparation of the Community Plan reinforced the importance of maintaining a sense of community, a quality lifestyle and safe neighbourhoods in the face of significant growth occurring in the region. Provision of opportunities for participation in community life were also emphasised.

The development of the Moreton Bay Region as a dormitory corridor for Brisbane has underpinned the rapid population growth and consistently rising living standards of the region over the last 60 years. For many, living in the outer suburbs while working in the city has been a lifestyle choice. For others the choice has been driven by other considerations including more affordable housing. But continued dependence on Brisbane City for work as the Region continues to grow, particularly in the outer metropolitan areas, comes at the expense of local community identity, involvement in community life and limits growth of the local economy and its ability to service the needs of the local population. There is also a growing appreciation of the negative health and social impacts (psychological, social and cultural well-being) of longer daily commute times on congested transport systems to work in the city.

Structural ageing of the population is also expected to have profound impacts on the nature of Moreton Bay. For instance, between 2006 and 2031, the population over the age of 70 years resident in the Region will quadruple. As rates of disability are closely related to age, it is critical that accommodation and services are planned for universal accessibility and to enable people to age in their place of choice.

The change in the nature of the Moreton Bay Region's community over time and the increasing cost of housing will also dictate the need for greater diversification of dwelling types from detached housing on standard residential lots (currently 85% of housing stock) to a far greater emphasis on the provision of a range of housing types delivered by the private sector. Council also endeavours to support the initiatives of Federal and State Governments and the community and private sectors to more directly address the issues of housing affordability. Specifically, Council intends to encourage community and "not for profit" housing providers who deliver appropriate housing products in an acceptable manner to meet special needs and community housing purposes within the urban corridor and integrated within neighbourhoods.

Two of Council's key policies are to increase the population living in close proximity to services, public transport and employment and to bring services and facilities closer to where people live. These address the costs of living, not just housing costs, but by reducing overall lifestyle costs, particularly relating to transport and energy use. The land use and infrastructure strategies required to give effect to the vision of a region of strong healthy and safe communities, with a broader range of housing types, more local employment and business opportunities with good regional transport connections requires that sustainability and urban design strategies are implemented across the Region. The strategies are to be applied to targeted areas including major transport corridors to improve our business centres, make our neighbourhoods and public areas more walkable, attractive, and safer, and encourage use of public spaces and active transport.

A more consolidated urban form incorporating a greater range of economic activities, housing types, services and facilities, combined with improved transport connections to the broader region, are critical to catalysing the development of social capital, to providing the range of social infrastructure required for strong communities, and to re-orient the public transport system to better service our local centres. The lack of these resources leaves residents (particularly those in the outer metropolitan areas) more vulnerable to external shocks (e.g. energy and fuel costs increases) and is one of the greatest challenges for the development of strong communities within the Region. The Strategic Framework seeks to promote resilient communities through provision of a more self contained and supportive urban form which makes provision for the range of employment, housing, facilities and services and community, cultural and sporting needs of the population.

### 3.5.1 Strategic Outcomes

#### 3.5.1 Strategic Outcomes - Healthy and safe communities

*Utilise the principles of urban design to promote healthy and safe communities.*

1. Sustainability and urban design principles and the standards of universal access and safety will be used to create built environments conducive to physical activity and public environments accessible by all people;
2. Development and provision of infrastructure will help to deliver a healthy and safe built environment, encouraging healthy lifestyle choices;
3. Appropriate consideration of social needs will occur for major new development; and
4. Community facilities in appropriate locations will be available for emergency purposes during and after natural disasters.

#### 3.5.2 Strategic Outcomes - Community, cultural and sporting facilities

*Community, cultural and sporting facilities are provided where needed within the region.*

1. Community infrastructure and sporting facilities will be provided in convenient and accessible locations;
2. New community facilities will be located in transit accessible locations adjacent to and within mixed use centres;
3. Centres of excellence and culture including “creative places” will be provided in public spaces, cultural venues and places of significance throughout the Region; and
4. Council will encourage the provision and use of indoor sporting facilities in appropriate locations across the Region.

#### 3.5.3 Strategic Outcomes - Sense of place and identity

*The built form contributes to a sense of place and identity.*

1. Sustainability and urban design principles will be used to promote vitality, enhance community safety, and create distinctive places;
2. All new prominent building projects in the Region’s higher order centres and transit communities will contribute to the creation of high-quality public spaces;
3. Crime Prevention Through Environmental Design principles will be applied to the planning, design and delivery of development and infrastructure projects; and
4. The valuable features, landscape character, built environment and land use pattern across the Region contributes to the creation of a distinct sense of place and identity for the Region and individual communities through respect for natural significant landscape features, local values, local climatic considerations and the use of traditional building materials and forms.

#### 3.5.4 Strategic Outcomes - Open space network

*Provision of a well connected, diverse and accessible public open space network.*

1. Accessible, diverse and quality useable open space that provides for the health, recreation and leisure needs of the current and future communities is maintained and enhanced;
2. Passive and active recreation areas and community greenspaces provide a pleasant experience for residents and visitors and enhance the sense of place and community identity;

## 3 Strategic Framework

3. Connectivity of the open space network and community greenspaces is provided within and between the Regional Landscape and Rural Production Area, Rural Living Area and Urban Footprint;
4. Well-designed accessible public places will be required to be provided in all new growth areas; and
5. Council will identify a diverse network of open spaces across the Region catering for specific needs of the community including inclusive all-ability playgrounds, botanic gardens, natural playgrounds and community gardens.

### 3.5.5 Strategic Outcomes - Urban greenspace

*Provide an integrated, high-quality, urban community greenspace network to cater for recreational and environmental needs in existing and new neighbourhoods.*

1. Identify and respond to community needs for urban community greenspace generated as a result of urban development, especially in areas targeted for redevelopment, infill and new walkable neighbourhoods;
2. Ensure urban community greenspace is integrated into the planning, design and development of existing neighbourhoods targeted for infill and redevelopment and new walkable neighbourhoods to provide for land use efficiencies and long-term sustainability;
3. Respond to growth in a co-ordinated manner, with place and function as a focus through the use of open space typologies in regard to defined place types;
4. Create a more flexible open space planning framework that responds to increased residential populations and changing demographic compositions; and
5. Encourage the shared use of open space where appropriate through the development of design principles for new open space.

### 3.5.6 Strategic Outcomes - Outdoor recreation

*Provide for a variety of outdoor recreation opportunities including recreation trails and camping areas to meet community demands.*

1. A variety of outdoor recreation opportunities is provided to meet community demands;
2. Identify possible locations for hard to locate sports within the inter-urban break;
3. Provide a range of recreational trails for a range of users in diverse settings that range from urban to natural;
4. Provide facilities and areas that allow equitable use by a broad range of active sport, recreation and community activities, including:
  - a. venues for organised and informal activities;
  - b. civic and cultural activities including festival and public events;
  - c. coastal foreshores and esplanades; and
  - d. high impact sporting and recreational uses in appropriate locations; and
5. Provide recreational experiences that promote a healthier lifestyle including recreational trails, passive parkland and formal sporting facilities.

### 3.5.7 Strategic Outcomes - Housing choice and affordability



*A variety of housing options is provided to meet diverse community needs, and achieve housing choice and affordability.*

1. Council's planning initiatives are primarily aimed at increasing population in close proximity to services, public transport and employment to make the overall cost of living more affordable by reducing overall lifestyle costs, particularly transport costs, energy costs by requiring services and facilities close to where people live;
2. Significant housing development will continue across the region with a greater range of housing types being built in new developments and in established areas targeted for infill and redevelopment;
3. New housing developments will be planned, designed and delivered taking into account the neighbourhood and place type, existing and future housing needs in the area, and the connectivity and accessibility required to create a walkable neighbourhood and encourage active transport;
4. Council will support the provision of affordable housing through community-based, not-for-profit entities and housing cooperatives and the private sector;
5. All major new developments will be encouraged to incorporate a greater range of housing types and affordable housing products that demonstrate housing affordability, including appropriate housing for the entry buyer and low-income housing markets and demographic mix;
6. Council will lobby the other levels of government regarding decisions on the disposal or redevelopment of government property and surplus land to include consideration of the opportunity for that land to be used for affordable housing purposes; and
7. Appropriate 'private open space' is provided in the development of all housing products.

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### 3.6 Settlement pattern and urban form

#### Theme

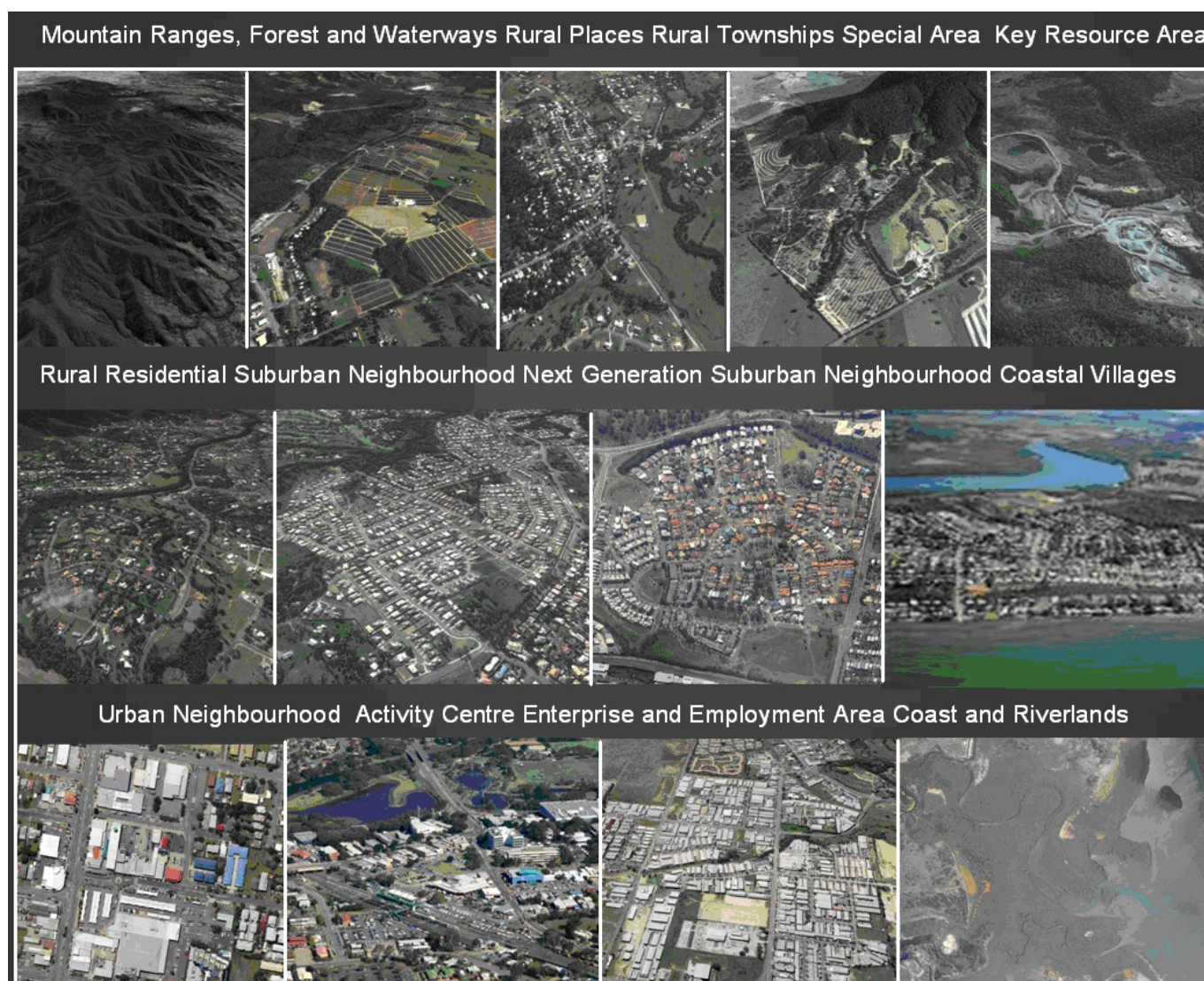
*A compact urban structure of existing and new well planned walkable neighbourhoods, contiguous with and interconnected to established neighbourhoods and supported by a network of accessible and convenient centres and transit corridors linking residential areas to employment locations establishes the context for achieving a consolidated settlement pattern and urban form.*

The Community Plan vision for the Region includes the provision of housing and infrastructure, more localised employment centres and productive rural areas, served by an integrated transport system to support population growth and lifestyle while maintaining a sense of community and the diversity of rural, urban and coastal places across the Region. The vision also includes well designed built form and public space and safe walkable neighbourhoods within a network of healthy natural areas. Council's future strategic planning to accommodate population growth also sits within the framework of the SEQ Regional Plan and seeks to apply the principles and policies of the SEQ Regional Plan to determine the Region's long term urban form. The form and structure of this urban settlement influenced by Council's vision for the future and the SEQ Regional Plan will have an important and long term impact on the quality of life of residents and the health of the local economy.

A strong concept running through the Community Plan which became evident through the amalgamation process is the diversity of places that make up the Moreton Bay Region. The emphasis in the Community Plan is to make the Moreton Bay Region a better place to live work and play. This encompasses a Region made up of diverse urban, rural and coastal places with a diverse economy, and healthy natural areas in which the many communities of the Region have opportunity for participation in community life. It also envisages a Region of safe public spaces providing opportunities for people to participate in community life, and develop a strong sense of place and community pride. A Region in which the diverse places are well connected.

One of the tools available to Council to facilitate planning for the Region is the SEQ Place Model. <sup>(3.8)</sup> This tool is based on the idea that the settlements of the Region can be understood as a series of place types. Each place type is recognisable by its function, including related and compatible land uses, intensity, special qualities and character. The SEQ Place Model is useful for promoting a more compact urban form, more diverse housing, walkable neighbourhoods, mixed use communities, access to transportation choices, and protection of the natural environment. Council has endorsed the use of the SEQ Place Model in the preparation of the planning scheme. In applying the SEQ Place Model to the Region, Council has sought to expand the concept of place types to encompass the wide variety of places that make up the Region and incorporate the strategic outcomes Council is seeking to achieve across the Region. This expanded model is known as the Moreton Bay Regional Council (MBRC) Place Model.

The images in Figure 3.6.1 illustrate the variety of places across the Region.



**Figure 3.6.1**

The functional place types are:

1. The mountain ranges, forests and waterways associated with the D'Aguilar, Blackall and Conondale Ranges and including the hamlets of Mt Glorious, Mt Nebo, and Mt Mee;
2. The rural areas extending from Samford, Dayboro, Woodford, Bellthorpe, Wamuran, Elimbah, and to the Pumicestone Passage;
3. The rural townships of Samford, Dayboro, Woodford, Wamuran and D'Aguilar;
4. Key extractive resource areas and extractive industries at Beachmere, Bracalba, Meldale, Donnybrook, Narangba, Whiteside, Brendale and Ningi;
5. Special areas such as Woodfordia, Lakeside, Old Petrie Town, Abbey Museum, airports, harbours, Caboolture Historical Village and Queensland State Equestrian Centre;
6. Rural residential areas;
7. Suburban, Next generation and Urban areas extending from the Hills District to Caboolture and east to Redcliffe and Bribie;
8. Activity centres including specialised centres, local centres, district centres and higher order centres (major regional activity centres<sup>(3.9)</sup> and principal regional activity centre<sup>(3.10)</sup>);

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9. Enterprise and employment areas at Brendale, Lawnton, Everton Hills, Kallangur, Clontarf, Narangba, Dakabin, Deception Bay, Burpengary, Morayfield, Caboolture and Elimbah East;
10. Coastal communities at Pumicestone Passage and Deception Bay including Toorbul, Donnybrook, Beachmere; and
11. Coast and riverland areas around Bribie Island, Deception Bay, Bramble Bay and Hays Inlet and along the waterways of Caboolture River, Burpengary Creek, Saltwater Creek, Freshwater Creek, the Pine River, the North Pine and South Pine Rivers.

The urban corridor will be developed as a series of places characterised by a mix of activities, range of functions with attention being paid to each area's unique personality or character. The existing and proposed activities in these places are clustered together to form neighbourhoods and districts. Some will have special functions such as a centre for enterprise and employment activity or a higher order centre providing higher order services to a district or sub-region. Some of these urban places will be encouraged to develop as mixed use walkable neighbourhoods connected by transit to adjacent centres and the rail system. Some places will remain largely unchanged in the foreseeable future from what they are today. Others will be targeted for growth and change and stimulated to accommodate population and employment growth through sustainability and urban design principles and delivery of new infrastructure and/or augmentation of existing infrastructure.

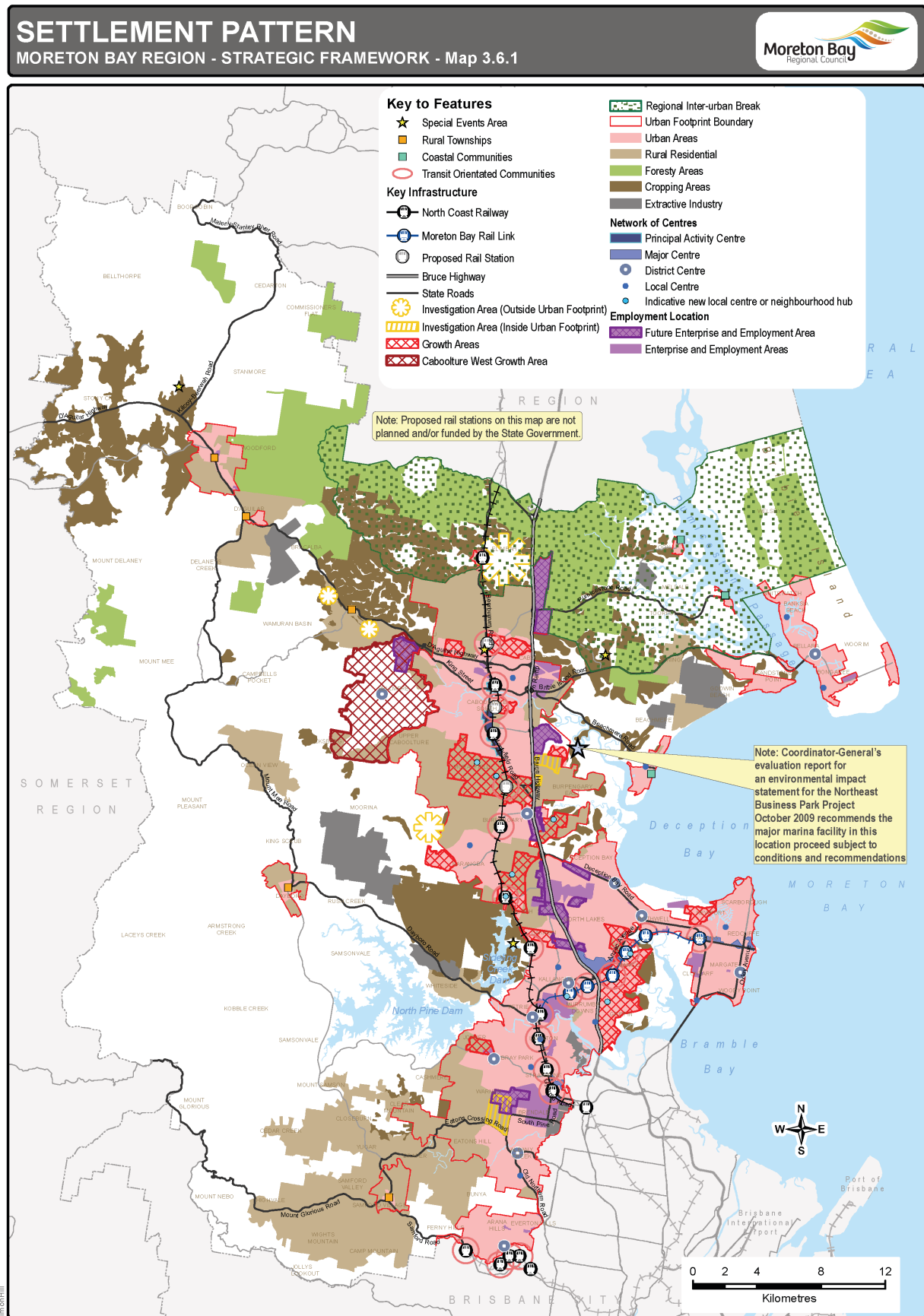
The rural areas together with their rural townships will also be encouraged to become more self contained in terms of economic activities and housing choices available to existing and future residents while retaining the environmental and scenic landscape values and the health of the ecosystem services in these areas. Natural resources such as quarry materials, highly productive agricultural land and water supplies will also be protected. Measures will be put in place to allow the long term use of these resources to continue.

This approach to accommodating growth will also entail a greater focus on the health and safety of existing and future communities through measures designed to protect people from the impacts of natural hazards, now and in the future and directing growth away from higher risk areas.

Key features of the settlement pattern of the Region are depicted on Map 3.6.1 - Settlement Pattern. <sup>(3.11)(3.12)</sup>



Map 3.6.1 Settlement Pattern



## 3 Strategic Framework

### 3.6.1 Strategic Outcomes

#### 3.6.1 Strategic Outcome - Compact urban form within the urban footprint

*A more compact urban form is developed within the urban footprint by a program of urban design and sustainability principles aimed at increasing the jobs and people per hectare in targeted locations (to help achieve Council's long term 70% local employment target), creating walkable communities, and a viable quality transit system.*

1. A more efficient land use and development pattern will be achieved progressively over time by:
  - a. limiting new urban development occurring outside the Urban Footprint to land in an Identified Growth Area and part of new master planned walkable and transit based neighbourhoods which are contiguous with existing neighbourhoods wherever possible;
  - b. encouraging more intense development and a greater mix of uses at targeted locations within the Urban Footprint;
  - c. requiring new development to be integrated into existing neighbourhoods in a spatially cohesive manner to help create walkable communities with an emphasis being placed on active transport and access by transit; and
  - d. directing growth away from areas of higher risk of natural hazards, given that urban land allocations outside these areas are sufficient to accommodate growth beyond the life of the planning scheme.
2. Ensure that new development and redevelopment in established urban areas reinforces the strengths and individual character of the urban area in which the development occurs;
3. Target growth in locations within the Urban Footprint in growth areas and in investigation areas that provide superior transportation choices or otherwise reduce car use, particularly through supporting growth in targeted established urban areas and redevelopment in and around existing urban centres and along priority transit networks and other high-frequency transit corridors;
4. Within the Urban Footprint, Council will consolidate and maintain rural residential development in the identified rural residential areas in locations where this form of development will not compromise the orderly, progressive and efficient expansion of the urban area and its associated infrastructure networks,<sup>(3.13)</sup>
5. Development in the Urban Footprint, in growth areas and in investigation areas protects agricultural land outside the Urban Footprint with the onus of buffering placed on land in the Urban Footprint, growth areas and in investigation areas.
6. New industrial land uses are appropriately separated from sensitive land uses; and
7. New development including sensitive land uses recognises existing industrial development and includes appropriate separation measures.

#### 3.6.2 Strategic Outcome - Network of centres

*A strong network of activity centres with well designed public and civic spaces, and active frontages that provide a focal point for compact, self-contained and diverse communities and convenient access to an appropriate mix of businesses, services, community facilities, recreation, entertainment and employment opportunities and provided with convenient access by a quality public transport and active transport system.*

1. Include a broad mix of land uses in activity centres appropriate to each centre's role and function in the network - higher order centres (principal and major regional activity centres), district and local centres - and structure them as mixed-use centres in a predominantly main-street format to best serve their surrounding communities;
2. Connect well designed higher order activity centres and district activity centres to surrounding local centres and neighbourhood hubs by feeder transit services and to other major centres by high frequency transit services;<sup>(3.14)</sup>

3. Encourage mixed-use development in centres along the transit corridors;
4. Ensure that new State Government facilities for health, education, justice, community and administration and employment activities are located within the Region's higher order centres;
5. Ensure optimal use of transport and service availability in higher order activity centres and corridors by delivering appropriate residential densities and by maximising business location opportunities;
6. Develop new viable local centres through possible new neighbourhood plans<sup>(3.15)</sup> in appropriate locations in walkable neighbourhoods with street-fronting retail and non-retail commercial layouts instead of enclosed or parking-lot dominant retail formats;
7. Provide activity centres with attractive, high-amenity public spaces at locations that encourage and support social interaction, casual meeting and healthy and active lifestyles;
8. Transform activity centres that are dominated by enclosed retail into a main-street format as redevelopment occurs by including active street frontages, car parking areas behind active frontages, integrating development with surrounding public spaces and activities, and introducing more employment opportunities and a wider range of services; and
9. Specialised centres consist of a limited mix of uses of a bulky goods nature. These centres are designed to address the adjoining street network while also designing the centre around an internal main street.

### 3.6.3 Strategic Outcome - North Lakes

*An attractive, safe, convenient, efficient and sustainable new town housing approximately 25,000 people together with a major shopping centre and a wide range of employment opportunities and community, education and recreation facilities continues to be developed at North Lakes.*

1. The process of integrated and comprehensive master planning and infrastructure provision as set out in the Mango Hill Infrastructure Development Control Plan and the associated Infrastructure Agreement continue to guide development of the master planned community.

### 3.6.4 Strategic Outcome - Transit oriented communities

*New development that is in close proximity to existing and proposed public transport stops and stations contributes to the use and viability of public transport, the use of active transport and the development of walkable neighbourhoods by providing well designed and appropriate higher density and mixed use development.*

1. Encourage higher density and intensity of mixed use development of sites within 800 metres of existing or planned railway stations<sup>(3.16)</sup> and undertake land use and transport planning concurrently and sequence development with timely infrastructure provision;
2. Plan new public transport routes, facilities and high-frequency services to ensure safe and convenient passenger accessibility and support the interrelationship between land use and transport;
3. Connect active transport routes to improve accessibility and encourage active transport use by a broader range of people;
4. Apply transit oriented development principles and practices to the planning and development of transit nodes,<sup>(3.17)</sup> having regard for local circumstances and character;
5. Manage car parking provision in higher order centres and high-capacity transport nodes to support walking, cycling and public transport accessibility; and
6. Ensure all new development within walking distance of a transit node or activity centre maximises pedestrian amenity, connectivity and safety.

### 3.6.5 Strategic Outcome - Infill development

## 3 Strategic Framework

*Council will seek to increase residential densities and employment opportunities within the urban corridor and specifically within and adjoining activity centres and public transport in order to maximise access to and use of services and facilities and opportunities for use of public transport, walking and cycling and also adjacent to areas of high scenic amenity e.g. waterfront, environmental areas with high standards of amenity and accessible open space.*

1. Council will focus higher density and mixed-use development in higher order centres and public transport nodes and corridors;
2. Vacant land and underutilised land in specific older urban areas adjoining centres and public transport nodes will be selected and targeted for redevelopment and revitalisation to higher intensities of activity (residents and jobs) guided by urban design and sustainability principles to deliver greater housing diversity and employment opportunities in areas well serviced by public transport and within walking distance of centres;
3. Council will also seek to encourage diversity in housing types<sup>(3.18)</sup> throughout the urban area through the development of vacant and underutilised residential land in suburban areas (not included in dot points one and two above) to achieve greater housing choice and new suburban residential development within walking distance of local centres or neighbourhood hubs and bus stops;
4. Council will select and target rural residential areas within the urban footprint for urban development in locations which provide for the orderly and progressive development of the existing urban area using local plans to guide development of new walkable and transit based neighbourhoods;
5. Ensure the provision of appropriate infrastructure is planned for and provided to support additional population in infill areas; and
6. Respond to natural hazards through adaptation measures that reduce the hazard risks and support additional population and economic development in infill areas, without placing additional vulnerable land uses at risk.

### 3.6.6 Strategic Outcome - Growth areas

*New master planned walkable neighbourhoods, activity centres and enterprise and employment areas served by public transport have a role to play in helping to accommodate regional dwelling and employment targets, and require comprehensive planning to coordinate future development with infrastructure delivery.*

1. New urban development will be supported in greenfield locations with available infrastructure capacity or where infrastructure capacity can be provided efficiently and cost effectively and without creating disadvantage to current and planned priority infrastructure areas;
2. New development and land use patterns that would compromise or constrain the efficient expansion of the infrastructure system and services required to service development and/or the corridors required for provision of infrastructure will be discouraged;
3. Development within new greenfield developments and rural residential transition areas<sup>(3.19)</sup> is to be designed and developed as part of a future transit based walkable neighbourhood and as such must provide pedestrian, cycle, local road, open space and waterway connectivity, within the neighbourhood and adjacent areas in accordance with the specific outcomes of the relevant place types;
4. Urban development of greenfield areas<sup>(3.20)</sup> will not be supported unless it is designed and developed as a series of transit based walkable neighbourhoods and with an appropriate network of centres, public spaces and pedestrian, cycle, local road, green infrastructure, within the neighbourhood and to adjacent areas in accordance with the specific outcomes of the relevant place types and local plan strategies;
5. New "15 minute" walkable neighbourhoods will include a diversity of uses and employment opportunities at a minimum of 35 people and jobs per hectare<sup>(3.21)</sup> to support viable public transport services and walkable communities and encourage active transport. These new neighbourhoods will be designed around local centres and neighbourhood hubs and include a range of community facilities and services and public spaces required by the local community. A range of different housing types will be provided on a range of lot sizes. Pedestrian and cycle way networks and local road systems will be designed to maximise connectivity;



6. Greenfield development sites will be designed to demonstrate best practice in community services, urban green infrastructure, communication, mobility, energy efficiency, water cycle management and waste management; and
7. Urban development avoids areas of higher natural hazard risk and otherwise ensures development subject to natural hazards is compatible with the risk presented to protect people, property and infrastructure.

### 3.6.7 Strategic Outcome - Caboolture West growth area

*Caboolture West is one of the best areas to live in South East Queensland. There is a lot of natural bushland and wildlife retained in the area as well as many parks and open space areas. There is a range of homes that people can afford that reflect the needs of all residents from families with children to retirees, singles and extended families. The area has a “sense of place” with views to the range, river and mountains. It is easy to move around due to many choices in how you can travel. Many people walk or cycle to local destinations such as shops, schools and other services that are easily accessed by dedicated pathways. Nearly all the services and shops needed are in the Caboolture West area. You don’t have to travel long distances to work and there is a convenient public transport/bus service connecting to these sites.*

1. Caboolture West is developed as an integral part of the Caboolture Planning Area and designed as a well-planned town that supports lifestyle, health and wellbeing. A town where shops, schools, parks, jobs and community services are close to homes, within a series of 15 minute walkable neighbourhoods that are easy to walk and cycle around, supporting healthy and social lifestyles;
2. Caboolture West will support and enhance the important environmental values and natural processes of the area over time by building a green infrastructure network made up of interconnected natural elements – forests, wetlands, rivers and streams – that work together to sustain ecological values and functions;
3. Caboolture West will be simple, easy and efficient to get around, with improved cross-city and local connections. Caboolture West and Caboolture City will be linked together with efficient transport routes and public transport infrastructure, reducing vehicle kilometres travelled by ensuring that local travel is possible on foot and by bike;
4. Caboolture West will support an affordable lifestyle with up to 27,000 new homes with housing choices to suit the needs of a diverse and changing population of 69,000 people, including different income groups, household types and sizes, and age groups;
5. Caboolture West will have a sustainable and vibrant local economy with sufficient business, employment and education opportunities providing over 17,000 jobs and 4,000 new business opportunities. Jobs and businesses will be located all across Caboolture West so that more people can choose to work closer to home. New jobs and businesses will be located in a mixed-use town centre, local centres and neighbourhood hubs, tertiary education facilities, health facilities and home-based business as well as an enterprise and employment area and local service business areas.
6. Caboolture West will have a healthy and inclusive community with equitable access to a full range of services and facilities that meet diverse community needs. This will allow for opportunities for interactions between members of the community through safe and accessible environments and developments;
7. Caboolture West will support sustainable infrastructure and services in a timely manner which maximises return on investment in the long term. Collaboration between Council, the State Government and other major infrastructure providers will ensure the process of decision-making and the process by which decisions are implemented results in the safe, effective, efficient and equitable provision of infrastructure for the timely delivery of development in Caboolture West;
8. Caboolture West will ensure urban development avoids areas of higher natural hazard risk and otherwise ensures development subject to natural hazards is compatible with the risk presented to protect people, property and infrastructure; and
9. Development is consistent with land use and infrastructure outcomes in approved Neighbourhood Development Plans.

## 3 Strategic Framework

### 3.7 Employment location

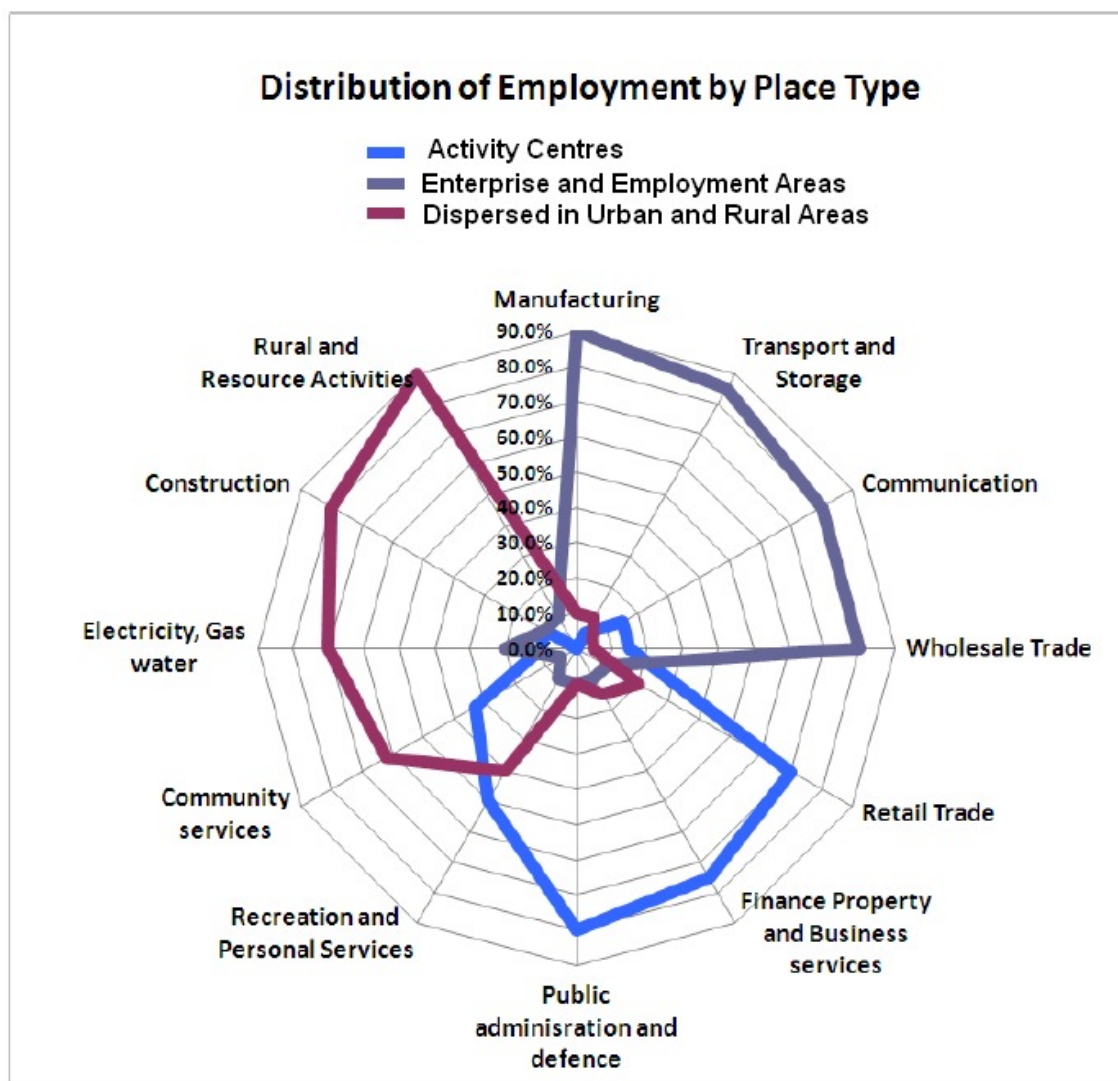
#### Theme

*A strong, resilient and diversified economy that grows prosperity in the Region by using its competitive advantages to deliver exports, investment and sustainable and accessible jobs.* <sup>(3.22)</sup>

The Community Plan vision for the Region identifies the importance of local jobs for local residents to underpin the future prosperity of the Region. The creation of new employment and business opportunities and the growth of existing activities are amongst the greatest challenges to be addressed in the future development of the Region. In 2010 Council adopted an aspirational 70% jobs target as part of its Economic Development Strategy. Current economic activity (trend) is expected to achieve a 50% job target but the annual rate of job creation will need to double to achieve the 70% target which is a rate of employment growth that exceeds the rate of population growth. A concerted effort is needed to understand the needs of business and industry, identify appropriate business and industry suitable for the Region, and to develop and implement the strategies needed to attract increased investment over many years to improve the level of self containment above 50%.

The following graph, Figure 3.7.1, shows the intended distribution of employment in activity centres, enterprise and employment areas and dispersed urban and rural locations across the Region. Activity centres are the primary centres for retail, finance, administration, and personal services. Enterprise and employment areas are the primary locations for industry and related business activities. Dispersed locations which include rural areas and rural townships, provide a range of local services and facilities and a range of activities related to farming, other rural activities, and rural and event tourism. The urban areas and their neighbourhood hubs provide a range of local services and facilities. These areas have important complementary roles to play in the region achieving higher levels of job self containment.

Figure 3.7.1



The growth of the Moreton Bay community toward a population of 538,000 will, in addition to numerical jobs growth, also require the provision of a range of higher order services and facilities. Typically these will be associated with a large highly skilled and predominately urban population that is currently lacking in the region. These higher order activities include tertiary education institutions, teaching hospitals, major sporting, entertainment and cultural venues, and major export oriented businesses. The decentralisation of these and related support activities from their current focus in the Brisbane City area is also a political/ leadership challenge requiring support from all levels of government and major business interests over a long time frame to bring about a transformation in the regional economy.

This process of decentralisation also needs to be supported by planning, design and delivery of a new transit system to support the transformation of the Region's network of centres into more compact mixed use walkable neighbourhoods. Improvements are also required to the Region's freight and major transport network to support the development of existing and new enterprise and employment areas and activity centres. A regional strategy is also required to identify and target appropriate business and employment opportunities to locate in the Region.

Key features of employment location in the region are depicted on Map 3.6.1– Settlement Pattern. <sup>(3.23)</sup>

## 3 Strategic Framework

### 3.7.1 Strategic Outcomes

#### 3.7.1 Strategic Outcome - Diversification of the local economy

*Develop a diversified local economy that retains local jobs and builds on regional and sub-regional competitive advantages and specialisations.*

1. Support expansion of the local business sector required to support and service continued population growth in the Region;
2. Support expansion of established business activities providing goods and services to the wider region, state, national and international markets;
3. Target development of, and facilitate private sector investment in the Region's economy and growth of new business opportunities particularly in advanced manufacturing, professional services, logistics, transport and tourism;
4. Plan for balanced and more self contained economic and employment growth within the Region that builds on competitive advantage, including securing and protecting appropriate locations for future employment and enterprise expansion; and
5. Plan for the 'green economy' by providing facilities and incentives for emerging markets.

#### 3.7.2 Strategic Outcome - Maximise the opportunities for development of existing places of employment and business activity<sup>(3.24)</sup>

*Encourage increased levels of activity and greater intensity of activity within existing places of employment and business activity.<sup>(3.25)</sup>*

1. Future employment growth will be accommodated within urban areas, growth areas and investigation areas through a combination of activity centres, enterprise and employment areas,<sup>(3.26)</sup> and neighbourhood based businesses and also within rural and regional landscape areas through greater rural production, diversification of rural industries, tourism and recreation;
2. The higher order centres including North Lakes and Redcliffe-Kippa Ring Major Regional Activity Centres, will be the focus of significant future development (including residential development) and will be key locations of professional, business, community and government services;
3. The higher order centres will be supported by the continued development of a network of district activity centres at Albany Creek, Arana Hills, Bellara, Burpengary, Deception Bay, Kallangur, Margate, Petrie, Warner and Caboolture West. Each centre will provide an appropriate mix of lower order complementary business, community and government services. This network of activity centres supports the higher order centres and provides safe and attractive locations for local employment and facilities for the community;
4. The specialised centres of Morayfield Road Morayfield South, Deception Bay Road Rothwell, Anzac Avenue Rothwell, Gympie Road South Strathpine and Gympie Road Lawnton are recognised as the central focus of bulky goods activities that due to their locational or land requirements and being highly dependent on the private vehicle are difficult to locate in other activity centres within the Region.
5. The local centres of Old North Road Albany Creek, Pettigrew Street Caboolture, Sunderland Drive Banksia Beach, First Avenue Bongaree, Sovereign Avenue Bray Park, Brickworks Road Kallangur, Dohles Rocks Road West Murrumba Downs and Ashmole Road Kippa-Ring provide a range of services and facilities distributed at convenient and accessible locations across the Region, and provide a focus for development of walkable neighbourhoods;
6. Major locations for enterprise and employment at Brendale, North Lakes, Clontarf, Narangba, Burpengary, Morayfield, Caboolture and Caboolture West continue to be developed each with an appropriate mix of compatible uses ranging from low, medium to high impact industry and related business activities as specified in the relevant planning area to service population and business growth in the region while minimising the potential impacts and risks to adjacent areas;

7. Low impact home based businesses will be encouraged in residential areas consistent with the character and amenity of residential uses;
8. Council will protect areas set aside for enterprise and employment and activity centres from incompatible development;
9. Council will target higher order activity centres for further planning by applying the principles of sustainability and urban design and integrated land use and infrastructure/transport planning to better service existing activity centres and support increased levels of activity in these centres in the future;
10. Investigate the growth of the digital economy and high speed broadband telecommunications to support economic development, job self containment and opportunities for telecommuting; and
11. Economic and employment growth avoids areas of higher natural hazard risk and otherwise uses adaptation measures that reduce the hazard risks and support additional economic development, without placing additional vulnerable land uses at risk.

### 3.7.3 Strategic Outcome - Location of new economic activities

*Provide sufficient additional land for industry and related businesses to enable diversified, broad-based, future economic and employment growth across the Region.*

1. The local economy will be strengthened by ensuring the timely provision of serviced land for a diverse range of business and industry development, by better utilising and responding to changes in the skills of the local workforce, by encouraging growth in employment in knowledge based, high value adding industry and related business activities and by promoting sustainable specialised industry clusters/groupings appropriate to competitive advantages and market opportunities;
2. Council will seek to provide an adequate supply of additional land appropriately located to meet the needs of industry and related businesses<sup>(3.27)</sup> and suitably serviced for a range of future business and industrial purposes across Moreton Bay including land located east of the Bruce Highway at the North East Business Park, Elimbah East, Burpengary East, Caboolture West and investigating the opportunity to provide additional land for appropriate industry and related businesses west of the Bruce Highway at Narangba, to help meet the 70% employment target over the longer term;
3. Council will seek to support local sustainable food production, distribution and associated markets and related commercial business opportunities in appropriate locations within the region;
4. Council supports the development of new transit oriented centres where these are able to be served directly by high frequency public transport services;
5. Development supports the activity centres network and the transit system by locating new higher order retail and commercial employment and trip-generating activities in the Region's higher order centres;
6. Higher order centres are consolidated and are not expanded; district centres may be expanded, however no new district centres may be developed except as identified in the Strategic framework and local plan; and growth of and new local centres are provided for.
7. Inappropriate industrial activities that have the potential for environmental harm and that generate adverse impacts on the local community will not be encouraged or supported to establish within the Moreton Bay Regional Council area;
8. Providing more robust innovation and knowledge infrastructure will also be key to the economic future of the region with a requirement for linkages with industry and research centres to promote the diversification of business and industry to become a high value-adding knowledge centre;
9. Council will support transport and logistics, storage and warehousing activities allied to and compatible with the regional freight network, in strategic locations in the rural area, that can be directly accessed from the strategic transport network where these activities can be adequately serviced, are compatible with the amenity and character of the area and do not adversely impact on environmental values;

### 3 Strategic Framework

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10. Council will also seek to protect enterprise and employment areas and associated existing and future infrastructure corridors and sites from incompatible development;
11. Planning will be undertaken for a proposed health and higher education precinct with associated support facilities in close proximity to Caboolture hospital; and
12. Direct economic and employment growth in the region towards areas of least or no natural hazard risk.

### 3.8 Rural futures

#### Theme

*Rural lands and townships are protected and enhanced as fundamental and valuable elements of the Region's identity and character and as offering important lifestyle choices and business opportunities to the Region's residents.*

The rural areas (land outside the current Urban Footprint), including those lands with natural values, cover approximately 80% of the region. The Community Plan recognises the important role rural areas have as part of the diversity of places, lifestyles and economic opportunities that make up the Region. The rural areas have their own unique issues and opportunities that need to be addressed by the planning scheme and there is significant diversity across the Region within the rural areas and their townships.

The 2009 SEQ Regional Plan reinforced significant restrictions on the use of rural land for urban purposes and rural residential subdivision. It also sought to protect highly productive agricultural land and key extractive resources from incompatible development that would alienate these natural resources.

As the Region continues to grow in population there will be increased pressure placed on the rural areas by a range of competing interests and land use activities. A key issue is the balance between agricultural uses and natural values. The strategy for the Region will seek to balance these competing land use activities having regard to the diversity of places in each of the major river catchments (South Pine, North Pine, Caboolture River, Pumicestone Passage and the Stanley River). This diversity is related to geology, elevation, soils, vegetation, current mix and diversity of activities, demographics, development pressures, environmental and scenic values, natural resources and constraints and opportunities. Specifically the planning scheme will seek to protect highly productive agricultural land and key resource areas and address the amenity and environmental issues arising from intensive agricultural activities. It will identify opportunities to retain and expand tourism and farm-based businesses and protect and rehabilitate environmental corridors and seek to maintain the important role and function of the rural townships.

Key features of the rural areas of the Region are depicted on Map 3.6.1 - Settlement Pattern,<sup>(3.28)</sup> and Map 3.4.1 - Green Infrastructure Network.<sup>(3.29)</sup>



## 3 Strategic Framework

### 3.8.1 Strategic Outcomes

#### 3.8.1 Strategic Outcome - Rural economy

*The rural economy is sustainable, diversified and strengthened.*

1. Rural enterprises are allowed to diversify, adjust, innovate and value-add in response to changing economic and climatic circumstances, in keeping with rural character and identity;
2. Council will support business activities allied to and compatible with agricultural production and rural activities within the rural areas and townships including transport and logistics, rural industries, storage and warehousing, local farmers markets and produce distribution centres where these activities can be directly accessed from the regional freight network, can be adequately serviced, are compatible with the amenity and character of the rural area and townships and do not adversely impact on environmental values;
3. Council requires best practice environmental management of all intensive animal industries, including the poultry meat industry, in the Region including measures to contain pollutants and manage waste to avoid air and water contamination;
4. Council requires best practice environmental management for all rural activities in the Region;
5. Opportunities to develop industries based on rural tourism, ecotourism, carbon sequestration, green energy production, new agricultural products, sport and recreation, environmental offsets, cultural and heritage values and local arts and crafts are provided;
6. Agricultural land close to major population centres is protected from urban encroachment;
7. Opportunities for self containment and a variety of employment are provided; and
8. Rural Precincts are recognised and protected.

#### 3.8.2 Strategic Outcome - Rural infrastructure

*Infrastructure is provided to support the rural economy and rural communities.*

1. The health of drinking water catchments is maintained and improved;
2. A reliable water supply is provided to rural enterprises and rural communities;
3. Water resources are managed and used efficiently;
4. Transport services are provided to rural communities;
5. The capacity of the Region's transport network to provide safe, reliable and efficient transport for incoming and outgoing rural industry supplies and produce is not compromised by inappropriate development;
6. Green infrastructure is maintained and improved to ensure healthy and productive rural land and provision of ecosystem services to rural communities;
7. Social infrastructure and community services are provided to rural communities; and
8. The provision of outdoor recreation opportunities are provided in rural areas for use by the regional community.

#### 3.8.3 Strategic Outcome - Rural communities

*Rural communities are strengthened through the delivery of appropriate infrastructure and services and by preventing the intrusion of incompatible development.*

1. Housing diversity meets the needs of current and future residents;
2. New communities are integrated with existing communities;



3. Wherever possible, affordable living is promoted in townships by the provision of services, employment and facilities close to where people live;
4. Appropriate services and facilities are provided, in appropriate locations, and expanded to service rural communities including social infrastructure and transport;
5. Human health is adequately protected from the impact of rural industries and enterprises;
6. The unique character of rural towns and villages and heritage places and areas is protected; and
7. Community wellbeing and safety are enhanced.

### 3.8.4 Strategic Outcome - Rural planning

*Planning promotes sustainable and diverse communities and protects rural areas from encroachment of incompatible activities and land uses.*

1. Rural character, village character and surrounding rural production capacity is protected;
2. Inappropriate fragmentation of rural lands does not occur;
3. Conflict between rural enterprises and agricultural activities and non-farming or rural lifestyle residents is prevented;
4. Conflict at the urban and rural interface is minimised or prevented; and
5. Rural townships provide places for rural communities to access employment, services and facilities and different forms of housing and accommodate the future needs of communities.

## 3 Strategic Framework

### 3.9 Natural resources

#### Theme

*Regional natural resources and rural production areas are protected, managed, enhanced and used sustainably.*

The distribution and accessibility of the Region's land and resources influence the location of economic activities such as farming, forestry and extractive industries. Many of these resources are limited and some are non-renewable. Overuse or irreversible loss of resources could have significant environmental, economic or social impacts on the Region. In particular extractive industry products are essential to support all aspects of development from major projects and infrastructure through to house building, footpaths and residential roadways. As such, the protection and availability of local extractive resources in the short, medium and longer term is important to the economy of the Moreton Bay region. Public comments received during the Community Plan process indicated support for increasing the health of waterways and coastal areas and ecosystems so it is also important that natural resource activities adhere to best management practices.

The condition and extent of the land is important for the supply of food, fibre and other materials to support the society and the economy of the Region. Land use and development has caused several forms of land degradation and cumulative impacts that need to be addressed. Increased adoption of land management practices that address identified hazards and risks and the introduction of rehabilitation measures are important considerations to aid the recovery of landscapes, sustain longer-term productivity and reduce environmental impacts.

Moreton Bay provides 20% of the State's fish catch. Recreational fisheries, including the Region's estuaries, bays and ocean beaches, are important to the lifestyle of the Region's communities providing substantial social and cultural value as well as significant economic activity.

### 3.9.1 Strategic Outcomes

#### 3.9.1 Strategic Outcome - Natural resource management

*Coordinate the management and use of natural resources to enhance community, economic and environmental values.*

1. Coordinate natural resource management, planning, monitoring and reporting across the Region in accordance with the SEQ Natural Resource Management Plan; and
2. Engage with the community, Traditional Owners, landowners and industry in promoting and practising sustainable natural resource management.

#### 3.9.2 Strategic Outcome - Forestry

*Identified forestry resource areas are managed and used in an efficient and environmentally responsible manner and in accordance with the principles of sustainability.*

1. Rural land, natural areas and forestry, including wood production, paper and permanent plantations, are used in combination to provide an inter-urban break in the northern area of the Region;
2. Opportunities for sustainable farm forestry activities in rural and rural residential areas are provided which do not utilise existing native remnant vegetation, except where provided for by the *Vegetation Management Act 1999* (VMA) and other legislation;
3. Effective buffer distances or physical barriers are provided and maintained around sites used for forestry for wood production harvesting purposes and haul routes;
4. Protect, enhance and sustainably manage the Region's native and plantation wood production forests; and
5. Forestry activities adhere to best management practices to protect environmental, social and water quality values.

#### 3.9.3 Strategic Outcome - Fisheries

*Fish habitats and fisheries need to be protected from land-based activities such as development and pollution from urban and rural activities.*

1. Protect, manage and enhance marine, estuarine and freshwater habitats to sustain fish stock levels and maximise fisheries production for the ongoing benefit of the community; and
2. Manage development to avoid detrimental impacts on the Region's fish habitats and fisheries resources in consultation with all stakeholders including state commercial fishers, Traditional Owners, recreational fishers and conservation groups.

#### 3.9.4 Strategic Outcome - Extractive resources

*The Region has viable and competitive extractive industries producing a wide range of economical quarried products for local and regional communities in a safe and environmentally sustainable manner.*

1. Identify and protect extractive and mineral resources for potential future extraction, including providing appropriate transport corridors and buffers and ensuring that planning preserves the opportunity for discovery and development of new resources in appropriate areas;
2. Important economic resources undergoing extraction are protected from encroachment and utilised for extractive industry purposes;
3. Extractive industries adhere to best management practices to protect environmental, social and water quality values;

## 3 Strategic Framework

4. Council will lobby for the protection of dedicated haulage routes and corridors;
5. The operation of extractive industries provides for ongoing site rehabilitation and for the establishment of desirable and appropriate end uses compatible with the character and amenity of the local area;
6. Extractive industries are located having regard to the particular ecological and social constraints of the area; and
7. Council recognises that in order for extractive industries to proceed vegetation is required to be removed, in these circumstances, environmental offsets are required to be implemented to mitigate impacts and appropriate strategies are required where practical to restore and rehabilitate extractive industry areas with native vegetation.

### 3.9.5 Strategic Outcome - Ecosystem services

*Protect, maintain and enhance the capacity of the Region's ecosystems to supply ecosystem services, including sub-tidal ecosystems.*

1. Areas providing high ecosystem services values are protected and enhanced.

### 3.9.6 Strategic Outcome - Highly productive agricultural land (Cropping land)

*Highly productive agricultural land (cropping land) is a finite regional resource that should be used and managed for sustainable agricultural production and protected from alienating uses and inappropriate subdivision.*

1. Agricultural land classification (ALC) Class A and B land areas are protected from development that may alienate it from or conflict with its long-term and sustainable agricultural use;
2. Best management practices are employed for farming activities to protect environmental, social and water quality values; and
3. Land degradation is minimised by using best management practices and in areas where land degradation occurs as a result of development, the land is restored to a healthy, self-sustainable and stable condition.

### 3.10 Integrated transport

#### Theme

*The transport system will serve to maximise opportunities for economic development, consolidated urban development and social interactions within the Region; provide for safe and convenient pedestrian and cyclist mobility in walkable neighbourhoods and encourage use of public transport; and existing and future transport corridors and linkages will be maintained and protected.*

An integrated and responsive multi modal transport system that allows travel easily within the Region is seen as an essential element of our future lifestyle. The Community Plan vision for the Region states that “By 2021 our Region will consist of well-connected places and residents will embrace more sustainable travel choices and behaviour”. The Community Plan also emphasises the importance of measures to increase business opportunities in the Region so that an increasing number of existing and future residents do not have to commute long distances to work.

There are two distinct aspects to achieving this vision. One aspect places great importance on transport infrastructure that creates an effective and efficient passenger and freight transport system that connects the Moreton Bay Region to the rest of SEQ and importantly Brisbane City and the Australian Trade Coast to underpin economic growth. The other aspect emphasises the development of a transit system within and between centres within the Region to underpin a more compact settlement pattern and urban form and act as a catalyst for infill and new development around public transport corridors and activity centres.

The projected growth in population combined with the high level of car dependency by the Moreton Bay community creates a need for significant investment in transport infrastructure (including public transport) and investment in car reliance reduction strategies over the next twenty years.

By 2031 the Moreton Bay Region's communities will need to be given far greater practical opportunities to access and use public transport. The current high level of reliance on private motor vehicles for nearly all trips is unsustainable both to the community and to individual households. If reliance on private vehicles does not fall and the mismatch between place of residence and place of work does not change, the needed investment in road infrastructure will be enormous if not impractical to deliver. Increasing residential densities across the urban areas of the Moreton Bay Region, increasing employment opportunities and services and the focus of future growth within the compact urban communities will encourage shorter trips, resulting in more leisure time, reduced travel costs and provide better support for public transport services.

The Moreton Bay Region must become far less car dependent. The true cost of housing and the cost of living is to a great extent affected by the purchase price (or rental price) of a place of residence together with the costs that relate directly to location such as the need to travel long distances to work and access essential services, in most instances by car. Higher residential densities, the provision of housing both in and around activity centres, access to a greater range of local employment opportunities and services, and improved access to regional public transport services, will enable people to reduce their overall housing/living costs and reduce dependency on private motor vehicles.

Development of integrated transport strategies will provide a 20 year implementation plan of transport infrastructure and services to facilitate sustained growth of the Region. This integration of land use, transport and associated infrastructure will address mobility and access needs but will also have a strong focus on places and destinations. (3.30)

The multi modal strategic transport model for the Moreton Bay Region will draw on the latest national and international research that shows significantly reduced motor vehicle trip generation rates in higher density mixed use centres with good access to transit. The model will also support a greater self containment of trips within the Moreton Bay Region, with a higher proportion of trips using active or public transport.

Key features of transport infrastructure in the Region are depicted on Map 3.6.1 - Settlement Pattern<sup>(3.31)</sup> and Map 3.11.1 – Infrastructure. (3.32)(3.33)

## 3 Strategic Framework

### 3.10.1 Strategic Outcomes

#### 3.10.1 Strategic Outcome - Integrated transport and land-use planning

*Plan for a more compact settlement pattern and urban form to encourage sustainable travel patterns: reducing the need to make trips by any motorised form and to reduce the length of motorised trips.*

1. Support transit oriented communities at locations with high frequency public transport services and access to good quality and safe cycling and walking routes;
2. Sufficient infrastructure is provided to connect communities and increase self-containment in the region;
3. Reduce the length and reduce the frequency of car trips;
4. Reduce the length and increase the frequency of public transport trips;
5. Increase the length and increase the frequency of walking and cycling trips;
6. End of trip facilities are provided in public and private developments in activity centres to encourage walking and cycling;
7. Complementary land uses are provided in close proximity to each other, encouraging shorter trips and a higher level of linked trips (e.g. child-care facilities, open space and shops located close to work-places) and providing opportunities for communal parking;
8. Ensure new development is serviced with new public transport routes, facilities and high frequency services, including priority transit corridors, to establish improved mode share at an early stage; and
9. Appropriate fauna management practices are implemented where necessary to protect wildlife.
10. Appropriate measures are implemented where necessary to protect water quality in drinking water catchments.

#### 3.10.2 Strategic Outcome - Accessibility

*Ensure all people in the Region have access to a range of travel options that reflect their budget, their needs and their lifestyle.*

1. Residents in urban areas have access to a wide range of quality and affordable transport options;
2. Support community focused transport services that connect rural communities to service centres;
3. Ensure the planning and development of urban areas supports walking, cycling and public transport;
4. Ensure remote or isolated communities are provided with resilient infrastructure to ensure safe evacuation during natural disasters;
5. Ensure access to community facilities or private facilities used by the public, public transport infrastructure, and footpaths are suitable for use for people with a disability; and
6. Regional public transport systems connecting MBRC to the Sunshine Coast and to Brisbane City are improved to support the economic and lifestyle choices of residents of the region.

#### 3.10.3 Strategic Outcome - Investment and efficiency

*Invest in innovative solutions to make the most of the existing transport network, minimise resources and get the best value for money out of new infrastructure.*

1. Maximise the use of existing infrastructure before building new infrastructure by utilising new technology;
2. Enhanced education programs to encourage mode shift, making users more informed of sustainable travel choices and costs;



3. Increase car occupancy by promoting car share schemes (green travel plans for developments) and providing incentives eg high occupancy vehicle lanes);
4. Influence transport demand through infrastructure provision; and
5. Review transport investment priorities to take into account the maximum use of existing infrastructure and consider the whole of life costs (construction plus operation) for the entire transport system, rather than individual components and factor in potential future costs associated with oil depletion and natural hazards and impacts as a result of changes in weather.

### 3.10.4 Strategic Outcome - Safety and quality

*Influence sustainable travel behaviour by creating attractive places to walk and cycle.*

1. Provide good quality urban design to encourage Crime Prevention Through Environmental Design principles to improve the design quality of public space;
2. Activate areas to encourage a sense of community, creating a feeling of safety and encouraging more people to walk;
3. Pedestrian and cycle routes and associated infrastructure are well managed and maintained;
4. Promote the health aspects of walking and cycling; and
5. Provide best practice design of the transport network to reduce accidents and improve safety, particularly related to pedestrians and cyclists.

### 3.10.5 Strategic Outcome - Integrated freight transport

*Advocate for regional freight network improvements to support economic growth of the region.*

1. Protect the freight network while limiting its impacts on sensitive land uses;
2. Ensure industrial land remains accessible to major freight routes; and
3. Provide sites for freight and logistics activities at strategic locations on the regional freight network.

## 3 Strategic Framework

### 3.11 Infrastructure

#### Theme

*Plan, coordinate and deliver regional infrastructure and services in a timely manner to support the regional settlement pattern and desired community outcomes.*

The need to provide infrastructure in a timely manner to support growth is of fundamental importance to the future of the Moreton Bay Region, as is the need to deliver the infrastructure that is critical to support the existing community. There is pressing need for greater direct investment in infrastructure for the Moreton Bay Region to enable lagging infrastructure delivery to catch up with the level of the existing population. The Community Plan highlights this issue and recognises that effective growth management will entail well designed and responsive infrastructure networks and improved access to facilities and services required to support our lifestyles. Meeting this task will require effective planning and resourcing by all levels of government.

Our infrastructure systems, in the past, have predominately been designed as separate networks (water supply, sewerage, stormwater, open space and transport) with varying degrees of desired standards of service due to the pre-amalgamation state. All infrastructure networks are affected by cost increases and growth pressures, but the legislated water quality objectives Council is required to meet have been demonstrated as being unrealistic, even for pre-European settlement. As a consequence, current infrastructure spend is directed to the water supply, sewerage, transport, open space and stormwater quantity networks – projects that can be seen and directly impact on day to day life. Investment in the “soft” stormwater quality infrastructure is lagging behind. The high cost of supplying appropriate trunk infrastructure also places a strain on the Council’s ability to fund the soft infrastructure required to service a growing population.

As the separate networks have overlapping functions and to make investment in infrastructure more viable there may be opportunity to more effectively integrate planning for these systems spatially and in time to achieve multiple outcomes.

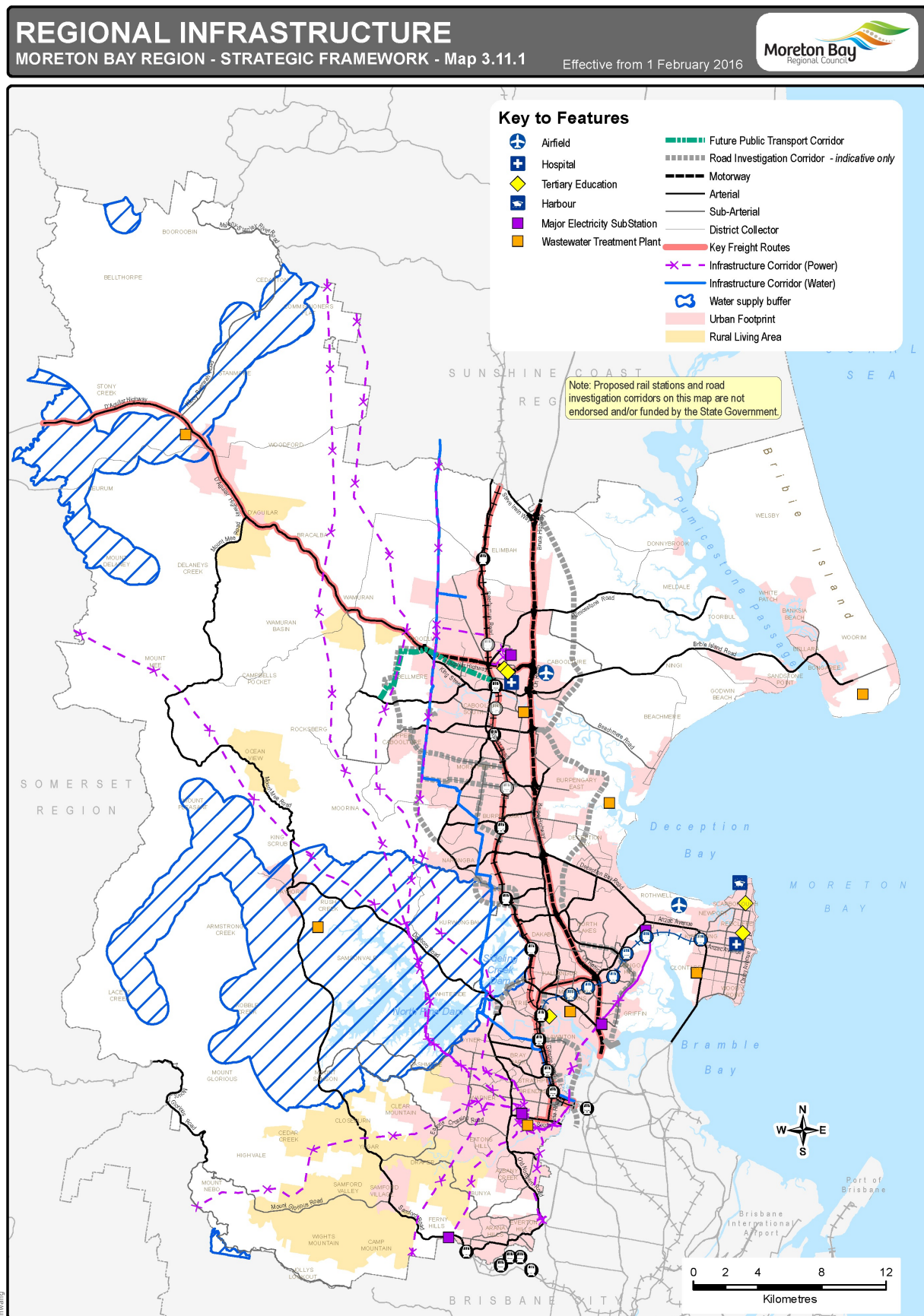
Integrating the planning for each of the infrastructure networks and ensuring that long term strategic land use planning and strategic infrastructure planning are aligned will in time assist in servicing growth more cost effectively for both existing and future residents of the Moreton Bay Region. It is only through truly integrated planning that the full costs of different growth accommodation scenarios can be properly understood and informed decisions made about how and where to accommodate future growth and which new areas of growth should be given priority.

Another implication of the significant cost pressures on Council as a result of rapid growth and increasing infrastructure costs, is that funds for more discretionary spending on smaller scale projects across the Region will be limited and therefore will need to be prioritised across the divisions of Council.

Internet connectivity is also important to the economic development of the Region. The digital economy is already upon us and growing rapidly and measures are required to facilitate the roll out of new communications infrastructure.

Key features of infrastructure in the region are depicted on Map 3.11.1 – Infrastructure.<sup>(3.34)</sup>

Map 3.11.1 Infrastructure



## 3 Strategic Framework

### 3.11.1 Strategic Outcomes

#### 3.11.1. Strategic Outcome - Infrastructure to support growth

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

1. Council is approaching the challenge of growth management by adopting smart growth principles and the MBRC Place Model. This model will integrate land uses, transport and infrastructure to promote a more compact urban form, including increased availability and diversity of housing for people of all income levels, walkable neighbourhoods, creating distinctive and attractive mixed use communities, access to a variety of transportation choices, reduced car dependency, protecting our natural landscapes, targeting new development to accessible infill locations and prioritising use of existing infrastructure.

#### 3.11.2 Strategic Outcome - Improved strategic planning and Infrastructure coordination

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

1. Develop a full suite of infrastructure planning strategies and implementation plans that are closely coordinated with State and Federal policies;
2. Develop detailed land use and infrastructure models to identify future infrastructure needs and whole of life costs; and
3. The Integrated Regional Infrastructure Strategy identifies both short and long term infrastructure projects required to service the growth scenario proposed in the new planning scheme overcoming constraints to future growth.

#### 3.11.3 Strategic Outcome - Demand management

*Manage demand and influence consumer behaviour to maximise the use and benefits of existing infrastructure and minimise the need for additional infrastructure and services.*

1. Demand management techniques and strategies are developed to modify consumer behaviour to make better use of existing infrastructure in parallel to planning new and upgraded infrastructure; and
2. Develop behavioural change and demand management programs that support transport modal change in the form of the successful Queensland Travelsmart Program. Water efficiency programs are developed to educate and inform on the use and reuse of this valuable resource.

#### 3.11.4 Strategic Outcome - Protect infrastructure sites and corridors

*Identify, protect and manage key infrastructure sites and corridors.*

1. Develop and maintain detailed land use and infrastructure modelling techniques to identify future infrastructure needs with the primary purpose of preserving corridors for transport, stormwater treatment, open space and other key infrastructure requirements, for example electricity, the National Broadband Network;
2. Identified strategic open space sites in key locations are preserved for future communities;
3. Existing and future infrastructure corridors are protected from incompatible development to ensure the safety and reliability of existing and future networks;
4. Essential infrastructure is protected from the detrimental impacts of natural hazards; and
5. Co-location of infrastructure within corridors is considered an important outcome to minimise detrimental impacts on the environment.
6. Development does not create incompatible intrusions or compromise aircraft safety in operational airspace for strategic airports.<sup>(3.35)</sup> Development within building restricted areas of aviation facilities do not affect the functioning of the strategic airport.<sup>(3.36)</sup>

### 3.11.5 Strategic Outcome - Energy supply

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

1. Council is committed to reducing its greenhouse gas emissions and working with other levels of government to develop policy and actions in response to production of low emission and renewable energy sources;
2. Coordinate planned growth by ensuring that key energy stakeholders are an integral part of the development and decision making progress; and
3. Facilitate, through development conditions, the delivery of mains gas supply to new and existing residential estates to provide alternative forms of energy to its residents.

### 3.11.6 Strategic Outcome - Access to high speed broadband

*Facilitate access to high-speed broadband telecommunications.*

1. Council is supportive of high speed internet access for all and encourages the roll out of the high speed broadband services throughout the Region including access for the more remote rural areas; and
2. Council will continue to monitor the growth of the digital economy and its potential impacts on lifestyles and development within the Region and will seek to identify opportunities provided by the new economy to support greater levels of economic development/job self containment within the Region and opportunities for telecommuting to replace commuter travel to the city.

### 3.11.7 Strategic Outcome - Reduce need for landfill

*Reduce the need for new landfill sites by minimising waste and associated environmental impacts and maximising re-use and recycling.*

1. Provide environmentally sustainable and cost effective resource recovery and waste management facilities in convenient locations;
2. Greater attention will be given by Council to expand resource recovery programs with an increased emphasis on minimising the disposal of waste to landfill;
3. Strategies, including waste minimisation education programs and improving resource recovery processes at the waste management facilities, are implemented to actively encourage and facilitate waste reduction and the re-use or recycling of resources;
4. Work collaboratively with the Sunshine Coast Regional Council and the State Government to identify opportunities for joint regional solutions for future land fill sites; and
5. Encourage developments to re-use, recycle materials during the design and construction phase, and to take up opportunities for beneficial re-use of waste and on site waste processing.



## 3 Strategic Framework

### 3.12 Water management

#### Theme

*Sustainably manage water in the Region by identifying the interrelationships between all elements of the water cycle to fulfil the needs of humans and to protect ecosystem health.*

The Community Plan vision for the Region includes increasing the health and resilience of waterways and coastal areas and implementing a total water cycle management plan. It is also recognised that the outcomes sought for managing water requires effective planning, design and delivery by all levels of government.

Catchments with existing and potential water quality issues within the region are Stanley, Bribie, Burpengary, Sideling Creek, Redcliffe, Brisbane Coastal, Pumicestone, Caboolture, Upper Pine, Hays Inlet and Lower Pine. There are also a number of environmentally sensitive areas located in Pumicestone, Bribie, Caboolture, Hays Inlet, Redcliffe and Lower Pine catchments.

If increased urban densities and development in new urban growth areas is to be provided without impacting on the waterways in the Region, then the strategic land use and infrastructure planning needs to be better integrated and coordinated. This will assist greatly in achieving efficiencies and resultant cost savings in infrastructure delivery.

The limits imposed by receiving waters on the further expansion of wastewater treatment plants is a key issue to be addressed. If Council is to reach the dwelling targets contained within the SEQ Regional Plan 2009-2031 the response requires serious consideration of alternative technologies and a greater emphasis on the use of recycled water to avoid unsustainable nutrient loads discharged to receiving environments .

Council also requires greater security about longer term water supplies to continue to meet growth demands. Presently water security is generally good in the Region but alternate water supplies will be needed for significant new development in new growth areas. Dayboro is part of the water grid guarantee but has supply limitations. Woodford is outside the grid guarantee. The Caboolture West growth area will need water supply security.

Total water cycle management considers all the elements of the water cycle (rainwater, groundwater, rivers and streams, evaporation, urban uses, agricultural uses, environmental issues, wastewater, stormwater etc) and recognises the interdependence of these elements. Total water cycle management planning looks at all the elements in combination to optimise social and environmental benefits and minimise costs. Total water cycle management requires integration of infrastructure planning with land use planning.

Corridors for future water supply, waste water and stormwater infrastructure also need to be identified and protected from development that would compromise the ability of Council and Unitywater to deliver these services in the future. This is a critical issue in the face of significant growth across the Region and emphasises the need for better integration of strategic land use and infrastructure planning with service providers across all levels of government.

Water is an essential part of our natural resources and is a variable, intermittent and slowly renewable resource. The demands of this resource often exceed its availability. In-stream ecosystems must be carefully managed and monitored in order to keep the river system and their dependent wildlife healthy and to maintain water quality.

Major threats to our water resources are the decline in water quality, water availability and use and flooding. The quality of water resources is dependent on how well catchments, waterways and groundwater supplies are managed.

Flooding is a natural and essential feature of our environment that has the potential to cause major damage and community disruption. Significant areas of the Region are subject to flooding, storm tide and overland flow.

### 3.12.1 Strategic Outcomes

#### 3.12.1 Strategic Outcome - Total water cycle management

*Develop a total water cycle management plan to sustainably manage the challenges of natural hazards, changes in weather, population growth and urban development.*

1. Develop a total water cycle management plan that recognises the interrelationships between the human uses of water and its role in the environment, to facilitate sustainable development in the Region; and
2. The total water cycle management plan will identify preferred management scenarios for all the catchments within the Region to address the issues of:
  - a. population growth;
  - b. water supply;
  - c. environmental flow;
  - d. water conservation;
  - e. sewage treatment plant capacity;
  - f. water quality; and
  - g. environmentally sensitive areas.

These key total water cycle management plan issues are shown in Figure 3.12.1.

#### 3.12.2 Strategic Outcome - Water security

*Assess water supply sources to ensure future security of “fit for purpose” water and promote efficient water use and re-use, including rural catchments.*

1. Water supply use can be a potential issue in the Stanley catchment with Woodford weir at or near capacity by 2031;
2. To complement the SEQ Water Strategy water supply guarantee, various alternate water source opportunities listed below are being addressed as part of the total water cycle management plan and will form part of the total water cycle management implementation plan:
  - a. recycled water supply;
  - b. rural best management practices;
  - c. education and capacity building;
  - d. stormwater harvesting; and
  - e. water sensitive urban design (WSUD) for future development; and
3. Land use and infrastructure planning will be integrated with the water distributor's adopted Netserve Plan.

#### 3.12.3 Strategic Outcome - Protect water quality

*Protect, maintain and enhance the water quality in the Region's waterways and drinking water catchments from the future predicted increases in population and development in the Region and existing land use practices.*

### 3 Strategic Framework

1. Lake Samsonvale and Lake Kurwongbah and the water intake points on the North Pine River, the Caboolture River, <sup>(3.37)</sup> at Petrie and on Bribie Island continue as sources for clean and safe drinking water, are protected from the adverse impacts of development and maintained in a fit state for safe and economically efficient potable water storage or water harvesting purposes;
2. To protect waterways and environmentally sensitive areas, the following solutions will be assessed as part of the total water cycle detailed planning:
  - a. rural best management practices - limiting erosion, nutrient leaching and pathogen contamination;
  - b. waterway rehabilitation by establishing riparian zones for 1st, 2nd, 3rd and 4th order streams;
  - c. education and capacity building;
  - d. recycled water-for agricultural use and urban users;
  - e. stormwater harvesting for non potable reuse;
  - f. rainwater tanks retrofit for non potable uses;
  - g. water sensitive urban design measures – retrofit and for future development;
  - h. increased implementation of Erosion and sediment control on development sites;
  - i. smart sewers to reduce infiltration and inflows;
  - j. indirect potable reuse of purified recycled water;
  - k. protect, manage and restore riparian corridors including management of stream bank and marine areas; and
  - l. foster and encourage involvement and networking of community, industry, business and government in water resource management;
3. Promote appropriate buffers and setbacks for new development to waterways and drinking water storages to maintain the quality of urban water supplies and future catchment viability;
4. Unsewered rural and rural residential areas include best management practices for on-site wastewater treatment and disposal having regard to the total water cycle management plan; and
5. Plan for the sustainable implementation and appropriate densities of on-site wastewater treatment in unsewered rural areas to prevent nutrient accumulation in drinking water supply catchments.

#### 3.12.4 Strategic Outcome - Floodplain management

*Floodplains in the region will be managed for the long-term benefit of the community such that hazards to people and damages to property and infrastructure are minimised and the intrinsic environmental values of the floodplain are protected.*

1. The natural function of the Region's floodplains are preserved and enhanced;
2. The different flood behaviour that occurs across the region in a variety of events, up to and including the probable maximum flood, are recognised and planned for; and
3. Land use planning and development controls minimise both the exposure of people to flood hazard and the potential damages to property and infrastructure.

#### 3.12.5 Strategic Outcome - Water sensitive urban design

*Ensure development is appropriately planned, designed, constructed, operated and maintained to manage stormwater and wastewater in order to protect the environmental values.*

1. Incorporate water sensitive urban design principles into urban developments to reduce the impact of stormwater run-off and associated pollutants generated from urbanised areas, including:
  - a. naturalising stormwater run-off, rather than rapidly conveying stormwater;
  - b. rainwater tanks to conserve potable water supplies;
  - c. vegetated swales and buffer strips to reduce flow velocities and filter pollutants;
  - d. water-efficient landscaping;
  - e. at-source stormwater treatment through streetscape bioretention/rain gardens;
  - f. constructed stormwater wetlands to treat run-off from larger catchments;
  - g. protecting water-related environmental, recreational and cultural values;
  - h. stormwater harvesting for various uses in localised catchments; and
  - i. greywater re-use and on-site sewerage treatment facilities.

### 3 Strategic Framework

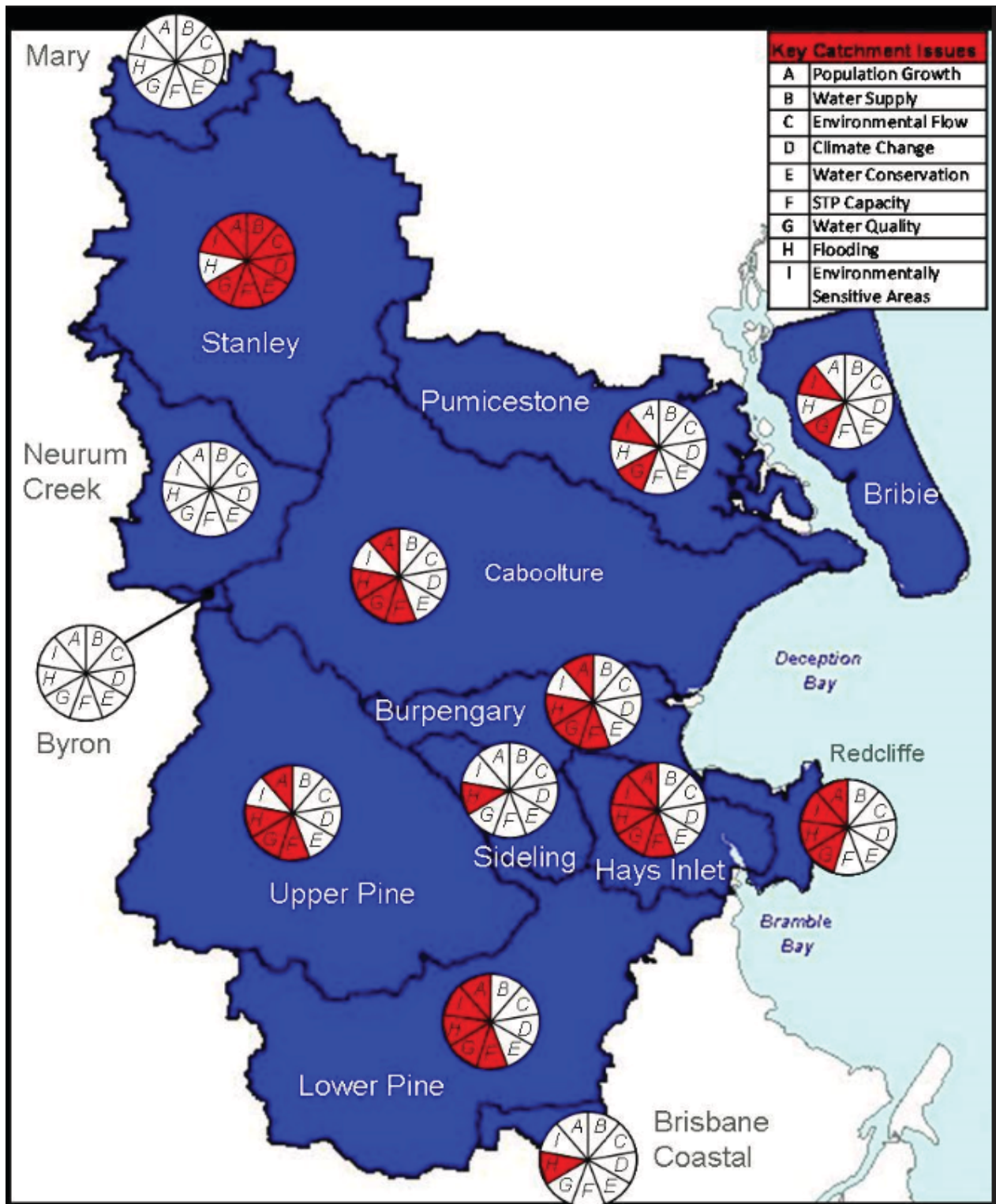


Figure 3.12.1



### 3.13 Planning Areas

#### Theme

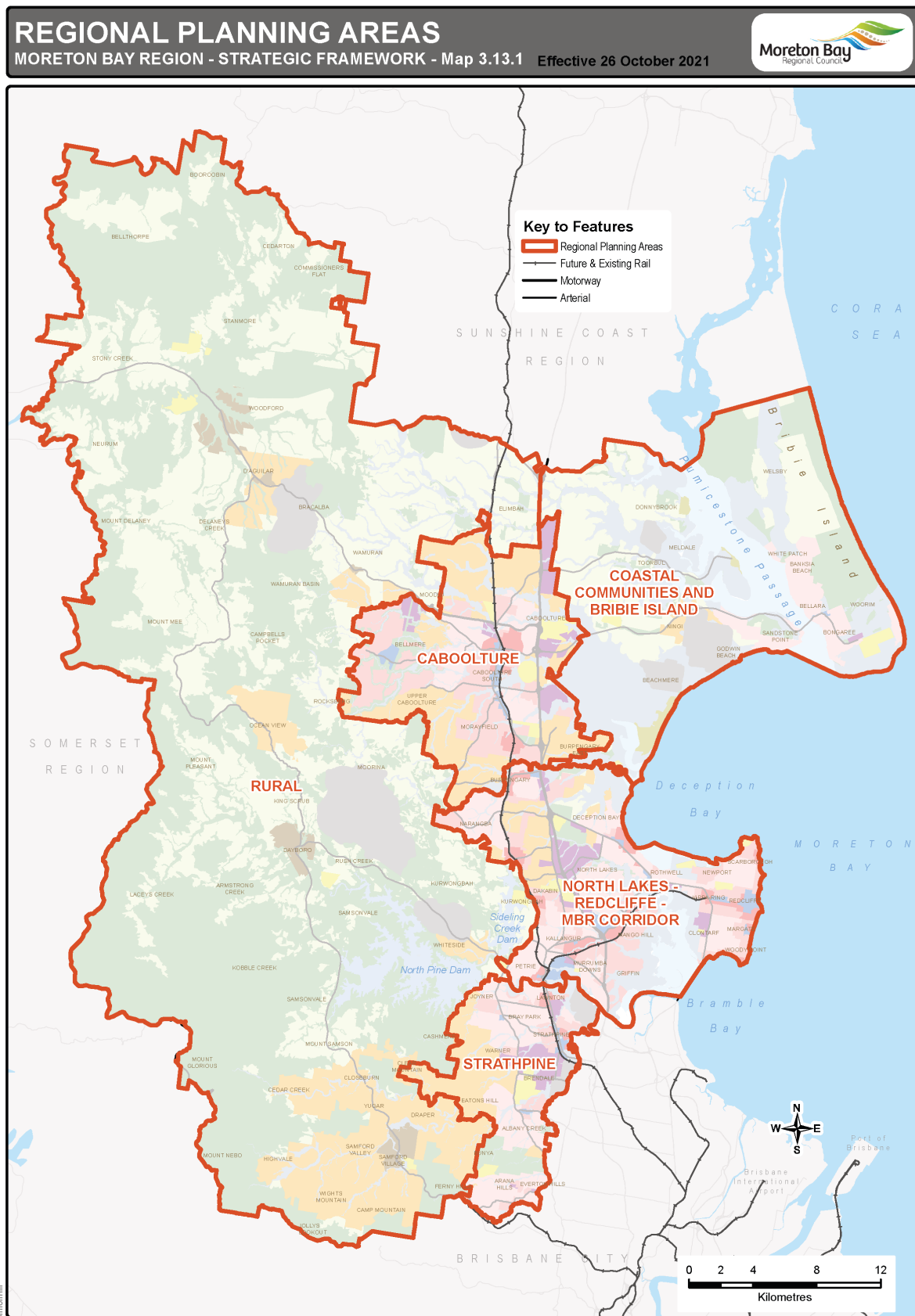
*Development is to be consistent with the settlement pattern and urban form of the Moreton Bay Regional Council area and its planning areas as indicated by the allocation of the Moreton Bay Regional Council place types on the relevant planning area map and element specific outcomes.*

Moreton Bay Regional Council has combined consideration of the broad place types (Figure 3.6.1); an assessment of the regional character areas (Figure 3.4.1); the opportunities and constraints to development; and the availability of existing and planned infrastructure to develop a strategy for the Region. The Region is divided into five planning areas as shown in Map 3.13.1. The planning areas are:

1. Caboolture;
2. North Lakes-Redcliffe-Moreton Bay Rail corridor;
3. Strathpine;
4. Coastal Villages and Bribie island; and
5. Rural.

### 3 Strategic Framework

### Map 3.13.1 Planning areas



### 3.13.1 Strategic Outcomes

#### 3.13.1 Strategic Outcome - Planning areas

Each planning area is intended to serve three main purposes:

1. to provide a reference plan for the ultimate general form and nature of development of each planning area through the allocation of relevant place types;
2. to provide the broad conceptual basis and specific outcomes for assessing the suitability of development proposals in a continuing process; and
3. to provide the basis for more detailed investigation, planning and monitoring of development to improve the integration and coordination of land use and infrastructure provision on an ongoing basis.

## 3 Strategic Framework

### 3.13.2 Element - Caboolture planning area

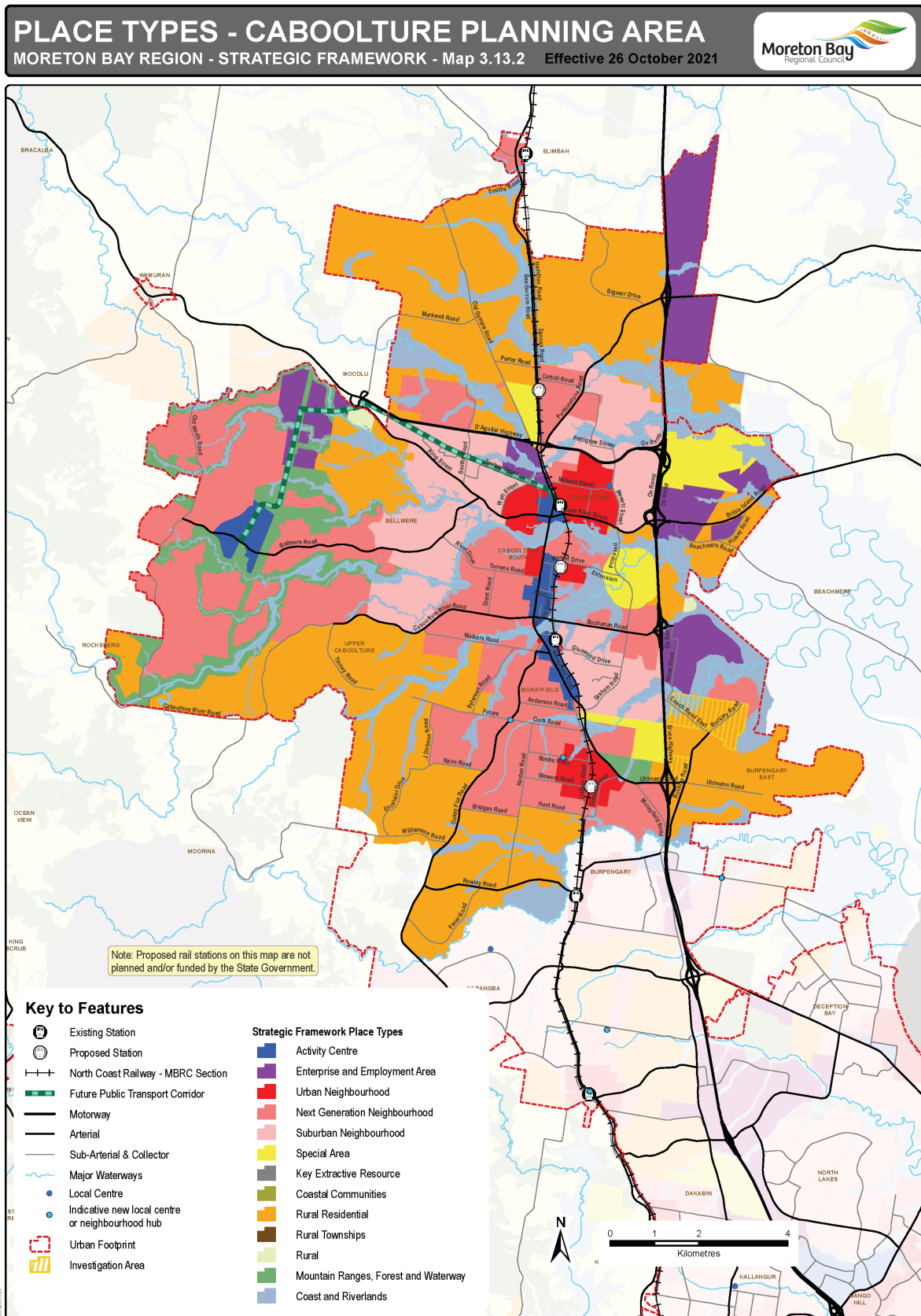
The Caboolture planning area provides for an integrated community of 127,000 people and 51,000 jobs at 2031 together with a wide range of facilities and services required for an urban area of this scale.

The planning area includes:

1. The higher order activity centre at Caboolture and Morayfield which includes regional administration, business, cultural, education, entertainment, health, major retail and residential activities;
2. A new district level centre in the Caboolture West growth area;
3. Enterprise and employment areas east of the Bruce Highway at Morayfield, Caboolture and Elimbah and a new enterprise and employment area in the Caboolture West growth area;
4. Existing and new residential neighbourhoods offering a wide variety of housing choices and served by a network of local centres and community facilities;
5. Some rural residential areas to be retained;
6. Extensive open space and natural areas integrated into the urban development of the Region to protect waterways and estuarine systems and provide for active and passive recreation; and
7. An integrated transport network that supports active transport, public transport and movement of goods and people within, into, out of, and through the planning area.

Key features of the Caboolture planning area are shown on Map 3.13.2 - Caboolture. <sup>(3.38)</sup>

Map 3.13.2 Caboolture planning area





## 3 Strategic Framework

### 3.13.2.1 Specific Outcomes

#### 3.13.2.1 Specific Outcomes - Sustainability and resilience

1. The planning area map allocates the Coast and riverlands place type to all areas subject to major flood events along the waterways of Caboolture River and its tributaries. The Coast and riverlands place type has been used to identify the areas at greatest risk from flooding and coastal hazards and limit further urban development and further intensification of development from these areas; and
2. Higher intensity mixed use development is intended to be consolidated around the Caboolture and Morayfield higher order centres. Over time residential and employment opportunities will be intensified to support a viable high quality public transport and active transport system and reduce the need to travel and the distance travelled by private vehicles.

#### 3.13.2.2 Specific Outcomes - Natural environment and landscape

1. The planning area includes significant natural features and green infrastructure. These areas include:
  - a. the waterways of the Caboolture River, Wararba Creek and Burpengary Creek; and
  - b. areas set aside because of their conservation significance including the Sheep Station Creek Conservation Park.

These areas will be protected by their inclusion in the Mountain ranges, forest and waterways place type and the Coast and riverlands place type which exclude development incompatible with protecting the significant values of these areas;

2. The planning area contains many green infrastructure components, including waterways, core environmental areas, terrestrial environmental corridors, parks, linear open spaces, urban forests and street trees. The design and development of concept plans for Morayfield-Burpengary and neighbourhood development plans in the Caboolture West growth area will incorporate green infrastructure network elements wherever possible;
3. Strategic koala habitat networks in this planning area are critical to ensuring strong and safe habitat linkages for koalas in the longer term. Identified core koala habitat areas and koala movement and dispersal corridors will be protected and development will rehabilitate and reinstate the regional ecosystem values in these identified areas. In areas where clearing of koala habitat is required to achieve good quality urban design outcomes, offsets will be required into an identified environmental offsets area; and
4. To ensure the long term viability of the Region's waterways and catchment health, riparian vegetation is protected and rehabilitated as part of new development in water supply catchments.

#### 3.13.2.3 Specific Outcomes - Strong communities

1. The planning area provides for a diverse range of housing choice in terms of type, density, layout and affordability to cater for a demographically and socio-economically diverse population within the Rural residential, Suburban neighbourhoods, Next generation neighbourhoods, Urban neighbourhoods and Activity centre place types;
2. The planning area provides for the development of an appropriate range of community facilities and services, sporting and recreational facilities, open space and parkland to cater for the planning area community;
3. Special places that contribute to the unique identity of the planning area include Caboolture Historical Village and the Queensland State Equestrian Centre, Caboolture aerodrome, the Burpengary Aquatic and Leisure Centre and Regional Sports Park and the Caboolture wastewater treatment plant. Each of these facilities has a unique role to play in respect to opportunities for economic activity, recreation, tourism aviation and marine activities, and district infrastructure which this plan seeks to protect. These have been allocated to special area place types in the Strategic Framework;

4. The planning area falls within two regional character areas, urban corridor and rural range. These prevailing character areas within the planning area are intended to be enhanced. In particular the green space and sport and recreation functions and character of Centenary Lakes is to be enhanced and protected. New development will contain high quality built form and landscapes consistent with provisions of the Moreton Bay Regional Council Urban Design Charter and the Subtropical Design in South East Queensland: A Handbook for Planners, Developers and Decision Makers;
5. Residential areas will be generously landscaped and linked to one another by a continuous open space system including parks and playing fields; and
6. Sites of local heritage significance are located within the planning area. Development that has the potential to impact upon the heritage listed sites will require a heritage impact assessment as part of the approval process.

### 3.13.2.4 Specific Outcomes - Settlement pattern

1. The planning area identifies three potential new railway stations<sup>(3.39)</sup> on the north coast main line between Burpengary and Morayfield, between Morayfield and Caboolture and North Caboolture in close proximity to the Queensland State Equestrian Centre. The future stations provide an opportunity for transit oriented development with increased residential densities and employment opportunities in the growth areas in the planning area;
2. The station between Morayfield and Caboolture stations<sup>(3.40)</sup> will be integrated into the higher order centre and provide a transport hub and focus for the Morayfield core area. Development in close proximity to the new station will result in a higher density residential community with nearby access to retail, services and facilities in the higher order centre

#### 3.13.2.4.1 Land use strategy

- a. Further investigation and planning of these areas is required to coordinate and integrate land use and infrastructure in the context of the outcomes Council is seeking to achieve in the Caboolture planning area.
3. Development in close proximity to each of the new stations north of Burpengary and North Caboolture<sup>(3.41)</sup> will result in residential communities with higher densities than at present with supporting local shops and services, integrated with the station and surrounding area within walking distance. The North Caboolture station provides opportunities for park and ride to alleviate pressure on the Caboolture station and to provide public transport access to events at the equestrian centre;

#### 3.13.2.4.2 Land use strategy

- a. Further investigation and planning of these areas is required to coordinate and integrate land use and infrastructure in the context of the outcomes Council is seeking to achieve in the Caboolture planning area
4. The Caboolture West growth area will include an assembly of the relevant place types including Coast and riverlands, Activity centres, Enterprise and employment areas, Special areas (eg major sport and recreation facilities), Urban neighbourhoods and Next generation neighbourhood place types, structured to form a major new urban settlement. This area has a closer relationship to Caboolture than any other new master planned development has to its nearest urban area within South East Queensland and is required to form an integral part of the future Caboolture City.

The Caboolture West growth area will be connected to the regional transport hub in Caboolture and Morayfield by bus rapid transit and street based bus services and will itself function as a public transport hub for bus services within the development. It would be progressively developed to form interconnected and integrated urban neighbourhoods. Caboolture West will be connected to the regional road network.

Activity centres in Caboolture West will be sized to cater for the resident population as it grows. Initially, the highest order centre in Caboolture West is district level until such time as the Caboolture-Morayfield Principal Regional Activity Centre is functioning as a principal regional activity centre. Over time, district level centres may become higher order activity centres, however this is not expected to occur in the life of this planning scheme.

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### 3.13.2.4.3 Land use strategies

- a. Ongoing investigation and planning of Caboolture West through the preparation of neighbourhood development plans is required to coordinate and integrate land use and infrastructure in the context of the outcomes Council and other infrastructure and service providers are seeking to achieve in the Caboolture planning area generally and the Caboolture West local plan specifically;
  - b. Applications for development in Caboolture West will not be supported until there is an approved neighbourhood development plan prepared in accordance with the local plan. The further investigation and planning of this growth area will include the following aspects as a minimum:
    - i. land use structure;
    - ii. transport infrastructure integration - public transport, active transport and road connections;
    - iii. retail and commercial strategy;
    - iv. community facilities infrastructure;
    - v. green infrastructure network;
    - vi. total water cycle management infrastructure; and
    - vii. open space and recreation infrastructure
5. Next generation and urban neighbourhoods at Morayfield, Burpengary, north of Caboolture and Caboolture West will be developed as well planned and attractive new residential neighbourhoods providing a diverse range of residential opportunities at densities that support the provision of community facilities and services and viable local centres. The local centres will generally be located on central intersections with good accessibility and visibility, in locations that support active transport and a network of well connected and attractive streets and open spaces within the neighbourhoods. An indicative location for a new local centre in Morayfield south is shown on map 3.13. A new local centre or neighbourhood hub is to establish in this location. Any additional local centres or neighbourhood hubs in this area must maintain an appropriate separation distance to ensure catchment overlap does not occur;
6. Established Suburban neighbourhoods identified on the urban structure will be maintained with little change;
7. Investigation areas are identified at Burpengary East and Morayfield east of the Bruce Highway. These areas are within the separation distance of future industry at the North East Business Park and within walking distance of the existing neighbourhood hub. Council will undertake further investigations in this area to determine the potential to be redeveloped in part for future enterprise, employment, residential and other compatible and related purposes;

### 3.13.2.4.4 Land use strategy

- a. The emerging community of Burpengary East:
  - i. has had limited infrastructure network planning done for these areas;
  - ii. is not within the priority infrastructure area (PIA);
  - iii. is not serviced by all local government networks including water and sewer;
- b. This area has been identified for urban development in the future. Infrastructure and constraints issues are to be resolved as part of the investigation before this area is included in the urban corridor, however, substantial infrastructure Planning related to overall transport networks, water supply and sewerage, and other urban infrastructure such as electricity, telecoms and gas has occurred to support the development

of the areas of the North East Business Park (NEBP) subject to existing Preliminary Approvals. Whilst these studies have related to the NEBP holdings, rather than the entire Investigation Area, this infrastructure planning and subsequent investment in infrastructure delivery may facilitate planning and development of lands in the balance area of the investigation area;

- c. Development of these areas prior to their inclusion in the urban corridor will be subject to bring forward costs and will not be subject to any infrastructure offsets;
  - d. Interim development in this area does not fragment, pre-empt or compromise the potential development of rural residential areas for urban purposes beyond the life of the planning scheme.
  - e. Due to the current estimated servicing costs of this area, and fragmented land ownership, development of the entire area is not envisaged within the life of the planning scheme.
8. The rural residential area at Morayfield South has been identified as a potential future urban growth front. The key strength of this area lies in its location proximate to the higher order activity centres at Caboolture and Morayfield and regional transport connections including the Bruce Highway and North Coast Rail Line. Despite this, the lack of urban infrastructure, presence of potentially significant environmental values and fragmented land pattern will constrain the ability to provide serviced urban land, other than for a small area, in the northern portion of the area. Given the existing constraints, other development fronts in the Region and the large size of the growth area, all of the area is not anticipated to be required for urban development prior to 2031. The majority of the area is likely to remain largely rural residential in nature until the area can be developed in an efficient and cohesive manner.

#### 3.13.2.4.5 Land use strategy

- a. The emerging community of Morayfield South will provide for land to be available for urban development during the life of the planning scheme. Limited infrastructure network planning has been done for the identified area and it will not be included within the priority infrastructure area. It is not serviced by all local government networks including water and sewerage.
- b. Development of the identified area will be subject to bring forward costs and will not be subject to any infrastructure offsets.
- c. Interim development in this area does not fragment, pre-empt or compromise the potential development of rural residential areas for urban purposes beyond the life of the planning scheme.
- d. Further integrated land use and infrastructure planning will be undertaken in the Morayfield South area. This further planning work will determine how the area can be developed efficiently to create a cohesive and sustainable urban community.

#### **3.13.2.5 Specific Outcomes - Employment location**

- 1. The higher order activity centre at Caboolture and Morayfield are the major centre for retail, commercial, community, health, cultural, entertainment, leisure and tourism services and facilities. The higher order centre also provides a broad range of commercial and professional services, office services and service trades, technology manufacturing and servicing, tertiary level and other educational facilities, tourist and recreational facilities and institutional and community uses. The centre has multiple cores at Caboolture and at Morayfield which share some common characteristics but are differentiated by specialisations and built form character.
  - a. The Caboolture core is a regional transport hub and the major administrative, cultural, health, educational and community centre for the Region. The Caboolture core includes the Caboolture central business district which will incorporate more intensive development contributing to a vibrant, compact activity centre. The Caboolture central business district has strong connections to health and higher education sectors that are strategically located, building on existing facilities, such as Caboolture public and private hospitals, TAFE and university campuses to create a higher education/medical precinct with associated support facilities in proximity of the Caboolture Hospital.

### 3 Strategic Framework

- b. The activities and services provided in the Morayfield centre will complement, rather than compete with the Caboolture central business district. Morayfield is proposed to have two railway stations<sup>(3.42)</sup> creating two walkable neighbourhoods north and south of Sheep Station creek. The new Morayfield station will support its role as a major retail and commercial services hub for the planning area and the rural and coastal areas to the east and west of the planning area. This new station is a long term strategy and is not expected to develop in the life of this plan. Future re-development of the major shopping centre at Morayfield will re-focus the centre to the north to integrate with and address the future transport hub.
  - c. Each core will develop into distinct, compact mixed use walkable centres that has clearly defined edges so that over time the higher order centre becomes a well designed, attractive pedestrian scale urban place providing viable services to the planning area and the Region. These compact centres are framed by commercial and residential uses that support and complement the core and significantly increase the number of people living in walking distance of the principal regional activity centre;
2. The Enterprise and employment areas located at Elimbah, Caboolture, Morayfield east of the Bruce Highway and Caboolture West accommodate low and medium impact uses and associated business activities; and
3. The Enterprise and employment area at Caboolture adjoining the higher order centre accommodates low impact uses.

#### 3.13.2.6 Specific Outcomes - Natural resources

1. Development of the Caboolture West growth area will support agricultural activities and uses as interim uses until urban development occurs and mitigate impacts on Agricultural land classification (ALC) Class A and Class B land and provide a transition between the proposed urban development areas, rural residential areas and the rural township at Wamuran.

#### 3.13.2.7 Specific Outcomes - Integrated transport

1. An Integrated Local Transport Plan and other transport strategies are being prepared to address the transport issues facing the Region;
2. Major new transport projects included in the planning area include:
  - a. new north-south and east-west roads proposed as part of development of the planning area to alleviate the over reliance on Morayfield Road for local and through traffic movements and to better connect the neighbourhoods within the planning area and improve the overall accessibility of the principal regional activity centre to the surrounding planning area and Region; and
  - b. new road connections in Morayfield to improve connectivity within the proposed growth area south of the higher order centre;
3. Major new transport corridors for investigation shown on the planning area include:
  - a. extension of the north-south urban arterial under construction at North Lakes north from Boundary Road through Deception Bay to connect to the Bribie Island Road and its continuation further north to join the Bruce Highway at Elimbah; and
  - b. an alternative north-south route extending from Young's Crossing Road at Joyner north through Kurwongbah and Rush Creek, continuing north to the Caboolture West growth area to join the D'Aguiar Highway and then on to join the Bruce Highway at Elimbah;



4. Planning investigations, including transport strategies, are required to be prepared for each of the proposed railway stations. These plans will seek to maximise connectivity for vehicles, pedestrians and cyclists through the locality in which the stations are to be built. These plans will also determine the public transport strategies and park and ride requirements to service the greater catchments of each of the stations; and
5. Pedestrian and cyclist paths are intended to be integrated with existing and intended future road networks and public transport services to provide direct active transport routes within and between neighbourhoods and centres to promote and support walking, cycling and public transport patronage.

### **3.13.2.8 Specific Outcomes – Infrastructure**

1. Major infrastructure facilities identified as part of the planning area include:
  - a. the Caboolture wastewater treatment plant; and
  - b. major electricity transmission lines; and
2. Provision of high speed broadband telecommunication facilities is facilitated for residential and business purposes.

### **3.13.2.9 Specific Outcomes - Water management**

1. Major waterways, wetlands and associated major flood plains in the planning area are included in the Coast and riverlands place type; and
2. The Caboolture West growth area will incorporate water sensitive urban design and obtain water supply guarantee.

## 3 Strategic Framework

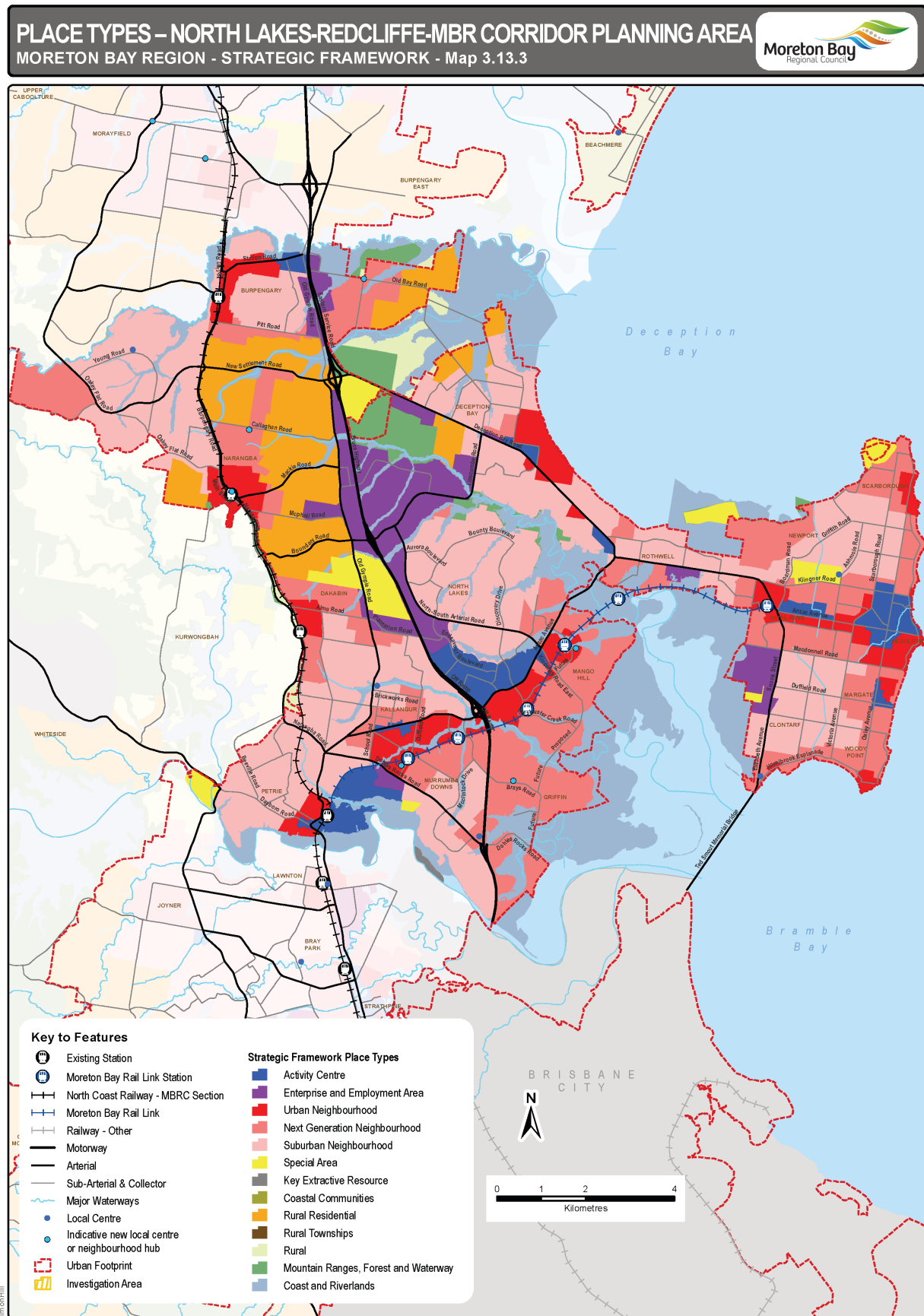
### 3.13.3 Element - North Lakes-Redcliffe-Moreton Bay Rail corridor planning area

The North Lakes-Redcliffe-Moreton Bay Rail corridor planning area provides for an integrated community of 234,500 people and 77,000 jobs at 2031 together with a wide range of facilities and services required for an urban area of this scale. The planning area includes:

1. Higher order activity centres at North Lakes and Redcliffe-Kippa-Ring which include major shopping centres and other town centre facilities;
2. District level activity centres at Margate, Deception Bay, Narangba, Burpengary, Petrie and Kallangur;
3. Enterprise and employment areas at Dakabin, Deception Bay, Kallangur, North Lakes, Clontarf, Narangba and Burpengary;
4. Existing and new residential neighbourhoods offering a wide variety of housing choices and served by a network of local centres and community facilities;
5. Some rural residential areas to be retained;
6. Extensive open space and natural areas integrated into the urban development of the region to protect waterways and estuarine systems and provide for active and passive recreation; and
7. An integrated transport network that supports active transport, public transport and movement of goods and people within, into, out of, and through the planning area.

Key features of the North Lakes-Redcliffe-Moreton Bay Rail corridor planning area are shown on Map 3.13.3 - North Lakes-Redcliffe-Moreton Bay Rail corridor planning area.

Map 3.13.3 North Lakes-Redcliffe-Moreton Bay Rail Corridor planning area



## 3 Strategic Framework

### 3.13.3.1 Specific Outcomes

#### 3.13.3.1 Specific Outcomes - Sustainability and resilience

1. Some areas within the planning area are exposed to natural hazards and the projected impacts of changes in weather due to their proximity to Bramble Bay, Deception Bay, Hays Inlet and the major flood plains of the rivers and watercourses draining into the bays. The Coast and riverlands place type has been used to identify the areas at greatest risk from flooding and coastal hazards and limit further urban development and further intensification of development from these areas; and
2. Higher intensity mixed use development is intended to be provided around existing and proposed railway stations, district centres and higher order activity centres. Over time residential and employment opportunities will support viable high quality public transport and active transport systems and reduce the need to travel and the distance travelled by private vehicles.

#### 3.13.3.2 Specific Outcomes - Natural environment and landscape

1. The planning area includes significant natural features and green infrastructure. These areas include:
  - a. the foreshores of Redcliffe, Deception Bay and Hays Inlet;
  - b. the waterways of the Pine River, North Pine River, Freshwater Creek, Black Duck Creek, Saltwater Creek, Yebri Creek and Burpengary Creek;
  - c. wetlands and aquatic habitats including the Ramsar wetlands, the Hays Inlet (FHA-012) and Kippa Ring (FHA-014) declared Fish Habitat Areas and Moreton Bay Marine Park; and
  - d. areas set aside because of their conservation significance including the Freshwater National Park at Deception Bay, Hays Inlet Conservation Park, and Saltwater Creek Environmental Park.

Most of these areas are protected by their inclusion in the Mountain ranges, forests and waterways place type and the Coast and riverlands place type which exclude development incompatible with protecting the significant values of these areas;

2. The planning area contains many green infrastructure components, including waterways, core environmental areas, terrestrial environmental corridors, parks, linear open spaces, urban forests and street trees. The design and development of concept plans for growth areas at Narangba, Dakabin, Griffin, Mango Hill and the new stations on the Moreton Bay Rail corridor will incorporate green infrastructure network elements wherever possible; and
3. Strategic koala habitat networks in this planning area are critical to ensuring strong and safe habitat linkages for koalas in the longer term. Identified core koala habitat areas and koala movement and dispersal corridors will be protected and development will rehabilitate and reinstate the regional ecosystem values in these identified areas. In areas where clearing of koala habitat is required to achieve good quality urban design outcomes, offsets will be required into an identified environmental offsets area.

#### 3.13.3.3 Specific Outcomes - Strong communities

1. The planning area provides for a diverse range of housing choice in terms of type, density, layout and affordability to cater for a demographically and socio-economically diverse population within the Rural residential, Suburban neighbourhood, Next generation neighbourhood, Urban neighbourhood and Activity centre place types;
2. The planning area provides for the development of an appropriate range of community facilities and services, sporting and recreational facilities, open space and parkland to cater for the district community;
3. North Lakes is shown as a Health Precinct in the SEQ Regional Plan 2009-2031 and will support health services;

4. Special places that contribute to the unique identity of the planning area includes Old Petrie Town, Redcliffe Aerodrome, Scarborough Boat Harbour, Shaftesbury Citizen Centre, Watson Park Convention Centre, Dakabin regional waste facility, Murrumba Downs and Redcliffe wastewater treatment plants. Each of these facilities has a unique role to play in respect to opportunities for economic activity, recreation, tourism aviation and marine activities and planning area infrastructure which this plan seeks to protect. These have been allocated to Special area place types in the planning area;
5. The planning area falls within three regional character areas of urban corridor, coastal urban and rural coast. These prevailing character areas within the planning area are intended to be enhanced and protected. In particular, the distinctive Redcliffe Peninsula landscape identity will be maintained and enhanced. Attention will also be paid to creating a distinctive and memorable coastal architectural scale and character. Elsewhere new development will contain high quality built form and landscapes consistent with provisions of the Moreton Bay Regional Council Urban Design Charter and the Subtropical Design in South East Queensland: A Handbook for Planners, Developers and Decision Makers;
6. Residential areas will be generously landscaped and linked to one another by a continuous open space system including parks and playing fields; and
7. Sites of local heritage significance are located within the planning area. Development that has the potential to impact upon the heritage listed sites will require a heritage impact assessment as part of the approval process.

### 3.13.3.4 Specific Outcomes - Settlement pattern and urban form

1. Redcliffe-Kippa-Ring major regional activity centre will continue to develop as a higher order activity centre. Council will prepare a strategy to guide the future development of the Redcliffe-Kippa-Ring major regional activity centre. Until the Strategy is endorsed by Council, long term strategic sites including large land holdings (e.g. Redcliffe showgrounds, Redcliffe harness racing club) are maintained for their current purposes and do not compromise the centre strategy.
2. Council will prepare a strategy to guide the future development of the Redcliffe-Kippa-Ring major regional activity centre investigation area. In some instances, the residential place type differs from the planning scheme zoning. These are areas that have the capability to change within the 20 year period but are not anticipated for redevelopment within the life of the planning scheme. There are various reasons for this including:
  - a. until the Redcliffe Activity Centre Strategy is endorsed by Council, interim zones have been applied to reflect the Redcliffe City planning scheme so to not compromise the future outcomes of the Strategy;
  - b. the street network (e.g. cul-de-sac street layout), age of housing (less than 30 years old), infrastructure and growth assumptions restrict the opportunity for redevelopment to occur in an efficient manner; and
  - c. redevelopment is restricted in certain areas to support the orderly growth and development of other areas which are considered more appropriate for development and zoned accordingly.

Development that is consistent with the Strategic Framework place type may be considered on its merits where it does not compromise future development outcomes.

3. The Moreton Bay Rail corridor links Petrie to Kippa-Ring. The six stations along the corridor provide an opportunity for increased residential densities and the introduction of new uses to support transport infrastructure and employment outcomes;
4. The Kippa-Ring station will be integrated into the major regional activity centre at Redcliffe-Kippa Ring to provide a transport hub for feeder bus services providing direct access to the centre and to the Redcliffe Peninsula. Development in close proximity to the Kippa-Ring station will result in a higher density residential community with nearby access to retail, services and facilities in the major regional activity centre;



### 3 Strategic Framework

5. Development in close proximity to each of the Mango Hill, Mango Hill East, Murrumba Downs and Kallangur stations will result in higher density residential communities with supporting local shops and services, integrated with the stations and surrounding area within walking distance;
6. Greenfield development sites in close proximity to Mango Hill East station produce residential yields that support the transit function of the railway station and contribute to a logical urban form;
7. The district centre at Deception Bay is the focus for an urban neighbourhood providing a mix of compatible uses including convenience retail, a range of housing styles and employment opportunities that are provided in a compact, integrated and legible manner to effectively serve its catchments;
8. Margate district centre and the local centre at Ashmole Road Kippa-Ring provide a focus for development of urban neighbourhoods supporting a mix of uses including convenience retail, a range of housing styles and employment opportunities;
9. North Lakes major regional activity centre will continue to develop as a higher order activity centre and attract significant new employment opportunities into the region and provide for major shopping, entertainment, leisure, and community needs. The centre will be connected to the Mango Hill East station by feeder bus services and will itself function as a public transport hub for bus services to surrounding localities;
10. Kallangur and Burpengary will continue to function as district centres, each providing a focus for an adjacent urban neighbourhood. Each of these centres will provide for medium density and some high density residential development, a mix of compatible uses that are provided in a compact, integrated and legible manner to effectively serve each catchment. Urban development will occur progressively around each district centre to form interconnected and integrated Urban neighbourhoods;
11. Next generation neighbourhoods at Griffin, Mango Hill, Kallangur, Dakabin, Narangba and Burpengary East will be developed as well planned and attractive new residential neighbourhoods providing a diverse range of residential opportunities at densities that support the provision of community facilities and services and viable local centres. Local centres will generally be located on central intersections with good accessibility and visibility, in locations that support active transport and a network of well connected and attractive streets and open spaces within the neighbourhoods;
12. Established Suburban neighbourhoods identified in the planning area will be maintained with little change;
13. Rural residential areas at locations identified in the the planning area will be maintained for rural residential, rural, open space and nature conservation purposes with more intense uses only establishing where they do not detrimentally impact on the landscape character created by these uses; and
14. An investigation area is identified at Narangba, west of Old Gympie Road. This area is within the separation distance of the high and medium impact industrial uses at Narangba. Council will undertake further investigations in this area to allocate additional land for low impact enterprise and employment activities at this location on land with frontage to Old Gympie Road and to review the separation distances contained within State Planning Policy - Planning for safety and resilience to hazards - Emissions and hazardous activities and associated guidelines having regard to the separation distances determined to be appropriate at other locations within the Region.
15. An emerging community has been identified at Narangba East. Council will undertake further investigation in this area to determine the potential to be developed for future residential and other compatible and related purposes.

#### 3.13.3.4.1 Land use strategy

- a. Further investigation and planning of this area is required to coordinate and integrate land use and infrastructure in the context of the outcomes Council is seeking to achieve in the North Lakes-Redcliffe-Moreton Bay Rail corridor planning area.

#### 3.13.3.4.2 Land use strategy

- a. The emerging community of Narangba East:

- i. has had limited infrastructure network planning done for these areas;
  - ii. is not within the priority infrastructure area (PIA); and
  - iii. is not serviced by all local government networks including water and sewer.
- b. This area has been identified for urban development in the future however, infrastructure and constraints issues are to be resolved before this area is included in the urban corridor. Development of these areas prior to their inclusion in the urban corridor would be subject to bring forward costs and would not be subject to any infrastructure offsets;
- c. Interim development in this area does not fragment, pre-empt or compromise the potential development of rural residential areas for urban purposes beyond the life of the planning scheme;
- d. Due to the current estimated servicing costs of this area, development of the entire area is not envisaged within the life of the planning scheme.

### 3.13.3.5 Specific Outcomes - Employment location

1. North Lakes and Redcliffe-Kippa-Ring are higher order activity centres for retail, commercial, community, health, cultural, entertainment, leisure and tourism services and facilities. They also provide a broad range of commercial and professional services, office services, service trades, recreational facilities, institutional and community uses. The Mango Hill Infrastructure Development Control Plan will continue to guide the future development of the North Lakes major regional activity centre. Council will prepare a strategy to guide the future development of the Redcliffe-Kippa-Ring major regional activity centre;
2. The Mill at Moreton Bay Priority Development Area (PDA) Development Scheme will provide opportunities for business innovation and employment opportunities through the delivery of a new full-service university campus, associated uses and revitalised Petrie centre. The Mill at Moreton Bay PDA Development Scheme facilitates development that does not compromise outcomes for Strathpine or North Lakes activity centres;
3. High impact industrial uses and associated business activities are consolidated in the Narangba industrial estate east of the Bruce Highway;
4. Medium impact industrial uses and associated business activities are located at Narangba west of the highway;
5. Low impact industrial uses are established at North Lakes, Dakabin east of Old Gympie Road, Clontarf, Narangba west of Old Gympie Road, on Lipscombe Road and Deception Bay Road Deception Bay, on Dohles Rocks Road at Kallangur and on both sides of the Bruce Highway at Burpengary and;
6. The Enterprise and employment place type at Rothwell provides employment opportunities through a range of low impact industry and business uses.

### 3.13.3.6 Specific Outcomes - Integrated transport

1. The planning area occupies a central location within the Region and all major transport routes pass through the area. Significant new infrastructure investment in public transport and road network improvements are required to keep pace with development of the Region;
2. An Integrated Local Transport Plan and other transport strategies are being prepared to address the transport issues facing the region;
3. Major new transport projects included in the planning area include:
  - a. the Moreton Bay Rail Link under construction from Petrie to Kippa-Ring;
  - b. the north south urban arterial under construction through North Lakes;
  - c. the planned Kerr Road connection between North Lakes and Dakabin station;

### 3 Strategic Framework

- d. the relocation of Dakabin station (not planned and/or funded by the State Government) to provide better integration of land use and transport to service the Dakabin, Kallangur and North Lakes localities;
  - e. the planned extension of the north south urban arterial south from Anzac Avenue through Mango Hill, across Freshwater Creek and through Griffin to link up with the Bruce Highway near the Pine River; and
  - f. the planned hard rock haulage route extending from Rush Creek through to Boundary Road at Narangba;
4. Major new transport corridors for investigation shown on the planning area include:
- a. extension of the north south urban arterial under construction at North Lakes north from Boundary Road through Deception Bay to connect to the Bribie Island Road and its continuation further north to join the Bruce Highway at Elimbah;
  - b. an alternative north-south route extending from Young's Crossing Road at Joyner north through Kurwongbah, and Rush Creek continuing north to join the D'Aguilar Highway and then on to join the Bruce Highway at Elimbah;
  - c. the Kallangur by-pass extending from Petrie to Brays Road, Kallangur which is being evaluated as an important urban road that could link the adjacent communities of Murrumba Downs and Kallangur together in conjunction with construction of the Moreton Bay Rail corridor;
  - d. upgrading of the north south route extending from Narangba Road at Boundary Road through to Burpengary and Morayfield; and
  - e. by-passing Petrie;
5. Planning investigations, including transport strategies, are required to be prepared for each of the proposed railway stations along the Moreton Bay Rail Link. These plans will seek to maximise connectivity for vehicles, pedestrians and cyclists through the locality in which the stations are to be built to each of the stations and link Kallangur station to the Kallangur district centre, Mango Hill East station to North Lakes and Kippa-Ring station to the Redcliffe-Kippa Ring major regional activity centre. The strategies will also determine the public transport strategies and park and ride requirements to service the greater catchments of each of the stations; and
6. Pedestrian and cycle paths are intended to be integrated with existing and intended future road networks and public transport services to provide direct active transport routes within and between neighbourhoods and centres to promote and support walking, cycling and public transport patronage.

#### 3.13.3.7 Specific Outcomes - Infrastructure

1. Major infrastructure facilities are identified on the planning area including:
  - a. the Murrumba Downs wastewater treatment plant;
  - b. the Redcliffe wastewater treatment plant;
  - c. the Dakabin regional waste facility; and
  - d. major electricity transmission lines; and
2. Provision of high speed broadband telecommunication facilities is facilitated for residential and business purposes.

#### 3.13.3.8 Specific Outcomes - Water management

1. Major waterways, wetlands and associated major flood plains in the planning area are included in the Coast and riverlands place type.

### 3.13.4 Element - Strathpine planning area

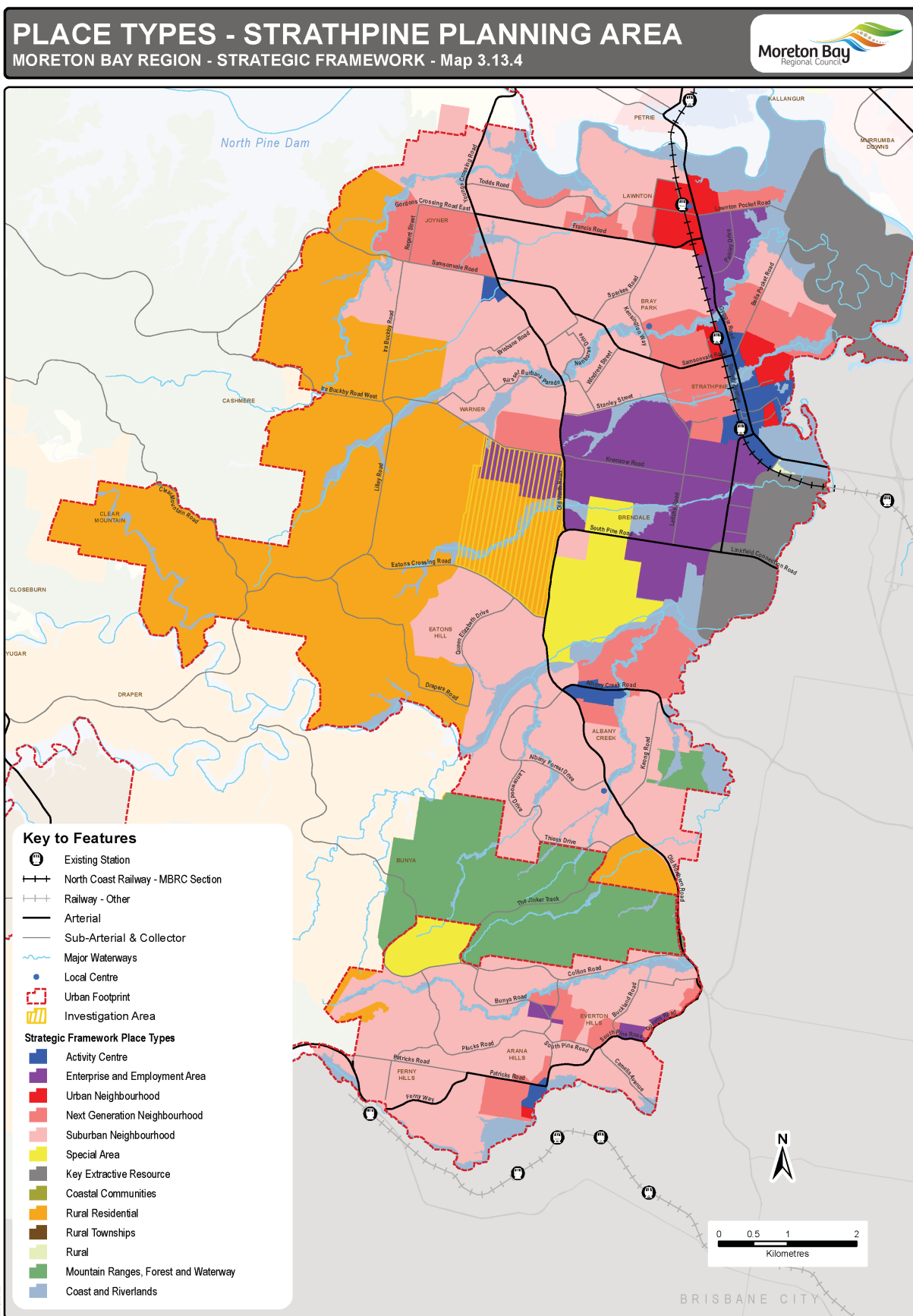
The Strathpine planning area provides for an integrated community of 104,000 people and 38,500 jobs at 2031 together with a wide range of facilities and services required for an urban area of this scale. The planning area includes:

1. The higher order activity centre at Strathpine which includes a major shopping centre and other town centre facilities;
2. District level activity centres at Arana Hills, Albany Creek and Warner;
3. Enterprise and employment areas at the Hills District, Brendale and Lawnton;
4. Existing and new residential neighbourhoods offering a wide variety of housing choices and served by a network of local centres and community facilities;
5. Some rural residential areas to be retained;
6. Extensive open space and natural areas integrated into the urban development of the region to protect waterways and estuarine systems and provide for active and passive recreation; and
7. An integrated transport network that supports active transport, public transport and movement of goods and people within, into, out of, and through the district.

Key features of the Strathpine planning area are shown on Map 3.13.4 - Strathpine.

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Map 3.13.4 Strathpine planning area



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### 3.13.4.1 Specific Outcomes

#### 3.13.4.1 Specific Outcomes - Sustainability and resilience

1. Some areas within the planning area are exposed to natural hazards and the projected impacts of changes in weather due to their proximity to the major flood plains of the rivers and watercourses draining into the bay. The Coast and riverlands place type has been used to identify the areas at greatest risk from flooding and coastal hazards and limit further urban development and further intensification of development from these areas; and
2. Higher intensity development is intended to be provided around existing railway stations, district centres and the higher order centre so that over time residential and employment opportunities support a viable high quality public transport and active transport system and reduces the need to travel and the distance travelled by private vehicles.

#### 3.13.4.2 Specific Outcomes - Natural environment and landscape

1. The planning area includes significant natural features and green infrastructure. These areas include:
  - a. the waterways of the North Pine and South Pine Rivers, Cabbage Tree Creek and Kedron Brook; and
  - b. areas protected because of their conservation significance including Bunyaville State Forest.

These areas will be protected by their inclusion in the Mountain ranges, forests and waterways place type and the Coast and riverlands place type which exclude development incompatible with protecting the significant values of these areas;

2. The planning area contains many green infrastructure components, including waterways, core environmental areas, terrestrial environmental corridors, parks, linear open spaces, urban forests and street trees. The design and development of concept plans for growth areas at Warner and Joyner will incorporate green infrastructure network elements wherever possible; and
3. Strategic koala habitat networks in this planning area are critical to ensuring strong and safe habitat linkages for koalas in the longer term. Identified core koala habitat areas and koala movement and dispersal corridors will be protected and development will rehabilitate and reinstate the regional ecosystem values in these identified areas. In areas where clearing of koala habitat is required to achieve good quality urban design outcomes, offsets will be required into an identified environmental offsets area.

#### 3.13.4.3 Specific Outcomes - Strong communities

1. The planning area provides for a diverse range of housing choice in terms of type, density, layout and affordability to cater for a demographically and socio-economically diverse population within the Rural residential, Suburban neighbourhood, Next generation neighbourhood, Urban neighbourhood and Activity centre place types;
2. The planning area provides for the development of an appropriate range of community facilities and services, sporting and recreational facilities, open space and parkland to cater for the planning area's community;
3. Special places that contribute to the unique identity of the planning area include the South Pine Sporting Complex, private sport and recreation area, Energex site and wastewater treatment plant at Brendale, James Drysdale Recreation Reserve at Bunya and Pine Rivers Park at Strathpine. These facilities have a unique role to play in respect to opportunities for sport and recreation and planning area infrastructure which this plan seeks to protect. These have been allocated to Special area place types in the urban structure;
4. The planning area falls within the regional character area of urban corridor. New development will contain high quality built form and landscapes consistent with provisions of the Moreton Bay Regional Council Urban Design Charter and the Subtropical Design in South East Queensland: A Handbook for Planners, Developers and Decision Makers;
5. Residential areas will be generously landscaped and linked to one another by a continuous open space system including parks and playing fields; and

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6. Sites of local heritage significance are located within the planning area. Development that has the potential to impact upon the heritage listed sites will require a Heritage Impact Assessment as part of the approval process.

### 3.13.4.4 Specific Outcomes - Settlement pattern and urban form

1. The planning area proposes intensification of development around the Strathpine, Bray Park and Lawnton railway stations. The stations provide an opportunity for transit oriented development with increased residential densities and employment opportunities to be created by infill and redevelopment around the stations;
2. An Urban neighbourhood place type is proposed around Lawnton station which would feature higher densities of residential and employment activities within walking distance of the station; and
3. Next generation neighbourhood areas at Strathpine, Bray Park, Joyner, Warner, Albany Creek and the Hills District will be developed as well planned and attractive refurbished residential neighbourhoods providing a diverse range of residential opportunities at densities that support the provision of community facilities and services and viable local centres. The local centres will generally be located on central intersections with good accessibility and visibility, in locations that support active transport and a network of well connected and attractive streets and open spaces within the neighbourhoods;
4. The residential area surrounding Learmonth Street in Strathpine has the potential to become a next generation neighbourhood. However in the life of the planning scheme the suburban residential character will be retained and protected.
5. Parts of the Next generation neighbourhood areas shown at Arana Hills have the potential to become a next generation neighbourhood in the future. However in the life of the planning scheme the suburban residential character will be retained and protected. This will enable a range of issues including traffic movement and public transport to be investigated.
6. An emerging community has been identified at Joyner. Council will undertake further investigation in this area to determine the potential to be developed for future residential and other compatible and related purposes.

#### 3.13.4.4.1 Land use strategy

- a. The emerging community of Joyner:
  - i. has had limited infrastructure network planning done for this area;
  - ii. is not within the priority infrastructure area (PIA);
  - iii. is not serviced by all local government networks including water and sewer;
- b. This area has been identified for urban development in the future however, infrastructure and constraints issues are to be resolved before this area is included in the urban corridor. Development of these areas prior to their inclusion in the urban corridor would be subject to bring forward costs and would not be subject to any infrastructure offsets;
- c. Interim development in this area does not fragment, pre-empt or compromise the potential development of rural residential areas for urban purposes beyond the life of the planning scheme.
- d. Due to the current estimated servicing costs of this area, development of the entire area is not envisaged within the life of the planning scheme.
7. Established Suburban neighbourhoods identified in the planning area will be maintained with little change; and

8. Rural residential areas at locations identified in the planning area will be maintained for rural residential, rural, open space and nature conservation purposes with more intense uses only establishing where they do not detrimentally impact on the landscape character created by these uses.
9. An investigation area has been identified at Warner. The area is bound by Kremzow Road to the north, Old North Road and South Pine Road to the east, Eatons Crossing Road in the south and existing rural residential development to the west. Further investigations will be required to determine the development potential and future use of this area. The majority of the area, in the vicinity of Warner Road and to the south, is likely to remain largely rural residential in nature until the area can be developed in an efficient and cohesive manner.

### 3.13.4.5 Specific Outcomes - Employment location

1. Strathpine is the higher order centre for retail, commercial, community, health, cultural, entertainment, leisure and tourism services and facilities. It also provides a broad range of commercial and professional services, office services, service trades, recreational facilities, institutional and community uses. Strathpine central business district is to be developed as a transit oriented development area with a thriving mixed use core, creating a civic and cultural hub for the surrounding areas. Development along Gympie Road in the Strathpine activity centre precinct provides for a series of plazas and public spaces that activate the street and outdoor areas;
2. The Enterprise and employment areas located in the Hills District and Lawnton accommodate low impact uses and associated business activities; and
3. The Enterprise and employment area at Brendale adjoining the Strathpine higher order centre provides the primary location for manufacturing, industrial, warehouse, transport and storage needs. This is a major location for low and medium impact industrial activities.

### 3.13.4.6 Specific Outcomes - Natural resources

1. The planning area includes sand and gravel deposits at Lawnton, Warner and Brendale. The extractive industry operations, including Key Resource Area 59 Pine Rivers North and Key Resource Area 60 Pine Rivers South, in these areas will be protected from the encroachment of sensitive land uses into the separation distance around these activities.

### 3.13.4.7 Specific Outcomes - Integrated transport

1. An Integrated Local Transport Plan and other transport strategies are being prepared to address the transport issues facing the Region;
2. The major new transport projects included in the planning area include the Francis Road rail overpass at Lawnton and a major transit interchange proposed for Strathpine rail station;
3. Major new transport proposals affecting the planning area in the longer term and which will require further investigation are the proposed new suburban rail link between Strathpine and Alderley;
4. Planning investigations, including transport strategies, will be required to be prepared for each of the railway stations and district centres to maximise connectivity for vehicles, pedestrians and cyclists to these centres and to also determine the public transport strategies required to service the catchments of these centres; and
5. Pedestrian and cyclist paths are intended to be integrated with existing and intended future road networks and public transport services to provide direct active transport routes within and between neighbourhoods and centres to promote and support walking, cycling and public transport patronage.

### 3.13.4.8 Specific Outcomes - Infrastructure

1. Major infrastructure facilities are identified on the planning area map including:
  - a. the Brendale wastewater treatment plant;

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- b. the James Drysdale regional waste facility;
  - c. major electricity transmission lines; and
- 2. Provision of high speed broadband telecommunication facilities is facilitated for residential and business purposes.

### **3.13.4.9 Specific Outcomes - Water management**

- 1. Major waterways, wetlands and associated major flood plains in the planning area are included in the Coast and riverlands place type.

### 3.13.5 Element - Coastal communities and Bribie Island planning area

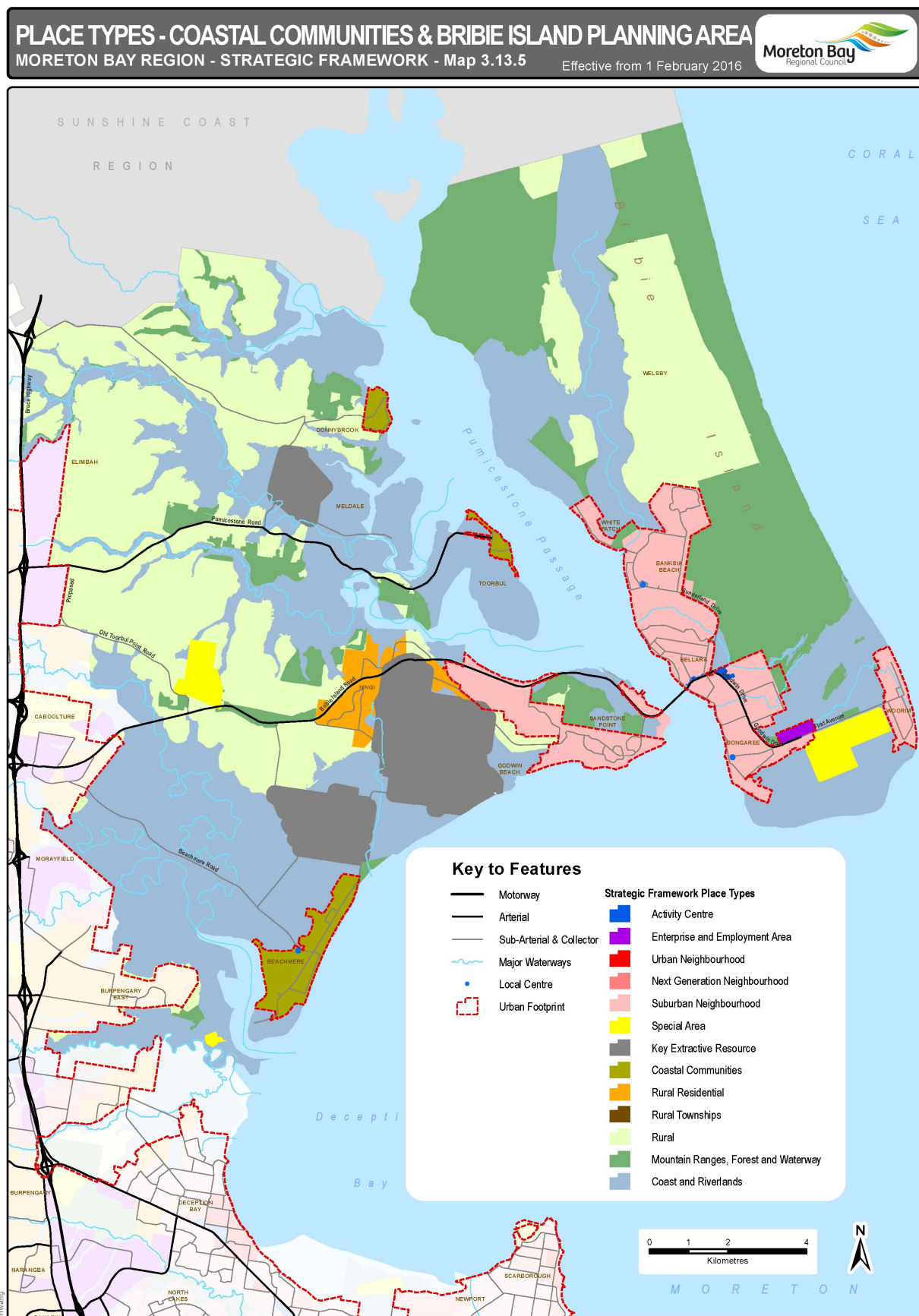
The Coastal communities and Bribie Island planning area provides for a community of 34,500 people and 7,500 jobs at 2031 together with a wide range of facilities and services required for a planning area of this scale. The planning area will include:

1. The district activity centre at Bellara / Bongaree which includes a shopping centre and other district centre facilities;
2. An Enterprise and employment area at Bongaree;
3. Existing residential neighbourhoods offering a wide variety of housing choices and served by a network of local centres and community facilities;
4. Existing coastal communities;
5. Some rural residential areas to be retained;
6. Extensive low lying open space and natural areas including waterways, wetlands and estuarine systems; and
7. An integrated transport network that supports active transport, public transport and movement of goods and people within, into, out of, and through the planning area.

Key features of the Coastal communities and Bribie Island planning area are shown on Map 3.13.5 - Coastal communities and Bribie Island.

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Map 3.13.5 Coastal communities and Bribie Island planning area





### 3.13.5.1 Specific Outcomes

#### 3.13.5.1 Specific Outcomes - Sustainability and resilience

1. Significant areas within the planning area are exposed to natural hazards and the projected impacts of changes in weather due to their proximity to Moreton Bay, Pumicestone Passage, Deception Bay and the major flood plains of the Caboolture River, Ningi Creek and Elimbah Creek draining into the bays. The Coast and riverlands place type has been used to identify the areas at great risk from flooding and coastal hazards and limit further urban development and further intensification of development from these areas; and
2. The Coastal communities and parts of Bribie Island are also located in natural hazard areas. An adaptation strategy will be undertaken to address the natural hazards and the projected impacts of changes in weather in these areas. In the interim, established urban areas will be maintained.

#### 3.13.5.2 Specific Outcomes - Natural environment and landscape

1. The planning area includes significant natural features and green infrastructure. These areas include:
  - a. the foreshores of Bribie Island, Beachmere, Goodwin Beach, Sandstone Point, Ningi, Toorbul, Meldale and Donnybrook; and
  - b. the waterways of the Caboolture River, Ningi Creek, and Elimbah Creek;
  - c. the Pumicestone Channel (FHA-011) and Deception Bay (FHA-013) declared Fish Habitat Areas, Moreton Bay Marine Park, wetlands and aquatic habitats including Pumicestone Passage and Deception Bay; and
  - d. areas protected because of their conservation significance including the Bribie Island National Park, Beachmere Conservation Park, Buckley's Hole Conservation Park, Bullock Creek Conservation Park, Ningi Creek Conservation Park and Toorbul Conservation Park.

Most of these areas will be protected by their inclusion in the Coast and riverlands place type which exclude development incompatible with protecting the significant values of these areas;

2. A large proportion of Bribie Island is in the protected estate and with appropriate management will continue to store a range of threatened flora and fauna species and regional ecosystems. Waterways traversing the mainland provide east west environmental corridors. The planning area contains many green infrastructure components, including waterways, core environmental areas, terrestrial environmental corridors, parks, linear open spaces, urban forests and street trees. Development will incorporate green infrastructure network elements wherever possible; and
3. Strategic koala habitat networks in this planning area are critical to ensuring strong and safe habitat linkages for koalas in the longer term. Identified core koala habitat areas and koala movement and dispersal corridors will be protected and development will rehabilitate and reinstate the regional ecosystem values in these identified areas. In areas where clearing of koala habitat is required to achieve good quality urban design outcomes, offsets will be required into an identified environmental offsets area.

#### 3.13.5.3 Specific Outcomes - Strong communities

1. The urban structure provides for a diverse range of housing choice in terms of type, density, layout and affordability to cater for a demographically and socio-economically diverse population within the Rural residential, Suburban and Activity centre place types;
2. The urban structure provides for the development of an appropriate range of community facilities and services and sporting and recreational facilities, open space and parkland to cater for the planning area community;
3. Special places that contribute to the unique identity of the planning area include the Abbey Museum and Medieval Festival Site in Caboolture and the Bribie and Burpengary wastewater treatment plants. The Abbey Museum and Medieval Festival Site has a unique role to play in respect to opportunities for economic activity, recreation, and tourism which this plan seeks to protect;

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4. The planning area falls within the rural coast and coastal urban regional character areas. These prevailing character areas within the planning area are intended to be enhanced and protected. In particular the distinctive Bribie Island and Coastal communities landscape identity and natural skyline created by trees along the western foreshores of Bribie Island will be maintained and enhanced. Attention will also be paid to creating a distinctive and memorable low intensity coastal architectural character. Elsewhere new development will contain high quality built form and landscapes consistent with provisions of the Moreton Bay Regional Council Urban Design Charter and the Subtropical Design in South East Queensland: A Handbook for Planners, Developers and Decision Makers;
5. Residential areas will be generously landscaped and linked to one another by a continuous open space system including parks and playing fields;
6. Council is preparing provisions for activities to be established in rural areas adjacent to the Abbey Museum that are complementary to and compatible with the significant entertainment, recreation and tourism role of the Abbey Museum; and
7. Sites of local heritage significance are located within the planning area. Development that has the potential to impact upon the heritage listed sites will require a heritage impact assessment as part of the approval process.

### 3.13.5.4 Specific Outcomes - Settlement pattern and urban form

1. The urban form is essentially confined to the existing settlement pattern. No significant intensification of development is envisaged within the existing Coastal communities;
2. In the absence of a reticulated sewerage scheme, no further intensification of urban development will occur in Meldale or Dohles Rocks Village;
3. The future urban form of the coastal communities will be considered as part of the Coastal Adaptation Strategy to be prepared by Council;
4. The district centre at Bellara / Bongaree is the focus for a neighbourhood providing a mix of compatible uses including convenience retail, a range of housing styles and employment opportunities that are provided in a compact, integrated and legible manner to effectively serve its catchments;
5. The local centres of Banksia Beach Sunderland Drive and Bongaree First Avenue provide a focus for the neighbourhoods supporting a mix of uses including convenience retail, a range of housing styles and employment opportunities;
6. The Suburban neighbourhood areas at Bellara, Bongaree and Woorim provide a diverse range of residential opportunities at densities that support the provision of community facilities and services and viable local centres and will be maintained as they are with little change until the outcomes of the adaptation strategy are available; and
6. Rural residential areas at locations identified on the planning area map will be maintained for rural residential, rural, open space and nature conservation purposes with more intense uses only establishing where they do not detrimentally impact on the landscape character created by these uses.

### 3.13.5.5 Specific Outcomes - Employment location

1. Bellara / Bongaree is the district centre providing retail, commercial, community, health, cultural, entertainment, leisure and tourism services and facilities;
2. The Enterprise and employment area located in Bongaree accommodates low impact industrial uses and associated business activities;
3. The planning area's role as a major tourist and recreation destination is supported by continued development of a range of uses that have a nexus with tourism;

4. Commercial uses in the Spinnaker Sound Marina complement the marine and eco-tourism activities and support the needs of local residents and visitors; and
5. Agriculture, cropping, forestry and poultry farms are protected from urban development. New rural activities, particularly poultry farms, are buffered from sensitive land uses and urban land.

### **3.13.5.6 Specific Outcomes - Natural resources**

1. The planning area includes key extractive resources at Beachmere (Key Resource Area 43), Meldale / Donnybrook (Key Resource Area 45) and Ningi (Key Resource Area 47). The extractive industry operations in these areas will continue and will be protected from the encroachment of sensitive land uses into the separation distance around these activities; and
2. The extensive marine resources and nature based tourism assets of the planning area are included in the Coast and riverlands place type.

### **3.13.5.7 Specific Outcomes - Integrated transport**

1. An Integrated Local Transport Plan and other transport strategies are being prepared to address the transport issues facing the region;
2. Planning investigations, including transport strategies, will be required to maximise connectivity for vehicles, pedestrians and cyclists and to determine the public transport strategies required to service the area;
3. Pedestrian and cyclist paths are intended to be integrated with existing and intended future road networks and public transport services to provide direct active transport routes within and between neighbourhoods and centres to promote and support walking, cycling and public transport patronage; and
4. A major new transport corridor investigation shown on the Coastal communities and Bribie Island planning area map is intended to provide an extension of the north-south urban arterial under construction at North Lakes north from Boundary Road through Deception Bay to connect to the Bribie Island Road and its continuation further north to join the Bruce Highway at Elimbah. This investigation will include land within the planning area but the outcome of that investigation, which has not begun, is some time away.

### **3.13.5.8 Specific Outcomes - Infrastructure**

1. The major infrastructure facility identified on the planning area map is the Bribie Island wastewater treatment plant; and
2. Provision of high speed broadband telecommunication facilities is facilitated for residential and business purposes.

### **3.13.5.9 Specific Outcomes - Water management**

1. Major waterways, wetlands and associated major flood plains in the planning area are included in the Coast and riverlands place type.

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### 3.13.6 Element - Rural planning area

The Rural planning area provides for a community of 38,000 people and 8,500 jobs together with a wide range of facilities and services required for a rural area of this scale. The planning area will include:

1. The rural townships at Samford, Dayboro, Woodford, Wamuran and D'Aguilar;
2. Dispersed housing and rural residential areas;
3. Extensive cropping and forestry activities;
4. Other agricultural activities;
5. Extractive industries;
6. Extensive native forests and natural areas including waterways and water supplies; and
7. An integrated transport network that supports movement of goods and people within, into, out of, and through the planning area.

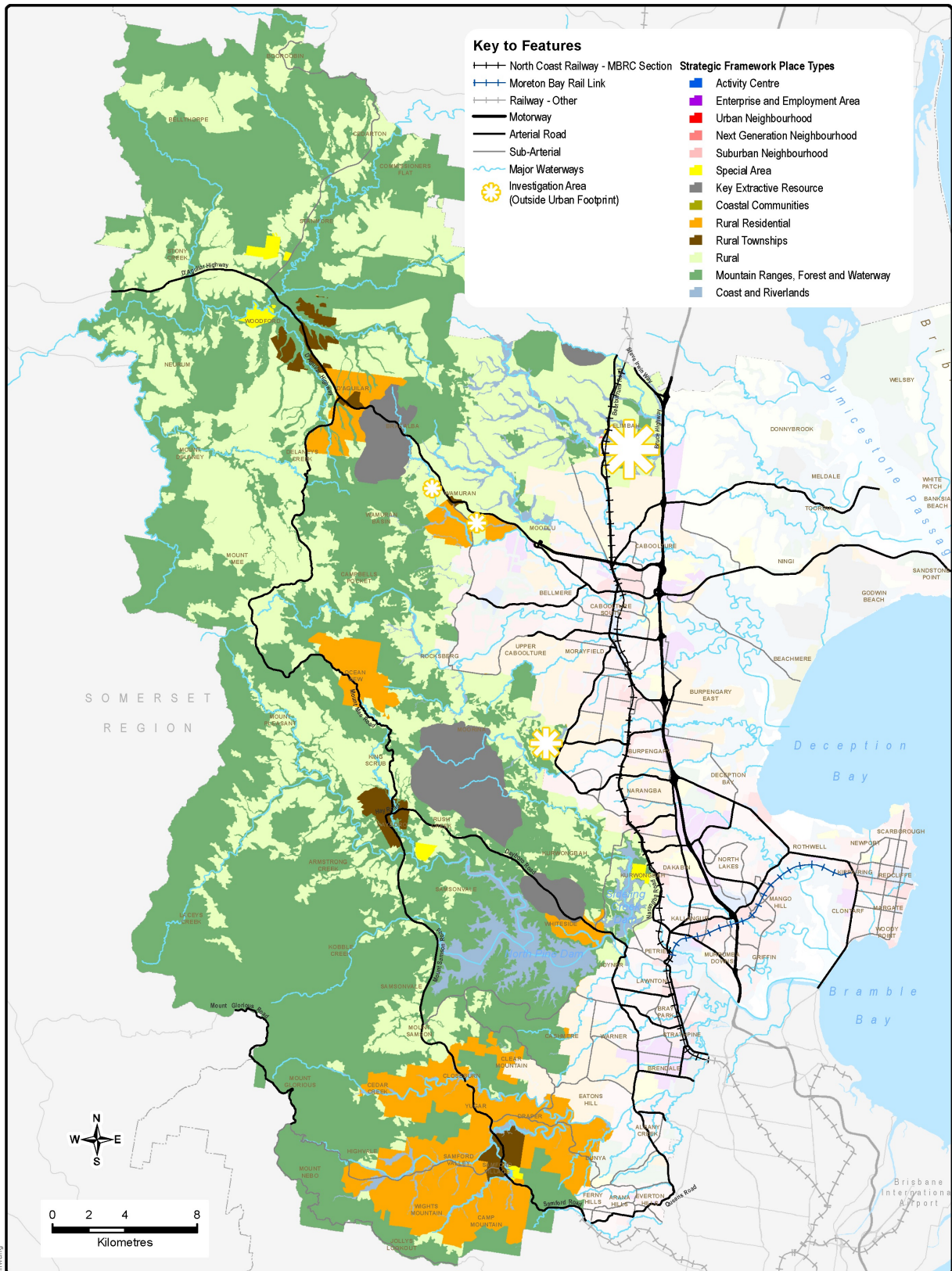
Key features of the Rural planning area are shown on Map 3.13.6 - Rural.

Map 3.13.6 Rural planning area

## PLACE TYPES - RURAL PLANNING AREA

MORETON BAY REGION - STRATEGIC FRAMEWORK - Map 3.13.6

Effective from 1 February 2016



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## 3 Strategic Framework

### 3.13.6.1 Specific Outcomes

#### 3.13.6.1 Specific Outcomes - Sustainability and resilience

1. The extent of major flood events along the regions waterways are allocated within the Mountain ranges, forests and waterways place type to limit development and maintain the function of the floodplain; and
2. Significant areas within the district are exposed to bushfire hazard and the projected impacts of changes in weather due to their proximity to the mountain ranges and forests. The Mountain ranges, forests and waterways place type will need to be managed to mitigate the hazards posed to people and property.

#### 3.13.6.2 Specific Outcomes - Natural environment and landscape

1. The planning area includes significant natural features and green infrastructure. These areas include:
  - a. the steep forested slopes of the D'Aguilar, Blackall and Conondale Ranges;
  - b. the Stanley River and the headwaters of the North Pine River, South Pine River, Pumicestone Passage and Caboolture River; and
  - c. areas protected because of their conservation significance including the Eagles Nest Nature Refuge at Armstrong Creek, Bellthorpe Forest Reserve 2, Bellthorpe Forest Reserve, Charlie Moorhead Nature Refuge at Campbells Pocket, SEQ Water Nature Refuge, Clear Mountain Forest Reserve 1 and Clear Mountain Forest Reserve 2 at Cashmere, Samford Conservation Park at Draper, Beerburum Forest Reserve 1 at Elimbah, Enoggera Forest Reserve, Viridis Nature Refuge at Jollys Lookout, D'Aguilar Forest Reserve and D'Aguilar National Park at Mount Byron, Byron Creek Conservation Park, D'Aguilar National Park, Mount Glorious Forest Reserve at Mount Nebo, Mount Mee Forest Reserve, Neurum Creek Conservation Park, Dahmongah Nature Refuge at Ocean View, Sheep Station Creek Conservation Park at Upper Caboolture, Incanto Nature Refuge, Wamuran Nature Refuge, Glass House Mountains National Park and Wararba Creek Conservation Park at Wamuran Basin.

Most of these areas are protected by their inclusion in the Mountain ranges, forests and waterways place type which protects the significant values of these areas;

2. The planning area contains many green infrastructure components, including waterways, core environmental areas, terrestrial environmental corridors, parks, linear open spaces, urban forests and street trees. Development will support the protection and enhancement of the green infrastructure network in this planning area through retention of native vegetation, managed regrowth and rehabilitation and the use of mechanisms such as development offsets and mitigation contributions;
3. The extensive green belt separating the urban areas in the Moreton Bay Region from urban areas in the Sunshine Coast Region containing predominantly rural land uses will be maintained; and
4. The Rural planning area is likely to cater for a large proportion of the net gain in koala habitat for the Region. Strategic koala habitat networks in this planning area are critical to ensuring strong and safe habitat linkages for koalas in the longer term. Identified core koala habitat areas and koala movement and dispersal corridors will be protected and development will rehabilitate and reinstate the regional ecosystem values in these identified areas. In areas where clearing of koala habitat is required to achieve good quality urban design outcomes, offsets will be required into an identified environmental offsets area.

#### 3.13.6.3 Specific Outcomes - Strong communities

1. The rural structure provides for some diversity in the range of housing choice in terms of location, type, and affordability to cater for a demographically and socio-economically diverse population, within the Mountain ranges, forests and waterways place type (Mt Nebo, Mt Glorious and Mt Mee hamlets and dispersed housing on rural properties), and in the Rural, Rural residential, and Rural township place types;



2. The rural structure provides for the development of an appropriate range of community facilities and services and sporting and recreational facilities, open space and parkland to cater for the district community, generally in the Rural townships place type;
3. Special places that contribute to the unique identity of the planning area include Woodfordia, Lakeside, Woodford Prison, Baden Powell Park, and the wastewater treatment plants at Woodford and Dayboro. These facilities have a unique role to play in respect to opportunities for economic activity, recreation, and tourism and district infrastructure which this plan seeks to protect. The sites have been allocated to the Special area place types in the rural structure;
4. Council is preparing provisions for activities to be established in rural areas adjacent to Woodfordia that are complementary to and compatible with the significant entertainment, recreation and tourism role of Woodfordia;
5. The planning area falls within the rural range regional character area. This prevailing character area within the district is intended to be enhanced and protected. In particular the distinctive tree covered mountain ranges, tree lined waterways and road sides and productive rural landscapes will be maintained and enhanced. Attention will also be paid to maintaining the historic urban character of the rural townships consistent with provisions of the Moreton Bay Regional Council Urban Design Charter and the Subtropical Design in South East Queensland: A Handbook for Planners, Developers and Decision Makers; and
6. Sites of local heritage significance are located within the planning area district. Development that has the potential to impact upon the heritage listed sites will require a heritage impact assessment as part of the approval process.

### 3.13.6.4 Specific Outcomes - Settlement pattern and urban form

1. The rural townships at Samford, Dayboro, Woodford, Wamuran and D'Aguilar provide the focus for the rural and rural residential communities within the planning area. These townships provide a mix of compatible uses including convenience retail, commercial and office activities, low impact rural services and a range of housing styles and employment opportunities;
2. The hamlets at Mt Nebo, Mt Glorious and Mt Mee provide a local convenience service to residents and visitors;
3. Rural residential areas at locations identified on the rural planning area map will be maintained for rural residential, rural, open space and nature conservation purposes with more intense uses only establishing where they do not detrimentally impact on the landscape character created by these uses; and
4. The predominant character of the area is productive rural lands with dispersed housing and farm buildings, interspersed with natural areas against a backdrop of forested mountain ridges, slopes and waterways.
5. An investigation area is identified at Elimbah between the existing rural residential areas, the Bruce Highway and Beerburum Road. This area is in the inter-urban break and also has areas identified as Agricultural land classification (ALC) Class A and B (cropping land). Council will undertake further investigations into this area to determine the future land uses and possible potential for future enterprise. This area will remain as rural until the investigations have been completed.

#### 3.13.6.4.1 Land use strategy

- a. The Elimbah investigation area:
  - i. has limited essential infrastructure;
  - ii. is not within or adjacent to the priority infrastructure area (PIA), except for a small area to the west of the Elimbah rail station; and
  - iii. is not serviced by all local government networks or water and sewerage;
- b. There are a number of issues to be investigated:
  - i. provision of infrastructure, including the upgrading the rail to commuter standard to take advantage of the employment opportunities in Caboolture;

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- ii. parts of the identified area contain Agricultural Land Classification - Class A and Class B;
  - iii. the area is situated in the inter-urban break between the urban area in MBRC and current boundary between SCRC;
  - iv. the identified area and land to the east are part of the Pumicestone Catchment so any urban development has the potential to impact on the water quality of Pumicestone Passage;
  - v. the possible location of the Northern Rail Freight Terminal; and
  - vi. land to the north is in State ownership as State Forest.
- c. The area to the west of Beerburrum Road has not been included as this agricultural land is required as the wastewater solution for the growth of Caboolture City.
  - d. If this area were to be found suitable for urban development, a significant buffer should be provided to the west of the Bruce Highway to maintain the visual perception of the interurban break; Pumicestone Passage should be protected from any negative water quality impacts on Pumicestone Passage; and significant investment in infrastructure is required.
  - e. The affordability of the area to Council and the community is a concern to Council as the costs are unknown. Council wants the inter-urban break retained for environmental reasons and also as possible locations for hard to locate infrastructure and outdoor sports; protection of the State Forest lands would protect the inter-urban break.
  - f. Any development of the identified area would need to be for higher density urban style development to make the most efficient use of new and existing infrastructure and to support employment in Caboolture.
  - g. If the area is found to be suitable for urban development, employment opportunities from the proposed Northern Rail Freight Facility must to be integrated into the proposed land use.
6. Investigation areas have been identified at Wamuran and Morayfield west of Oakey Flat Road (area commonly called Pine Valley). Both these areas are in the Rural zone. Both investigation areas include areas identified as Agricultural land classification (ALC) Class A and B (cropping land). Council will undertake further investigations into these areas to determine the future land use. Both these areas will remain as Rural until the investigations have been completed.

#### 3.13.6.4.2 Land use strategy

- a. There are a number of issues to be investigated:
  - i. parts of the investigation areas contain Agricultural Land Classification - Class A and Class B;
  - ii. constraints such as environment, flooding, bushfire;
  - iii. provision of relevant infrastructure, including access onto the existing road network;
  - iv. the outcomes of studies being conducted by Department of Transport and Main Roads, particularly suitability of rural residential uses.
- b. Including both areas as investigation areas indicates Council's intention to undertake further investigations into the future use of the area. It does not commit to support the rural residential or urban development of the area.
- c. If as part of the investigations, it is shown that rural residential development or urban development is suitable, discussions will need to take place with the State Government as both of these areas are in the Regional Landscape and Rural Production Area in the South East Queensland (SEQ) Regional Plan as a rural residential or urban outcome will require a change in SEQ Regional Plan land use categories.

### 3.13.6.5 Specific Outcomes - Rural futures

1. Substantial rural production areas in the north and west of the planning area provide employment opportunities in association with intensive cropping, grazing and forestry activities;
2. The rural townships provide retail, commercial, community, health, cultural, entertainment, leisure and tourism services and facilities to residents and visitors;
3. The planning area's role as a major tourist and recreation destination is supported by continued development of a range of uses that have a nexus with tourism, including the accommodation needs of visitors, are small to medium scale, sustainable and compatible with the more traditional rural land uses and lifestyles;
4. Low impact services and industries to the rural communities are located where the impact on the character of the area and other non-industrial uses are minimised, while providing local employment opportunities; and
5. The Woodford Prison, Woodfordia, and Lakeside are important sources of local employment and generate local economic activity. These activities are included in the Special areas place type to maintain and support these activities.

### 3.13.6.6 Specific Outcomes - Natural resources

1. The planning area includes key extractive resources at Bracalba (Key Resource Area 44), Narangba (Key Resource Area 46), and Whiteside (Key Resource Area 58). The extractive industry operations in these areas will continue and will be protected from the encroachment of sensitive land uses into the separation distance around these activities;
2. Agricultural land classification (ALC) Class A and Class B land will be protected from encroachment by incompatible uses; and
3. Potable water supply catchments will be maintained in a fit state for safe and economically efficient potable water storage or water harvesting purposes.

### 3.13.6.7 Specific Outcomes - Integrated transport

1. An Integrated Local Transport Plan and other transport strategies are being prepared to address the transport issues facing the region; and
2. A major new transport corridor investigation shown on the Rural planning area map is intended to provide an alternative north-south route extending from Young's Crossing Road at Joyner north through Kurwongbah and Rush Creek continuing north to the Caboolture West growth area to join the D'Aguilar Highway and then on to join the Bruce Highway at Elimbah. This investigation will include land within the Rural planning area but the outcome of that investigation which has not begun is some time away.

### 3.13.6.8 Specific Outcomes - Infrastructure

1. The major infrastructure facilities identified on the Rural planning area map are the Dayboro and Woodford wastewater treatment plants; and
2. Provision of high speed broadband telecommunication facilities is facilitated for residential and business purposes.

### 3.13.6.9 Specific Outcomes - Water management

1. Major waterways, and associated major flood plains in the planning area are included in the Mountain ranges, forests and waterways place type.

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### 3.14 MBRC Place Model

#### 3.14 Moreton Bay Regional Council Place Model

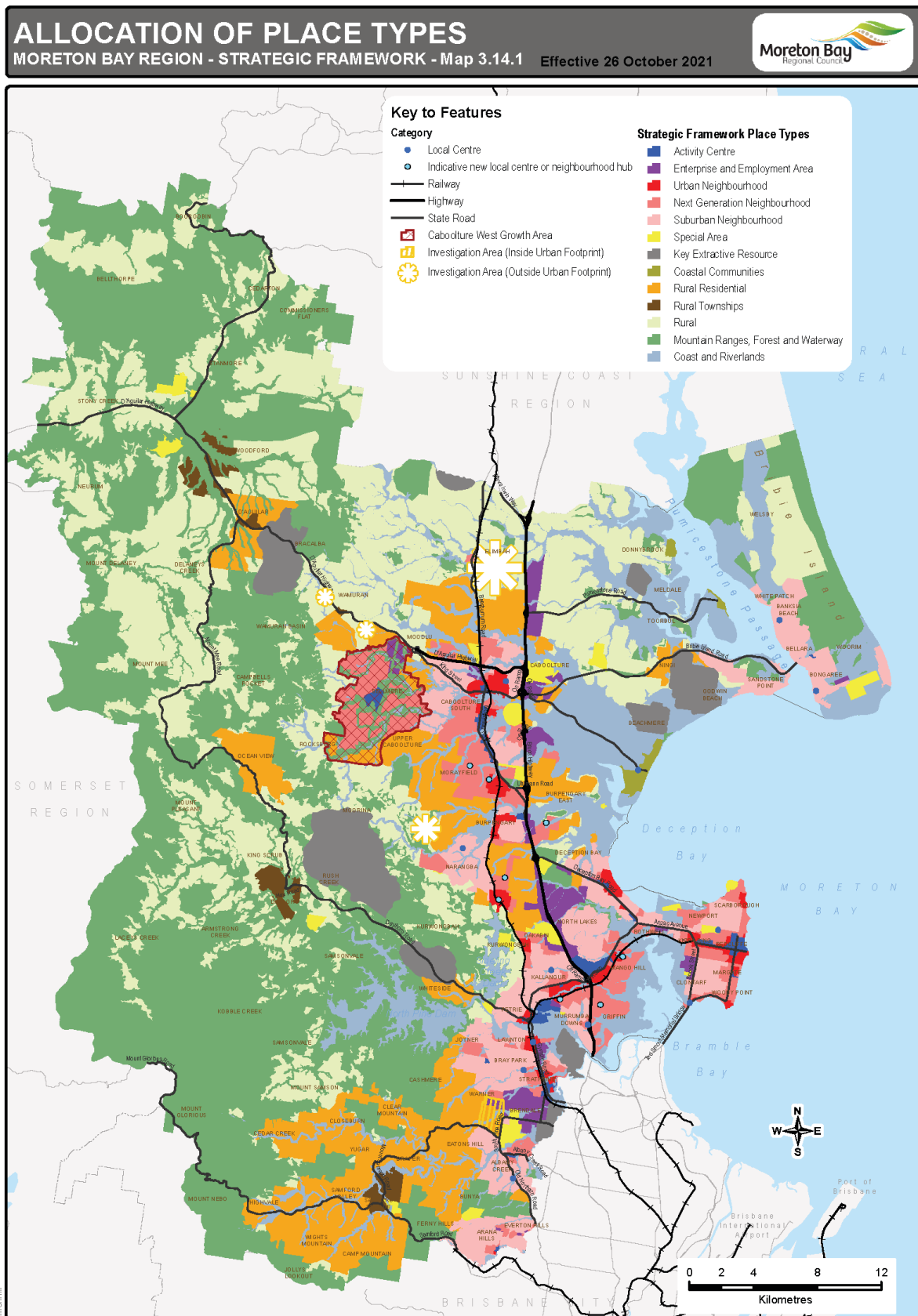
##### Theme

*The Moreton Bay Regional Council (MBRC) Place Model identifies and describes a series of broad scale place types each with a distinguishing mix and intensity of uses, development forms, character, function and special qualities to guide the planning and development of the diversity of places across the Region.*

It is intended where applications are made for impact assessment Council will use this section to assess such applications.

The place types have been allocated across the Region in Map 3.14.1 - Allocation of place types.

Map 3.14.1 Allocation of place types



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### 3.14.1 Strategic Outcomes

#### 3.14.1.1 Strategic Outcome - Mountain ranges, forests and waterways place type

1. In the Mountain ranges, forest and waterways the natural environment dominates;
2. This place type performs essential functions as ecological and regional landscape areas which are vital to protecting the Region's green infrastructure and providing essential ecosystem services for human wellbeing; and
3. Other activities that occur in this area are compatible with maintaining its essential functions.

#### 3.14.1.2 Strategic Outcome - Rural place type

1. In a rural place there is a balance between rural production and associated rural industry, scenic landscapes and natural areas, outdoor entertainment and recreation, rural living, tourism and home based business activities;
2. Green infrastructure and essential ecosystem services are protected; and
3. In the rural place type the landscape is characterised by a mosaic of productive farm land and natural areas with the predominant features being grazing, agriculture, forested areas, tree lined roads and scattered housing and farm buildings.

#### 3.14.1.3 Strategic Outcome - Rural townships place type

1. The Rural townships place type accommodates residential development, local shopping, commercial, industrial and community facilities appropriate to service the needs of the community; and
2. The townships provide employment, services and facilities to residents in the township and surrounding rural areas and visitors to the area.

#### 3.14.1.4 Strategic Outcome - Key extractive resources place type

1. Key extractive resources place type contains key sand, gravel, clay, rock and soil resource areas of state and regional significance and include the resource/processing area and a separation area.

#### 3.14.1.5 Strategic Outcome - Special area place type

1. Large single use or single focus places that as a result of their size and special nature have a stand alone function that sets them apart from the function of adjacent areas; and
2. These stand alone functions include large scale entertainment, recreation, sporting, institutional, infrastructure, aviation and marine facilities and supplementary and allied activities.

#### 3.14.1.6 Strategic Outcome - Rural residential place type

1. This place type is characterised by single family housing on large residential lots with deep set backs, some distance from services and facilities, depending on topography; and
2. These peri-urban areas provide lifestyle choices ranging from large family lifestyle lots close to the urban area, to lots used for intensive horticulture, lots used for conservation and lots used for business purposes.

#### 3.14.1.7 Strategic Outcome - Suburban neighbourhood place type

1. This place type is primarily low density, dormitory suburbs that developed in the Region over the last 60 years which accommodate the bulk of the Region's resident population; and
2. These areas will continue to provide low density residential, predominantly detached housing, with a limited range of local convenience services and facilities.



### 3.14.1.8 Strategic Outcome - Next generation neighbourhood place type

1. These are selected formerly suburban areas, greenfield and rural residential transition areas close to Urban neighbourhoods and Activity centres that have the capability and capacity to be developed;
2. The place type will provide a greater range of housing choice, but still predominately detached housing, and more local employment opportunities, services and facilities than Suburban neighbourhoods; and
3. These areas have an interconnected street and active transport network that provides modal choice and convenient access to services and facilities within the neighbourhood.

### 3.14.1.9 Strategic Outcomes - Urban neighbourhood place type

1. These are selected residential areas that adjoin activity centres that will be targeted for infill and redevelopment associated with public investment in transport and other infrastructure; and
2. The place type will provide a greater range of housing choice with a higher ratio of attached to detached housing compared to the Next generation neighbourhoods and an expanded range of local convenience services facilities and more local jobs than the Next generation neighbourhoods.

### 3.14.1.10 Strategic Outcome - Activity centre place type

1. A high standard of urban design of these centres is of critical importance to the creation of a sub-regional and regional identity and to cater for urban lifestyles in vibrant and attractive centres;
2. The district centres are important transport hubs and provide a diverse mix of land uses and activities with a concentration of retail, business, commercial, employment, health services, administrative, community, cultural, recreational and entertainment capable of servicing the district, and may include a substantial resident population; and
3. The higher order centres provide a secondary administrative function to the Brisbane Central Business District and accommodate regional, district or branch government facilities and professional offices. They are key locations for tertiary health, education, cultural and entertainment facilities and are critical to the future growth of employment opportunities in the region. They are major transport hubs that serve catchments of regional and sub-regional significance and accommodate key employment concentrations and may include a substantial local residential population.

### 3.14.1.11 Strategic Outcome - Enterprise and employment area place type

1. These are the major locations in the Region for industrial activity particularly manufacturing, building products, transport and logistics and related business activity which are critical to the future growth of employment opportunities in the Region.

### 3.14.1.12 Strategic Outcome - Coastal communities place type

1. These are the coastal communities bordering Pumicestone Passage and Deception Bay that cater for bayside, coastal and retirement lifestyles supported by localised community services.

### 3.14.1.13 Strategic Outcome - Coast and riverlands place type

1. In the Coast and riverlands place type the natural environment dominates;
2. These areas are particularly exposed to coastal hazards and flooding;
3. These areas also perform essential functions as ecological and regional landscape areas which are vital to protecting the Region's green infrastructure and providing essential ecosystem services for human wellbeing; and
4. Within Coast and riverlands areas, reconnecting habitats and ecosystems and restoring biodiversity to healthy levels is a priority; other activities that occur in this area are compatible with maintaining its essential functions.

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### 3.14.2 Element - Mountain ranges, forests and waterways place type

#### 3.14.2 Element - Mountain ranges, forests & waterways place type

The mountain ranges, forests and waterways place type consists of protected areas, private lands which are more than 80% forests; ridge lines and steep slopes, Council managed natural reserves, and flood plains associated with waterways. |

Residential development will be in the form of dispersed dwellings and farm buildings with limited infrastructure services provided. Non-residential development is provided in appropriate locations but is small in scale with a particular focus on tourism activities.

The protected areas within the Mountain ranges, forests and waterways place type are the cornerstones upon which the Council's strategy for protection of the Region's green infrastructure is founded. | The place type also contains the headwater of the Region's drinking water supply catchments. Protection of water quality in these upper catchment areas is critical to achieving downstream water quality. | The environmental values in these areas are given preference over development that would impact on these values.

### 3.14.2.1 Specific outcomes

#### 3.14.2.1 Specific Outcomes - Sustainability and resilience

1. The Mountain ranges, forests and waterways place type areas are managed to mitigate risks posed by bushfires and natural events to people, property and the natural environment; and
2. These areas may provide opportunity for private land to be used for biosequestration, carbon sinks and vegetation offset programs.

#### 3.14.2.2 Specific Outcomes - Natural environment and landscape

1. The integrity, condition and function of biodiversity and ecological processes within these areas are protected in perpetuity from the adverse impacts of development, land use activities and land degradation caused by vegetation clearing and earthworks;
2. The protected areas, natural reserves and forested private lands are inter connected by a network of environmental corridors that include public and private land and that also link to lands in the Coast and riverlands place type;
3. The regionally significant scenic amenity values of these areas including major landscape features, prominent ridgelines, views, lookouts and vistas are retained or enhanced by development; and
4. Sustainably managed native forest practices are an integral component of the natural environment and landscape within this place type.

#### 3.14.2.3 Specific Outcomes - Strong communities

1. The place type provides a diverse range of active and passive outdoor recreational opportunities for residents of the Region and visitors without compromising the environmental values;
2. The values of cultural heritage sites are protected;
3. The park and open space system is connected to and forms part of the environmental corridors; and
4. Development maintains or enhances the important contribution of this place type to the sense of place, identity and character of the Moreton Bay Region.

#### 3.14.2.4 Specific Outcomes - Settlement pattern

1. Dispersed dwellings and farm buildings on mostly large rural allotments are predominant within this place type;
2. The nature, scale and intensity of development are appropriate having regard to the outdoor recreational, educational and environmental character and function of these areas;
3. Private land continues to be used predominately for land extensive sustainable agriculture and cultivation including native forest practices and orchards on large lots that support ongoing productive use that is compatible with the long-term protection of the areas environmental values;
4. The amenity, visual character, scale, role and size of the hamlet areas at Mt Glorious and Mt Nebo are retained; and
5. Land extensive or intensive rural uses are managed to maintain sustainable production from the land and to avoid degrading the significant conservation or scenic values or the integrity of the waterways.

#### 3.14.2.5 Specific Outcomes - Rural futures

1. The place type recognises and enhances the employment opportunities offered in the adjoining Rural place type, without having a detrimental impact on the surrounding environmental values. The employment opportunities include:

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- a. small scale tourist facilities and accommodation;
- b. agricultural, forest practice, animal husbandry and rural support activities;
- c. existing small scale shops and tourist related commercial development at destinations such as Mt Nebo, Mt Glorious and Mt Mee; and
- d. home based businesses.

### 3.14.2.6 Specific Outcomes - Natural resources

1. Extractive industries are not established within the mountain ranges, forests and waterways place type; and
2. Agricultural production and forestry activities are managed to protect the integrity, condition and function of biodiversity and ecological processes within this area.

### 3.14.2.7 Specific Outcomes - Integrated transport

1. The desired standard of service for road access is maintained for local trips, for visitors to the area, to provide safe evacuation routes during bushfire events and safe access in areas susceptible to land slips; and
2. Where appropriate, sealed roads to have adequate width to include line-marked shoulders to accommodate cyclists with particular attention to uphill sections.

### 3.14.2.8 Specific Outcomes - Infrastructure

1. The Mountain ranges, forests and waterways place type is provided with limited Infrastructure services;
2. Infrastructure, including public utilities and major telecommunication facilities, are designed and located to mitigate detrimental impacts on the visual quality and environmental values, character and amenity of the place type; and
3. Access to high speed broadband is provided to support residential and business needs.

### 3.14.2.9 Specific Outcomes - Water management

1. The Stanley River and the headwaters of the Pumicestone Passage, Caboolture River, North Pine River, and South Pine River systems are protected and rehabilitated over time to support healthy downstream water quality;
2. The high level of ecosystem services within this place type are maintained over time to protect and enhance downstream water quality within waterways and natural and artificial water bodies;
3. The potable water supply catchments and storage areas are protected and maintained in a fit state for continued water quality and economically efficient potable water storage or water harvesting purposes;
4. Nutrient enrichment is avoided.

### 3.14.3 Element - Rural place type

#### 3.14.3 Element - Rural place type

Approximately 80% of the Region is rural. The Rural place type is characterised by a mosaic of productive farm land and natural areas with the predominant feature being grazing, agriculture, forested areas and scattered housing and farm buildings.

Although the value of the rural economy has been impacted upon by rapid urbanisation, the Region has retained key extensive agricultural and cultivation assets. Rich farm lands dominate the northern and north western parts of the Region that support agriculture, cultivation, animal husbandry, and forestry activities. In addition, the Region has a diverse natural environment due to both subtropical and temperate native ecosystems. These factors combined with the Region's proximity to BrisbaneCity and rapid population growth has seen the rise of tourism-based economic assets including event tourism, ecotourism, short stay accommodation and facilities and services. These cater for the day tripper market emerging as important components of the Region's economy. The place type also offers residential living in a rural environment but still within close proximity to the urban area.

In planning for the future and responding to the threat of changes in weather the maintenance and development of productive sustainable rural landscapes for food production and associated ecosystem services in the Region are important to increasing the Region's resilience and continued capacity to support population growth.

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### 3.14.3.1 Specific outcomes

#### 3.14.3.1 Specific Outcomes – Sustainability and resilience

1. Development is managed and located to mitigate adverse effects of flood, bushfire, and landslide
2. Agricultural practices and associated activities are managed and located to ensure environmental sustainability; and
3. These areas may provide opportunity for private land to be used for biosequestration, carbon sinks and for renewable energy production and vegetation offset programs.

#### 3.14.3.2 Specific Outcomes - Natural environment and landscape

1. The integrity, condition and function of ecological processes within the rural areas are protected from the adverse impacts of development, land use activities and land degradation caused by vegetation clearing and earthworks;
2. Development of rural industries is integrated with protection of important natural environmental values and maintenance of important ecosystem services;
3. Development within the rural areas maintains and enhances the green infrastructure network that links protected areas, natural reserves and forested private lands to lands in the Coast and riverlands place type; and
4. The visual character of the place type is characterised by rural production that acknowledges the regionally significant scenic amenity of the rural areas including major landscape features, views, lookouts, vistas and inter-urban break in the northern part of the Region and are retained where appropriate.

#### 3.14.3.3 Specific Outcomes - Strong communities

1. Development achieves a high standard of amenity for residents and visitors, is consistent with the rural character of the area and does not negatively impact upon cultural values;
2. The important contribution of the rural areas to the sense of place and identity of the MoretonBay Region is identified and reflected in the management of development;
3. Recreational trails provide connections through rural areas to rural townships, the mountain ranges, forests and waterways place type and the Coast and riverlands place type; and
4. The amenity of sensitive land uses is protected from risks to health or safety resulting from rural activities.

#### 3.14.3.4 Specific Outcomes - Settlement pattern

1. The rural areas are sparsely populated and feature dispersed dwellings and associated outbuildings on large rural properties;
2. The amenity, visual character, scale, role and size of the hamlet area at Mt Mee is retained; and
3. Rural land is used predominately for land extensive sustainable agriculture and cultivation including forestry on large lots that support ongoing productive use and interspersed with retention of high value native vegetation and protection of waterways on public and private lands;
4. In areas with Agricultural land classification (ALC) Class A and Class B land, land use and development is limited to uses that are allied to and compatible with the ongoing sustainable productive use of the land and do not compromise the potential for productive use of the land for agriculture and cultivation in the future;
5. Rural industries and activities that support agriculture and cultivation are located within the rural area in locations and in a manner that does not adversely impact on the amenity, scenic and environmental values of the area;



6. Rural places cater for a range of lifestyle choices ranging from areas used predominately for farming purposes to residential purposes (farm housing on large rural properties) to those areas used for a combination of residential and business purposes;
7. Non-intensive active or passive recreational pursuits, educational or tourism purposes may occur where compatible with the character and amenity of the area;
8. Adequate buffers, setbacks and appropriate site management plans are implemented to reduce impacts on water quality;
9. Rural areas, particularly agricultural lands, are protected from urban encroachment and conflict at the rural/urban interface is prevented or minimised; and
10. Maintain adequate separation distances between rural uses and activities and intensive animal industry and sensitive land uses.

### 3.14.3.5 Specific Outcomes - Rural futures

1. Employment opportunities include:
  - a. rural activities including agriculture, cultivation, grazing, forestry, horticultural activities;
  - b. rural service industries and activities that support and complement rural activities;
  - c. low key, low impact small scale sustainable tourism and recreational uses;
  - d. low key, low impact short stay tourist accommodation which serve the needs of visitors and tourists to the Region including accommodation buildings and camping facilities;
  - e. activities complementary to and compatible with Woodfordia and the Abbey Museum and Medieval Festival Site;
  - f. low key, low impact home based businesses and cottage industries including owner operated service trade businesses operating out of rural premises; and
  - g. existing small scale shops and tourist related commercial development at destinations such as Mt Mee.

### 3.14.3.6 Specific Outcomes - Natural resources

1. The ongoing viability of rural production areas is protected, enhanced and used sustainably;
2. Agriculture, cultivation and forestry activities are managed to avoid and minimise impacts on the integrity, condition and function of biodiversity and ecological processes within this area; and where impacts are unavoidable, measures are put in place to mitigate impacts;
3. Agricultural land classification (ALC) Class A and Class B land retains its productive potential, is not removed from productive purposes and is protected from development that may alienate it from or conflict with its productive use.

### 3.14.3.7 Specific Outcomes - Integrated transport

1. An adequate level of service for road access is maintained for safe access, visual amenity, local trips, for visitors to the area and to provide safe evacuation routes during bushfire events;
2. The capacity of the Region's transport network to provide safe, reliable and efficient transport for incoming and outgoing rural industry supplies and produce is not compromised by inappropriate development; and
3. Where appropriate, sealed roads to have adequate width to include line-marked shoulders to accommodate cyclists with particular attention to uphill sections.

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### 3.14.3.8 Specific Outcomes - Infrastructure

1. Rural areas are provided with limited infrastructure services;
2. Infrastructure, including public utilities and major telecommunication facilities, are designed and located to mitigate detrimental impacts on the visual quality and environmental values, character and amenity of the area;
3. Rural places have access to high speed broadband to support residential and business needs.

### 3.14.3.9 Specific Outcomes - Water Management

1. The potable water supply catchments and storage areas are protected and maintained in a fit state for continued water quality and economically efficient potable water storage or water harvesting purposes;
2. Riparian buffer zones are identified and protected to maintain and improve water quality and general ecosystem health in the Region;
3. The Stanley River and the headwaters of the Pumicestone Passage, Caboolture River and North and South Pine River systems are protected and rehabilitated to support healthy downstream water quality;
4. Rural industries and activities are to incorporate best management practices where located in urban water supply catchments to protect downstream water quality; and
5. Nutrient enrichment is avoided.

### 3.14.4 Element - Rural townships place type

#### 3.14.4 Element - Rural townships place types

The rural townships of Samford, Dayboro, Woodford, Wamuran and D'Aguilar are amongst the oldest established urban settlements in the Region. They have a long history and established character, each with a unique identity and sense of place. They feature a mixed use, low scale main street, usually with traditional design elements such as awnings over the footpath. The mix of uses is often diverse, with shops, offices, halls, churches, schools, rural industry, a park and housing intermingled.

The townships provide retail, commercial, medical centres, service industry, sporting and recreation facilities as well as community services, churches, community halls, emergency services and primary school and child care facilities to meet the needs of the township and the surrounding rural areas. They also provide facilities, services and accommodation for visitors to the area. They also typically provide low density detached housing within the township and may adjoin areas of detached housing on rural residential lots. Other forms of attached housing such as multiple dwelling, dual occupancies and aged care facilities are limited and cater for the changing resident needs. There is limited public transport services available within the townships.

Scattered, but significant stands of native vegetation add to the character and amenity of the townships and offer ecosystem services including shelter, microclimate regulation, and habitat for fauna.

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### 3.14.4.1 Specific outcomes

#### 3.14.4.1 Specific Outcomes - Sustainability and resilience

1. Development responds to local climate conditions by allowing solar access, ventilation, flow of breezes and provides open space and footpaths suitable for extensive native vegetation and appropriate shade trees; and
2. Development is designed to mitigate exposure to riverine flood events, landslide and bushfire.

#### 3.14.4.2 Specific Outcomes - Natural environment and landscape

1. The green infrastructure network within the rural townships incorporates core environmental areas and corridors, in addition to natural and semi-natural parklands, providing a strong visual connection to the character of the rural landscape;
2. High value vegetation is retained on land in public and private ownership to ensure ongoing provision of ecosystem services; and
3. Open space and natural environmental areas within the rural townships is complemented by the private 'greening' of yard space on private property and street trees.

#### 3.14.4.3 Specific Outcomes - Strong communities

1. Development achieves a high standard of amenity for residents and visitors;
2. Development within the main street of the rural townships will be sympathetic to and complement the rural community character and sense of place through the use of appropriate architectural style, design elements and scale of use;
3. Development maintains or enhances the low intensity and small scale rural character and contributes to the unique sense of place of the rural townships;
4. Schools, pre-schools, child care centres, places of worship, community health services and other community activities are provided within the rural townships providing informal and safe meeting places for residents of the township and wider area whilst serving daily convenience needs; and
5. Active and passive local civic space, open space, sport and recreation areas and showgrounds are an integral part of the rural townships.

#### 3.14.4.4 Specific Outcomes - Settlement pattern

1. The rural townships contain predominantly low-rise, detached housing on larger residential lots. Other housing types reflect the existing rural community character and are provided where they cater for the changing of resident needs;
2. While the predominant form of housing is low density detached housing, the townships also provide a mix of housing types on a variety of lot sizes to cater for changing resident needs;
3. The rural townships have an identifiable main street containing a diverse mix of commercial, retail and community activities forming a central place within the rural township. These activities are focused around the main street centre and do not encroach into the residential rural township areas; and
4. The rural townships maintain their unique sense of place through a clearly defined edge to the surrounding rural and rural residential areas and a distinct rural ambience that is dominated by traditional local building character.

#### 3.14.4.5 Specific Outcomes - Rural futures

1. Rural townships contain a mix of uses that provide a range of services required by the rural sector and to service visitors and residential population within the township and adjacent areas including local shopping, commercial, and community and recreation facilities;

2. Home based businesses support the needs of the township and nearby rural and rural residential areas;
3. Small scale uses that service tourist/day tripper activities including short term visitor/tourist accommodation are provided in the townships;
4. Industrial uses, transport and farm machinery related services and service trades are located where their impact on the character of the area and other non-industrial uses are minimised; and
5. Development consolidates and reinforces the township main street centre as the community and commercial service centre for the adjacent rural and rural residential areas.

### **3.14.4.6 Specific Outcomes - Integrated transport**

1. Rural townships have a well connected network of streets and pathways which is safe and easy to navigate for all vehicles, cyclists and pedestrians; and
2. Interconnected open space corridors and roadways provide connectivity within and through the area for horse trails. Footpaths and cycle tracks provide a safe and efficient non vehicular circulation system within the rural township.

### **3.14.4.7 Specific Outcomes - Infrastructure**

1. Rural townships have the level of service of Infrastructure provision necessary to support growth, and adaptation to change over time and to create a safe and attractive public realm; and
2. Rural townships have access to high speed broadband to support residential and business needs.

### **3.14.4.8 Specific Outcomes - Water management**

1. Adequate potable water supply, sewerage and appropriate stormwater infrastructure is provided to create a safe environment during rain events whilst protecting receiving environments;
2. Water sensitive urban design measures are incorporated into development to protect ecosystem health and enhance water quality in the region; and
3. The potable water supply catchments and storage areas are protected and maintained in a fit state for continued water quality and economically efficient potable water storage or water harvesting purposes.

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### 3.14.5 Element - Key extractive resources place type

#### 3.14.5 Element - Key extractive resources place type

The Moreton Bay Region has regionally significant deposits of phyllite, granite, greenstone, bluestone, sand, gravel and clay which are important natural resources used in the construction industry to produce concrete, asphalt, road bases and a range of other products. They are essential to our way of life and they are the raw materials for building homes, hospitals, schools and factories, as well as the supporting infrastructure, such as roads, railways, water supply and sewerage systems. The value of these resources is recognised at both the State and local level through various legislative provisions.

The resources are expected to be extracted over many years with the rate of extraction varying based on demand for the materials on a year to year basis. Large areas are involved in both the existing quarry operations and the locations of resources not yet being extracted, and material is extracted through surface workings involving the clearing of vegetation and changes to land form. The extraction and processing operations and associated transport of materials from the site have the potential to detrimentally impact on sensitive land uses in the area around the quarry site and alongside the transport route. The areas containing the deposits and the actual areas of operations therefore need to be protected from incompatible land use and development which can overtime seek to encroach on the site of operations and the area containing resources yet to be exploited.



### 3.14.5.1 Specific outcomes

#### 3.14.5.1 Specific Outcomes - Sustainability and resilience

1. Any hazard or risk associated with operations and processes is within acceptable limits;
2. On site operations and processes are adequately buffered from incompatible uses, environmental features and development in surrounding areas; and
3. Operations and processes do not cause environmental harm or nuisance.

#### 3.14.5.2 Specific Outcomes - Natural environment and landscape

1. Buffer areas/resource separation areas are protected from further development and form part of the green infrastructure network;
2. Extractive industry development in a key resource area or separation area which has adverse impacts on environmental areas and corridors as identified through the green infrastructure network may be required to offset against the loss of vegetation to environmental offset areas as identified in Planning scheme policy - Environmental areas and corridors, 11.3 Offset receiving site location hierarchy; and
3. Areas of extractive industry operations are rehabilitated to achieve land stability, protect quality of surface waters leaving the site, and re-establish vegetation cover and associated environmental values.

#### 3.14.5.3 Specific Outcomes - Settlement pattern

1. Sensitive land uses are not established in the buffer area/separation area associated with a key resource area;
2. Site rehabilitation facilitates the establishment of desirable and appropriate end uses compatible with the character and amenity of the local area upon completion of extractive industry operations and associated processes;
3. Extractive activities do not encroach on uses outside key resource areas; and
4. On site operations and processes are conducted safely without interruption and without adverse impacts on adjacent areas.

#### 3.14.5.4 Specific Outcomes - Employment location

1. Key resource areas are:
  - a. protected from fragmentation or activities that would prevent resource extraction; and
  - b. only used for activities that are allied to and compatible with extractive resource operations and processes.

#### 3.14.5.5 Specific Outcomes - Natural Resources

1. Key resource areas are protected to facilitate future long term resource extraction; and
2. Important economic resources undergoing extraction are protected from encroachment by sensitive land uses.

#### 3.14.5.6 Specific Outcomes - Integrated transport

1. Transport routes and dedicated haulage corridors are protected from incompatible development that will restrict their use as safe, efficient routes for the transportation of extractive material;
2. Existing and new roads and other transport infrastructure associated with the haulage of material from extractive industry operations are constructed, upgraded and maintained to an adequate standard required for haulage purposes;

## 3 Strategic Framework

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3. The environmental and amenity impacts arising from transport of materials are minimised; and
4. Adequate linkages to the highway network to accommodate heavy vehicle movements without undue hazard or adverse impact on surrounding communities are maintained and enhanced to maximise opportunities for continued extractive industry development.

### 3.14.5.7 Specific Outcomes - Infrastructure

1. The level of infrastructure service provision to key resource areas including electricity and telecommunications are maintained; and
2. Extractive industry operations and processes are not undertaken in a manner which would compromise the stability, safety or operation of infrastructure.

### 3.14.5.8 Specific Outcomes - Water management

1. Appropriate controls are implemented to prevent erosion and stormwater contamination from the disturbance of the land surface from extractive industry operations and processes;
2. Exposure to riverine and coastal flood events is minimised by avoiding development in coastal and riverine flood plains or construction and maintenance of bunds to separate “off-river” lakes and the rivers from any activities associated with the extractive industry use;
3. Water from, around and within the area of operation is managed so that it does not adversely affect the environmental values or water quality of groundwater and receiving waters;
4. Water efficient practices are integrated into key resource areas through the progressive development and implementation of innovative design measures;
5. A reliable source of water for extractive industry operations and processes is provided for suppression of dust at the processing plant and on internal roads; and
6. Extractive operations are located, operated and managed to protect the future viability of water supply catchments.

### 3.14.6 Element - Special areas place type

#### 3.14.6 Element - Special areas place type

The Moreton Bay Region includes a range of Special areas; a place type that plays a significant role in the Region and by virtue of the area's stand-alone functions, is set apart from other place types. They represent areas of significant social, cultural and economic investment that, in the main, go to serving a social and community need.

The activities and uses in these areas are not easily integrated into the other place types because they often have a unique form of development or serve a specific purpose. These stand-alone functions may be quite intensive in their nature, occupy a large area and include large scale infrastructure and utilities, entertainment, recreation, sporting, institutional, aviation and marine facilities and supplementary and allied activities. Special areas include Woodfordia, Lakeside, Old Petrie Town, Abbey Museum, the Region's water and waste water treatment plants, Caboolture and Redcliffe airfields, Scarborough Boat Harbour, regional waste facilities, Caboolture Historical Village and the Queensland State Equestrian Centre and regional sports facilities.

## 3 Strategic Framework

### 3.14.6.1 Specific outcomes

#### 3.14.6.1 Specific Outcomes - Sustainability and resilience

1. Activities within Special areas are conducted safely without interruption and without adverse impacts on adjacent areas;
2. Development does not cause environmental harm or nuisance;
3. Development is oriented and designed in response to local climate conditions to conserve non-renewable energy and incorporate the use of appropriate renewable energy and low emission technologies;
4. Exposure to riverine and coastal flood events is minimised by mitigating development in coastal and riverine flood plains;
5. Development is managed to mitigate adverse effects of bushfire, landslide and acid sulfate soils;
6. Special areas are protected from the intrusion of incompatible development by maintenance of adequate separation distances;
7. Production of waste is minimised; and
8. Special areas used for events are maintained and rehabilitated after events to ensure the long term sustainable use of the special area.

#### 3.14.6.2 Specific Outcomes - Natural environment and landscape

1. The integrity, condition and function of ecological processes within and surrounding the special areas are protected from the adverse impacts of development, land use activities and land degradation caused by vegetation clearing and earthworks;
2. Development maintains and enhances the green infrastructure network that incorporates protected areas, core environmental areas and corridors that link to lands in the Coast and riverlands place type; and
3. The regionally significant scenic amenity values of these areas, including major landscape features, prominent ridgelines, views, lookouts and vistas, are retained or enhanced by development.

#### 3.14.6.3 Specific Outcomes - Strong communities

1. Special areas provide a unique and diverse range of large scale infrastructure and utilities and cultural, tourism, sport and recreation and entertainment opportunities for residents and visitors to the Region that contribute to the culture, heritage, economy, health and wellbeing of the Region and beyond;
2. Special areas provide a focus for infrastructure provision, community uses and events, which are conducted in a manner that ensures the safety, health, comfort and amenity of participants and the surrounding community;
3. Disruptions to activities in adjacent place types during the conduct of events in the Special areas are mitigated;
4. Special areas are designed and developed to create a unique sense of place appropriate for the special use and contribute to a positive sense of identity of the Region; and
5. Essential community infrastructure and utilities function effectively during and immediately after a natural hazard event to ensure community safety and wellbeing.

#### 3.14.6.4 Specific Outcomes - Settlement pattern

1. Special areas have unique location requirements requiring dispersed locations throughout the Region;
2. Special areas are integrated, where appropriate, into the open space network of the Region;

3. Special areas complement and do not compete with the role and function of other place types in the Region;
4. Where applicable, the Region's Special areas are framed and supported by complementary uses allied to and compatible with the specific activities within the Special area; and
5. Infrastructure and utilities such as wastewater and water treatment plants and landfill sites are buffered and separated from sensitive land uses.

### **3.14.6.5 Specific Outcomes - Employment location**

1. Special areas cater for special land uses and temporary events that go to creating employment opportunities; and
2. Special areas provide employment and business opportunities which do not undermine the role and function of activity centres and rural townships. These opportunities are either directly related to the special land use, infrastructure and events and/or indirectly through the establishment of allied and complementary business activities.

### **3.14.6.6 Specific Outcomes - Integrated transport**

1. Development contributes to the safety and efficiency of road and rail network and protects existing and future road and rail connections;
2. Special areas used for events have unique parking and access requirements that are addressed through specific event management strategies that include adequate event parking, traffic controllers and active and public transport strategies; and
3. The impacts of events on the local transport network are mitigated through event specific traffic management strategies.

### **3.14.6.7 Specific Outcomes - Infrastructure**

1. Special areas are provided with adequate infrastructure that provides the desired level of service required to support the range of uses on site;
2. Development continues to deliver a reliable, high quality and effective supply of infrastructure and utilities and social and community services; and
3. Special areas used for events have unique infrastructure requirements that are addressed through specific event management infrastructure strategies that include adequate on site permanent and temporary infrastructure services.

### **3.14.6.8 Specific Outcomes - Water management**

1. Special areas are provided with adequate water, sewerage and stormwater drainage capacity;
2. The potable water supply catchments and storage areas are protected and maintained in a fit state for continued water quality and economically efficient potable water storage or water harvesting purposes;
3. Activities incorporate best management practices to protect downstream water quality;
4. Development protects and enhances waterway corridors including water quality and ecological functions through the retention and enhancement of vegetation, controlling water discharged into connected waterways and the progressive development and implementation of innovative water sensitive urban design measures; and
5. Water efficient practices are incorporated into the design of development.

## 3 Strategic Framework

### 3.14.7 Element - Rural residential place type

#### 3.14.7 Element - Rural residential place type

The Moreton Bay Region includes extensive areas of rural residential development. Rural residential areas provide family oriented housing in single detached houses on semi rural allotments.

These allotments come in a range of sizes and cater for a range of lifestyle choice, from being close to urban areas with schools, shops and other community facilities being a short distance away by car, to being relatively isolated from commercial and community facilities including schools. The place type is made up of a diverse range of areas each with their own unique rural residential character and sense of place. The different areas are characterised by their location within close proximity to areas of high impact industrial uses, urbanised residential living, major transport corridors, areas with significant environmental values and by their availability to infrastructure.

In light of the above, the rural residential areas consists of 3 distinct low density character areas that are differentiated by lot types (with minimum sizes of 3000m<sup>2</sup>, 6000m<sup>2</sup> or 2 ha) and areas identified for no further subdivision. For these areas subject to no further subdivision, no change to current density or transitioning into more intensive forms of rural residential development is envisaged.

Public transport is limited and as a result, this form of housing is highly dependant on the motor car. The Rural residential place type allows for high value vegetation to be preserved with a focus on retaining environmental corridors that are critical for ongoing habitat connectivity for fauna across the landscape. Intensive landscaping is common on the smaller lots, which tend to be treated more like large scale suburban lots. Some of these properties may contain business activities within the home or outbuildings, or be used for horticultural pursuits. The commercial and horticultural operations can vary anywhere from small scale low intensity uses to more intensive operations in appropriate locations. In all cases sealed road access is provided, but sewerage reticulation is generally not. Town water may or may not be provided to many of these allotments.



### 3.14.7.1 Specific outcomes

#### 3.14.7.1 Specific Outcomes - Sustainability and resilience

1. Buildings are interspersed with private open space and trees respond to local climate conditions by allowing flow of breezes, natural ventilation and light and are designed and sited so as to minimise energy requirements;
2. Non residential uses are managed to mitigate detrimental impacts on residential amenity; and
3. Development is managed and located to mitigate adverse effects of flood, bushfire, and landslide.

#### 3.14.7.2 Specific Outcomes - Natural environment and landscape

1. Housing form and location (including lot sizes) takes account of existing topography, existing high value vegetation, including koala habitat, and areas of high scenic value;
2. Allotments and road ways retain high value vegetation which contribute to maintaining and increasing native flora and fauna habitat forming part of the green infrastructure network, and provides a scenic break between urban and suburban places;
3. Public open space corridors protect riparian corridors of rivers and streams, flood prone land, wetlands and areas with unique and outstanding natural habitat, and provide connection to environmental corridors;
4. Development maintains the identity and distinctiveness of the rural residential area and is complementary to the character of the landscape setting in which development occurs; and
5. The extensive natural areas and the wildlife they support are retained.

#### 3.14.7.3 Specific Outcomes - Strong communities

1. Development maintains the high level of residential amenity and the attractive, peaceful lifestyle associated with low density detached residential development in a semi rural environment;
2. Open space is primarily contained within the boundaries of private property, with sporting facilities provided in nearby rural townships or urban areas; and
3. Recreational trails provide connections through rural residential areas to rural townships, the Mountain ranges, forests and waterways place type and the Coast and riverlands place type.

#### 3.14.7.4 Specific Outcomes - Settlement pattern

1. The settlement pattern is characterised by large residential allotments with detached dwellings and may contain a secondary dwelling unit, and often with large outbuildings; and
2. Rural residential places cater for a range of lifestyle choices ranging from areas used predominately for residential purposes either intensively landscaped or retaining high value bushland close to suburban areas and those areas used for a combination of residential and business purposes.
3. Land identified as a potential future growth front (e.g Narangba, Morayfield-Burpengary and Burpengary East) is protected from fragmentation.
4. Development does not pre-empt or compromise the potential development of rural residential areas for urban purposes beyond the life of the planning scheme.

#### 3.14.7.5 Specific Outcomes - Rural futures

1. Having regard to their particular character, rural residential areas include opportunities for localised employment allied to, and compatible with the predominant residential land use including:

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- a. horticulture, restricted agriculture and non-intensive animal industry;
  - b. small to medium scale sustainable recreation and tourism uses;
  - c. other activities in the form of home based businesses operated within dwellings and outbuildings; and
  - d. owner operated service trade businesses operating out of the rural residential premises; and
2. A Rural residential neighbourhood may include a local centre that provides essential convenience shopping and community facilities.

### **3.14.7.6 Specific Outcomes - Integrated transport**

1. Rural residential communities have good vehicular accessibility via sealed roads to nearby areas that provide convenience shopping requirements and essential community services;
2. Interconnected open space corridors and roadways provide connectivity within and through the area for horse trails, footpaths and cycle tracks to provide a safe and efficient non vehicular circulation system; and
3. Sealed roads to have adequate width to include line-marked shoulders to accommodate cyclists with particular attention to uphill sections.

### **3.14.7.7 Specific Outcomes - Infrastructure**

1. The level of Infrastructure service provision to rural residential areas including electricity, and telecommunications are maintained; and
2. Rural residential places have access to high speed broadband to support residential and business needs.

### **3.14.7.8 Specific Outcomes - Water management**

1. On site package wastewater systems and associated disposal areas are provided and located so as to not adversely affect the environment, biodiversity, and water quality in waterways or in drinking water catchments;
2. Existing town water connections are maintained;
3. Appropriate stormwater Infrastructure is provided to create a safe environment during rain events whilst protecting receiving environments; and
4. Water sensitive urban design measures are incorporated into development to protect and enhance the water quality in the Region's waterways and drinking water catchments.

### 3.14.8 Element - Suburban neighbourhood place type

#### 3.14.8 Element - Suburban neighbourhood place type

The Suburban neighbourhood place type accommodates a substantial part of the Region's existing population. They have largely been developed over the last 60 years and some of these areas are continuing to be developed. They contain mostly detached housing on a range of lot sizes but may also contain some limited attached housing. These places may contain a neighbourhood hub that provides day-to-day convenience retail, other local services, local, neighbourhood and district parks, primary schools and community facilities and are complemented by adjacent open space areas and areas of environmental value. Suburban neighbourhood places are generally not well served by public transport. Active transport infrastructure (cycle and walking paths) is present and is mainly used for school trips and recreation. There is a low employment to housing ratio and few employment opportunities within walking distance of these places.

The Suburban neighbourhood place type are those areas where the capacity for and capability of change in the life of this plan is limited. They generally do not have the attributes necessary (eg access to employment, services and facilities) to provide for intensification while retaining and improving the qualities of place. They are the places that rely most heavily on the use of the private car for most trips. They generally do not have access to frequent short distance public transport to an activity centre and/or a transport node. In some of these places the population is near its peak and property prices are too high for redevelopment to be feasible. They are generally characterised by a large number of cul-de-sacs and are often difficult for way finding and provide little choice in access especially for pedestrians. The layout of the street network makes it difficult to accommodate redevelopment. For these reasons they are not places that are expected to, nor are they considered appropriate to, undergo intensification of use in the life of this plan.

These areas will be subject to little change from the low density, two storey, detached house style development. Premises in these areas will continue to be refurbished in response to changing household needs and tastes but redevelopment of properties is unlikely. Where there are opportunities for further development these may take the form of small lot housing, dual occupancies, low density and low rise multiple dwellings to increase the range and affordability of new housing types available in the areas. Opportunities for redevelopment will generally be a vacant parcel of land. This land has access via through streets and not a cul-de-sac and is close to an activity centre (generally within walking distance or 800m).

In some circumstances Council will also encourage the development of neighbourhood hubs and local centres for retail, commercial and community activities which are clustered together, within 800m of existing dwellings and in areas where there is currently no neighbourhood hub or local centre within walking distance. These new neighbourhood hubs and local centres are located on the main through street, or on central intersections with good accessibility, visibility and support active transport. Neighbourhood hubs and local centres in appropriate locations and home based businesses will assist in increasing the amount of employment found in these areas.

## 3 Strategic Framework

### 3.14.8.1 Specific outcomes

#### 3.14.8.1 Specific Outcomes - Sustainability and resilience

1. Buildings on lots are interspersed with private open space and trees to respond to local climate conditions by allowing flow of breezes, natural ventilation and light;
2. Lots associated with detached housing and footpaths retain shade trees and native and ornamental vegetation that contribute to the amenity and micro-climate of the area;
3. Residential developments are designed to allow solar access, ventilation and flow of breezes and provide open space and footpaths suitable for extensive native vegetation and appropriate shade trees;
4. Dwelling units are designed and sited so as to minimise energy requirements, incorporate renewable energy systems and provide a high standard of residential amenity; and
5. New development is designed to avoid exposure to riverine flood and storm tide inundation events and coastal erosion.

#### 3.14.8.2 Specific Outcomes - Natural environment and landscape

1. Open space network incorporates natural and semi-natural parklands that form part of environmental corridors within the green infrastructure network;
2. A high level of vegetation is retained on both public and private land to provide native flora and fauna habitat and to ensure the ongoing provision of ecosystem services, in line with the green infrastructure network. Where native vegetation is to be cleared to achieve high quality urban design outcomes and offsets are required these are to be located within environmental offset areas as identified in Planning scheme policy - Environmental areas and corridors, 11.3 Offset receiving site location hierarchy;
3. Open space and natural environmental areas within Suburban neighbourhoods are complemented by the private 'greening' of yard space on private property and street trees; and
4. Development is designed to incorporate natural features and respond to topography.

#### 3.14.8.3 Specific Outcomes - Strong communities

1. Schools, pre-schools, child care centres, places of worship, community health services and other community activities provide informal and safe meeting places for residents whilst partly serving daily convenience needs;
2. Other facilities not provided within walking distance of homes may be provided in adjacent neighbourhoods as shared facilities; and
3. An extensive range of active and passive open space, sport and recreation areas for use by residents are an integral part of Suburban neighbourhood places within walking distance of most homes along lineal green corridors and tree lined streets.

#### 3.14.8.4 Specific Outcomes - Settlement pattern and urban form

1. Suburban neighbourhood places cater for predominately low density detached housing;
2. New residential development will comprise a mix of detached dwellings on a variety of lot sizes, small lot/zero lot line housing, rear lane housing with the preferred grid like street pattern;
3. Development across a Suburban neighbourhood place type is characterised by a net residential density of 11 dwellings per hectare or development occurs in a manner that is consistent with the surrounding settlement pattern, specifically considering the interface with adjoining properties;
4. Other housing types in the form of dual occupancies will also occur at dispersed locations in the area;

5. Low rise multiple dwellings and housing for older persons may also be included adjacent to a local centre or community facilities and bus stops on main through streets and overlooking public open space;
6. Adaptable housing is encouraged in response to changing housing needs;
7. Community activities (schools, pre-schools, child care centres, places of worship, community health services, other community activities) are designed to have a low rise built form on landscaped sites. They may be clustered together, in or adjacent to neighbourhood hubs or local centres or dispersed within the area. Where they are dispersed within the area they are located on main through streets or central intersections;
8. New development is sympathetic to the existing character of the particular Suburban neighbourhood location.
9. Development for the expansion (into adjoining lots) of a local centre or neighbourhood hub, or the establishment of a new local centre or neighbourhood hub, will only be supported where the following can be met:
  - a. it is of a scale that remains subordinate to higher order and district centres within the region and only provides for day-to-day convenience retail, local services and community activities;
  - b. the expansion will strengthen the existing local centre or neighbourhood hub as an important neighbourhood activity node and does not fragment the intensity of uses;
  - c. it is conveniently located on a main through street and/or adjoining or is opposite to a public transport node;
  - d. a new local centre or neighbourhood hub is to service an unserved catchment and is located to form 15 minute walkable neighbourhoods, with the Local centre central to that neighbourhood; and
  - e. they are appropriately designed to have high quality urban design outcomes.

### 3.14.8.5 Specific Outcomes - Employment location

1. Appropriate local employment opportunities are encouraged in the form of home based businesses operated within residential premises and opportunities within a local centre or neighbourhood hub.

### 3.14.8.6 Specific Outcomes - Integrated transport

1. Main through streets provide access to schools, local shops, community facilities, neighbourhood and district sports and recreation facilities and are the main bus routes through the area;
2. Suburban neighbourhood places are intended to have a well-connected network of active transport linkages to encourage residents to walk and cycle; and
3. Roads of collector or higher order include line-marked shoulders to accommodate cyclists with particular attention to uphill sections.

### 3.14.8.7 Specific Outcomes - Infrastructure

1. The level of infrastructure service provision to Suburban neighbourhood place types is maintained; and
2. Suburban neighbourhood places include electricity, gas, telecommunications and high speed broadband to support residential and business needs.

### 3.14.8.8 Specific Outcomes - Water management

1. Adequate potable water supply, sewerage and appropriate stormwater infrastructure is provided to create a safe environment during rain events whilst protecting receiving environments;
2. Water sensitive urban design measures are incorporated into development including the retention and rehabilitation of riparian vegetation; and
3. The potable water supply catchments and storage areas are protected and maintained in a fit state for continued water quality and economically efficient potable water storage or water harvesting purposes.

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### 3.14.9 Element - Next generation neighbourhood place type

#### 3.14.9 Element - Next generation neighbourhood place type

The Next generation neighbourhood place type applies to targeted existing suburban areas, new greenfield and rural residential transition areas that have potential and are suitable to accommodate new residential development and related local services and have capacity for and capability of change in the life of this plan.

They will provide housing choice in the form of detached housing on a range of lot sizes and attached housing. Attached housing will be arranged around activity centres, along public transport routes and adjacent to local recreational parkland. Lower density development will not be located within 800 metres of an activity centre, public transport route or parkland. The Next generation neighbourhood areas are intended to be developed at a minimum site density of 15 dwellings per hectare or a minimum net residential density of 10 dwellings per hectare to support public transport and active transport infrastructure.

The existing character of a Next generation neighbourhood will change over time as these areas develop. The street network in Next generation neighbourhoods will be well connected, permeable and legible with a grid-like form. Buildings will address the street and non-residential uses will have activate frontages.

Next generation neighbourhoods have local, neighbourhood and district parks, primary schools and community activities and are complemented by adjacent open space areas and areas of environmental value.

Local centres and neighbourhood hubs provide day-to-day convenience services, including retail, commercial and community activities which are clustered together. Next generation neighbourhoods are intended to include more local employment opportunities within walking distance of dwellings than the Suburban neighbourhoods place type. They are the places that will be designed as walkable neighbourhoods and be provided with access to frequent short distance public transport to nearby activity centres and/or transport nodes and urban neighbourhoods. Local centres and neighbourhood hubs are to be established where easily accessed and conveniently located on a main through street or a public transport node. Non-residential uses have active frontages.

Vegetation in a Next generation neighbourhood needs to enhance the outcomes sought in this place. Street trees will be required to provide shelter and amenity for active transport within a Next generation neighbourhood and also to provide amenity for the increases in intensity of development.

Some Next generation areas will be master planned and the green infrastructure network will be incorporated in the master planning of these areas.



### 3.14.9.1 Specific outcomes

#### 3.14.9.1 Specific Outcomes - Sustainability and resilience

1. Buildings on small to medium sized lots and in medium density developments are interspersed with private open space and trees and respond to local climate conditions by allowing flow of breezes, natural ventilation and light;
2. Residential developments are designed to allow footpaths suitable for extensive native vegetation and appropriate shade trees;
3. Dwellings are to be designed and sited so as to minimise energy requirements and provide a high standard of residential amenity; and
4. Development is designed to avoid exposure to flood and storm tide inundation events and coastal erosion.

#### 3.14.9.2 Specific Outcomes - Natural environment and landscape

1. Open space network incorporates natural and semi-natural parklands that form part of environmental corridors within the green infrastructure network;
2. The green infrastructure network is incorporated into the design of new development and rehabilitated in accordance with green infrastructure network detailed maps. Where native vegetation is to be cleared in order to achieve high quality urban design outcomes and offsets are required these are to be located within environmental offset areas as identified in Planning scheme policy - Environmental areas and corridors, 11.3 Offset receiving site location hierarchy;
3. Open space and natural environmental areas within these areas are complemented by the private 'greening' of yard space on private property and street trees. Residents experience a high level of on-site residential amenity; and
4. Development is designed to incorporate natural features and respond to topography.

#### 3.14.9.3 Specific Outcomes - Strong communities

1. Schools, pre-schools, child care centres, place of worship, community health services and other community activities provide informal and safe meeting places for residents whilst serving daily convenience needs;
2. An extensive range of active and passive open space and recreation areas for use by local residents are an integral part of these places within walking distance of most homes along lineal green corridors and tree lined streets; and
3. Informal recreation experiences are predominantly provided, with formal recreation opportunities provided in some circumstances.

#### 3.14.9.4 Specific Outcomes - Settlement pattern and urban form

1. Next generation places cater for a mix of dwellings on a variety of lot sizes, small lot/zero lot line housing, rear lane housing, dual occupancies, medium density residential units and housing for older persons;
2. Development across a Next generation neighbourhood place type has a minimum site density of 15 dwellings per hectare or a minimum net residential density of 10 dwellings per hectare;
3. Adaptable housing is encouraged in response to changing housing needs;
4. Community activities (schools, pre-schools, child care centres, places of worship, community health services and other community activities) are designed to have a low rise built form on landscape sites. They may be clustered together, in or adjacent to neighbourhood hubs or local centres, or dispersed within the area. Where they are dispersed within the area they are located on main through streets or central intersections;
5. Buildings address the street and non-residential uses have active street frontages;

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6. At least one local centre or neighbourhood hub is conveniently located within the neighbourhood. Local centres and neighbourhood hubs create a series of 15 minute walkable neighbourhoods. Convenient locations for local centres and neighbourhood hubs are on main through streets or on central intersections and within a 15 minute walking distance and responsive to active transport;
7. Development for the expansion (into adjoining lots) of a local centre or neighbourhood hub, or the establishment of a new local centre or neighbourhood hub, will only be supported where the following can be met:
  - a. it is of a scale that remains subordinate to higher order and district centres within the region and only provides for day-to-day convenience retail, local services, and community activities;
  - b. it is conveniently located on a main through street and/or adjoins or is opposite to a public transport node;
  - c. the expansion will strengthen the existing local centre or neighbourhood hub as an important neighbourhood activity node and does not fragment the intensity of uses;
  - d. a new local centre or neighbourhood hub is to service an unserved catchment and is located to form 15 minute walkable neighbourhoods, with the local centre or neighbourhood hub central to that neighbourhood;
  - e. they are appropriately designed to have high quality urban design outcomes.
8. New development should have regard to the existing character of the Next generation neighbourhood, however high quality urban design outcomes have priority.

#### 3.14.9.5 Specific Outcomes - Employment location

1. Next generation neighbourhoods have appropriate local employment opportunities in the form of home based businesses and opportunities within a local centre or neighbourhood hub.

#### 3.14.9.6 Specific Outcomes - Integrated transport

1. Next generation neighbourhoods have a well-connected, permeable, legible and grid-like network of streets and active transport linkages that provide direct and easily understood choices of routes to walk, cycle, take public transport and drive to multiple destinations within the neighbourhood. Cul-de-sacs are not the dominant form of street network;
2. The active transport network is integrated with public transport infrastructure so that all homes are within 400metres of a bus stop; and
3. Local centres, local concentrations of employment and other local attractors are within 15 minutes of all residents by walking, cycling or public transport.

#### 3.14.9.7 Specific Outcomes - Infrastructure

1. Next generation neighbourhoods have the level of service of infrastructure provision necessary to support growth, increased intensity of activity and adaptation to change over time and to create a safe and attractive public realm; and
2. Next generation neighbourhood places include electricity, gas, telecommunications and high speed broadband to support residential and business needs.

#### 3.14.9.8 Specific Outcomes - Water management

1. Adequate potable water supply, sewerage and appropriate stormwater infrastructure is provided to create a safe environment during rain events whilst protecting receiving environments; and
2. Water sensitive urban design measures are incorporated into development, including, where possible, the retention and rehabilitation of riparian vegetation to protect and enhance the water quality in the Region's waterways and drinking water catchments.

### 3.14.10 Element - Urban neighbourhood place type

#### 3.14.10 Element - Urban neighbourhoods

Urban neighbourhoods include existing low density suburbs forming activity centre fringe areas, areas adjoining train stations and areas on the Redcliffe Peninsular that have the attributes and capacity for change to more walkable, compact and sustainable communities. These areas include existing greenfield sites and rural residential areas identified for transition to urban places on Map 3.6.1 - Settlement Pattern.

These areas will be targeted for change over time. These are places that now or in the future will be within easy walking distance of an Activity centre and/or to frequent public transport that can convey people in a short period of time to an Activity centre and to important transport nodes that link with other places quickly and regularly. These places also have an underlying structure that allows for change to occur. This structure has a permeable and legible street network, or potential for one to be developed, to support redevelopment to higher densities. The age of its building stock and the layout and size of the lots in these areas will facilitate this change.

Urban areas adjoining an Activity centre have high densities to support the role and function of the Activity centre and to maximise the use of established infrastructure, therefore retail and commercial uses in this place type are limited to:

- a. existing or future local centres or neighbourhood hubs identified in the planning scheme (e.g. Overlay map - Neighbourhood hubs and community activities); or
- b. new local centres or neighbourhood hubs or the expansion of a local centre or neighbourhood hub if the urban place type does not adjoin an Activity centre (e.g. Clontarf, Woody Point, Scarborough), or if on land adjoining or opposite a train station; or
- c. small scale convenience retail, personal services or speciality retail if in a mixed use building; or
- d. large-medium scale office uses within walking distance of high frequency public transport to maximise the use of established infrastructure.

Increasing the residential density in these areas will be encouraged to increase the local resident population, to support a greater range of local businesses, particularly in Activity centres and encourage the use of public transport. Increased residential densities will help support a balanced mix of other uses including schools, local shops and offices, child care centres, community and health facilities, open space and recreation facilities. The minimum land use intensity across Urban neighbourhoods is 60 people and/or jobs per hectare (for people this equates to a minimum net residential density of 30 dwellings per hectare).

The form of development is generally attached buildings, however a diversity of built form is encouraged. A range of housing types that provide a medium density form of development are envisaged.

The character of an Urban neighbourhood place type will change considerably over time from its character in 2012.

Where all outcomes cannot be met, residential and employment outcomes have priority over environmental outcomes, except for critical environmental values and environmental outcomes that enhance the quality of an Urban place type.

Vegetation in Urban neighbourhoods needs to enhance the outcomes sought in this place. Street trees will be required to provide shelter and amenity for active transport within an Urban neighbourhood and also to provide amenity for the increases in intensity of development.

## 3 Strategic Framework

### 3.14.10.1 Specific outcomes

#### 3.14.10.1 Specific Outcomes - Sustainability and resilience

1. Development responds to local climate conditions by providing shade in summer and solar access in winter, minimising heat and glare, allowing breezes, encouraging outdoor living, and reducing the need for mechanical cooling heating and ventilation;
2. Allotments and road ways retain high value vegetation which contribute to maintaining and increasing native flora and fauna habitat forming part of the green infrastructure network;
3. Development incorporates the use of appropriate renewable energy and low emission technologies to minimise energy requirements; and
4. Development is designed to avoid exposure to flood and storm tide inundation events and coastal erosion.

#### 3.14.10.2 Specific Outcomes - Natural environment and landscape

1. The green infrastructure network is incorporated into the design of new development and rehabilitated in accordance with green infrastructure network detailed maps, where possible. Where vegetation is to be cleared in order to achieve high quality urban design outcomes and offsets are required these are to be located within identified environmental offset areas;
2. Where appropriate existing trees are protected to allow for the ongoing provision of ecosystem services and complemented by the private 'greening' of yard space on private property, continuity of the visual green network, and to create and complement the urban character of the place;
3. Urban design outcomes, such as street trees, squares, embellished parks and formal landscaping, necessary to create a safe, comfortable and functional quality living environment will have priority over, but consideration of, ecological function; and
4. Protected areas and natural waterways provide passive recreational opportunities that do not compromise the environmental values of these areas.

#### 3.14.10.3 Specific Outcomes - Strong communities

1. Open spaces are predominantly formalised local and civic parks located within the public realm, and furnished with infrastructure that contributes to a sense of place and provides the main recreational space for residents and visitors;
2. An extensive network of safe and easily accessed tree lined open space; paths and streets connect the whole neighbourhood together and provide access to adjoining places;
3. Where the Urban neighbourhood includes a railway station, or future railway station, the station precinct will have well designed and interconnected open space and active transport networks;
4. Sporting, recreational and leisure facilities that are land extensive are placed in accessible locations on the periphery of this place type or in an adjacent place type; and

#### 3.14.10.4 Specific Outcomes - Settlement pattern and urban form

1. Community activities (schools, pre-schools, child care centres, places of worship, community health services and other community activities) are designed to have a low rise built form on landscape sites. They may be clustered together, in or adjacent to local centres or neighbourhood hubs, or dispersed within the area. Where they are dispersed within the area they are located on main through streets or central intersections;
2. Where the Urban neighbourhood includes a railway station, development will focus on an area within 5 to 10 minute walking distance from the station (400m 'core' and 800m 'frame' notional distance from the station) and the station precincts will comprise a walkable and readily-identifiable central core characterised by a mix of complementary uses;

3. Urban neighbourhoods will be vibrant and attractive places with attractive streetscapes, active frontages facing onto the street and architecturally designed development;
4. Diversity in housing types, tenures and sizes is provided taking into consideration the Urban neighbourhood's proximity to services and facilities. The predominant form of dwellings will be medium density dwelling types;
5. Buildings address the street and non-residential uses have active street frontages;
6. Higher density residential development is focused around the fringe of Activity centres and at public transport nodes and within walking distance of quality, well serviced parkland;
7. Urban neighbourhoods have a sense of enclosure at the street level provided by minimal building setbacks and high quality urban design;
8. The streets are grid-based and connected in a way that enhances legibility and that can support redevelopment and change of use over time;
9. Development across an Urban neighbourhood place type has a minimum land use intensity of 60 people and/or jobs per hectare (for people this equates to a minimum net residential density of 30 dwellings per hectare);
10. Low density development such as dual occupancies and small lot housing are not located in an Urban neighbourhood; and
11. The character of an Urban neighbourhood will substantially change over time from the character of the area in 2012. High quality urban design outcomes and amenity have priority over existing character.
12. Retail and commercial uses are limited to:
  - a. existing and future local centres or neighbourhood hubs identified in the planning scheme (e.g. Overlay map - Neighbourhood hubs and community activities); or
  - b. new local centres or neighbourhood hubs or the expansion of a local centre or neighbourhood hub if the urban place type does not adjoin an Activity centre (e.g. Clontarf, Woody Point, Scarborough), or if on land adjoining or opposite a train station; or
  - c. small scale convenience retail, personal services or speciality retail if in a mixed use building; or
  - d. large-medium scale office uses within walking distance of high frequency public transport to maximise the use of established infrastructure.
13. Retail and commercial activities where mentioned above will only be supported where the following can be met:
  - a. it is of a scale that remains subordinate to higher order and district centres within the region and only provides for day-to-day convenience retail, local services and community activities or commercial uses with a high rate of employment within walking distance of high frequency public transport;
  - b. the expansion of a local centre or neighbourhood hub will strengthen the existing local centre or neighbourhood hub as an important neighbourhood activity node, does not fragment the intensity of uses and ensures that sufficient demand exists within the existing catchment;
  - c. a new local centre is to service an unserved catchment and is located to form 15 minute walkable neighbourhoods, with the Local centre central to that neighbourhood;
  - d. they are appropriately designed to have high quality urban design outcomes.

### 3.14.10.5 Specific Outcomes - Employment Location

1. Local employment opportunities are provided in the Urban neighbourhood, in the form of large-medium scale office uses within walking distance of high frequency public transport, home based businesses, and opportunities in neighbourhood hubs and Activity centres adjoining this place type.

### 3.14.10.6 Specific Outcomes - Integrated transport

## 3 Strategic Framework

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1. Main through streets provide access to schools, local shops, neighbourhood and district sports and recreation facilities and are the main bus routes through the area;
2. Where the Urban neighbourhood includes a railway station development within the station precinct will support the activity centres network and the overall transport system, integrating all transit and active transport modes to encourage increased public transport patronage;
3. Urban neighbourhoods provide convenient, safe and legible access at the pedestrian scale by being compact places with an extensive network of paths and streets;
4. Each residence is within walking distance to public transport that is frequent, with short trips to the nearest activity centre and integrated transport hub;

### **3.14.10.7 Specific Outcomes - Infrastructure**

1. Urban neighbourhoods have the level of service of infrastructure provision necessary to support growth, increased intensity of activity and adaptation to change over time and to create a safe, vibrant and attractive public realm; and
2. Urban neighbourhood places include electricity, gas, telecommunications and high speed broadband to support residential and business needs.

### **3.14.10.8 Specific Outcomes - Water management**

1. Adequate potable water supply, sewerage and appropriate stormwater infrastructure is provided to create a safe environment during rain events whilst protecting receiving environments;
2. Water sensitive urban design measures are incorporated into development including the retention and rehabilitation of riparian vegetation; and
3. The potable water supply catchments and storage areas are protected and maintained in a fit state for continued water quality and economically efficient potable water storage or water harvesting purposes.



### 3.14.11 Element - Activity centres place type

#### 3.14.11 Element - Activity centres place type

The intended future for Activity centres in the Moreton Bay Region is for them to be places with a high mix of different but compatible uses within a compact form. This provides for the most vibrant of centres with the most opportunities for social and economic exchange and the easiest to make highly accessible. The combination of uses would span some or all of the primary urban land use categories of retail, office employment, residential, civic and community uses.

Densities may vary, but generally most of the buildings in a mixed use business centre would be multi-storey with little or no single dwelling detached housing (remnants only). This would result in most if not all residential accommodation in multi-unit buildings, many of which would have other uses at ground floor and perhaps on other levels as well. Mixed use business centres are predominantly of a fine grain and generally do not have industrial land uses or any significant amount of warehousing or storage buildings.

Activity centres are the key transport hubs for the surrounding catchments, being a key destination and designed with a focus on low speed pedestrian environments and not dominated by through traffic.

Each Activity centre has a role to play in the Activity centre network and each has a character in response to the surrounding context of the place where they are located and the catchments they serve.

The higher order centres at Caboolture, Morayfield, Strathpine, Redcliffe-Kippa-Ring and North Lakes are recognised as the central focus of activity for the regional and sub-regional community and accommodate key employment concentrations and include a substantial residential population. They provide an administrative function and accommodate regional, district or branch government facilities and professional offices. They are also key locations for tertiary health, education, cultural and entertainment facilities.

The district centres of Arana Hills, Albany Creek, Warner, Kallangur, Margate, Deception Bay, Burpengary, Bellara, Petrie, Rothwell and Caboolture West are recognised as the central focus of activity for the district community and are intended to provide a diverse mix of land uses and activities with a concentration of retail, business, commercial, employment, health services, administrative, community, cultural, recreational and entertainment capable of serving the district. District centres may also include a residential population.

Where all outcomes cannot be met, employment outcomes have priority over residential outcomes and both have priority over environmental outcomes, except for critical environmental values and environmental outcomes that enhance the quality of an Activity centre place type.

The specialised centres of Anzac Avenue Mango Hill, Morayfield Road Morayfield South, Deception Bay Road Rothwell, Anzac Avenue Rothwell, Gympie Road South Strathpine and Gympie Road Lawnton are recognised as the central focus of bulky goods activities. Due to their locational or land requirements and being highly dependent on the private vehicle these uses are difficult to locate in other activity centres within the Region. Specialised centres are intended to provide a limited mix of uses and activities having a dominant focus on bulky goods retailing. These centres should not cater for other retail or commercial activities that are able to be located in higher order, district or local activity centres or neighbourhood hubs.

The local centres of Old North Road Albany Creek, Sunderland Drive Banksia Beach, Beachmere Road Beachmere, First Avenue Bongaree, Sovereign Avenue Bray Park, Pettigrew Street Caboolture, Elizabeth Avenue Clontarf, Brickworks Road Kallangur, Gympie Road Lawnton, Dohles Rocks Road West Murrumba Downs, Ashmole Road Kippa-Ring and Young Road and Golden Wattle Drive Narangba are recognised as the central focus of activity for the local community and provide a mix of land uses and activities that cater for the convenience retail and personal service needs and are generally anchored by a full-line supermarket. Local centres may include a residential population.

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### 3.14.11.1 Specific outcomes

#### 3.14.11.1 Specific Outcomes - Sustainability and resilience

1. Activity centres are designed in response to local climate conditions by providing shade in summer and solar access in winter, minimising heat and glare, allowing breezes, encouraging outdoor living, and reducing the need for mechanical cooling heating and ventilation;
2. Activity centres incorporate the use of appropriate renewable energy and low emission technologies integrated into the design of the centre; and
3. Activity centres are designed to minimise exposure to riverine and coastal flood events.

#### 3.14.11.2 Specific Outcomes - Natural environment and landscape

1. Activity centres incorporate a network of green areas focusing on good urban design outcomes, with consideration of ecological function, providing trees for shade and visual amenity and ground covers to help manage stormwater;
2. The natural environment is integrated into the design of centres to complement and enhance the visual amenity, character and function of the built form, and maintain important ecosystem services;
3. The urban design outcomes necessary to create vibrant and attractive activity centres will have priority over the provision of habitat for flora and fauna; and
4. The natural qualities of the centre are still evident through public and private plantings and the retention of high value vegetation.

#### 3.14.11.3 Specific Outcomes - Strong communities

1. Activity centres have a unique and authentic character as a response to the surrounding context of the place where they are located and the catchments they serve;
2. Activity centres are vibrant and attractive places with a comprehensive variety of mixed uses arranged within a public realm that provides ease of access and space for activity and public events, important meeting places and focal points for the community;
3. Activity centres function as central community hubs that foster economic, social and cultural exchange, leveraging synergies between activities and stimulating innovation and the incubation of new enterprise;
4. The higher order activity centres will balance employment and housing by including accommodation in higher density housing to meet the needs of a diverse existing and future resident populations in the centre;
5. In the district centres, employment in the centre is generally balanced by accommodation in the adjoining Urban neighbourhood place type, however residential accommodation in a district centre is not located at ground floor;
6. In local centres, employment is balanced by the adjoining Suburban and Next generation neighbourhood place types;
7. In activity centres, the street itself is the focus of the public realm providing the place for public interaction and exchange and the pathway for pedestrian movement and connection to the uses at the edge;
8. The streets in the activity centre provide the network that links the more formal public civic and urban park spaces including pocket parks, with the private space of gardens, terraces, green walls and important natural areas to create a matrix of open space which adds to place and provides the urban user a system which is diverse yet well connected; and
9. The specialised centres will function as bulky good retailing centres and will not cater for residential uses.

10. In specialised centres the site itself is the focus of public realm and provides a high quality pedestrian environment connecting key destinations within and external to the site.
11. The streets and open spaces of the centre have a well designed and interconnected open space network that links to the more expansive networks in the periphery.

### 3.14.11.4 Specific Outcomes - Settlement pattern and urban form

1. Activity centres are designed around a main street central core which provides the focus of the centre's employment and business activity;
2. The higher order centres may have multiple central cores but provide complementary functions;
3. The central core is readily identifiable with a fine grained intensively developed mix of complementary uses;
4. The Activity centre's core will be framed and supported by complementary uses within an 800 metre walking distance including medium to high-intensity residential accommodation and commercial uses;
5. Activity centres have a much higher density and scale to the surroundings and a strong vertical and horizontal mix of uses and activities with a high proportion of non-residential activities such as retail, commercial, health, community, entertainment and educational uses;
6. The local activity centre is recognised as the central focus for activity for the local community;
7. The district activity centre is recognised as a central focus of activity for the district community;
8. Strathpine, North Lakes and Redcliffe-Kippa Ring are recognised as the central focus of activity for a sub-regional community; and
9. Caboolture-Morayfield is recognised as the central focus of activity of the regional community.
10. Specialised centres are designed to address the adjoining street network while also designing the centre around an internal main street.
11. Specialised centres are recognised as the central focus of bulky goods retailing service a sub-regional scale catchment.
12. Specialised centres consist of a limited mix of uses of a bulky goods nature. Ancillary food and drink uses are limited to those required to provide only for on-site employees and customers of the bulky goods uses.
13. Development is contained within well-defined areas, preventing the expansion of higher order or specialised activity centres into adjoining place types unless otherwise designated in the Strategic framework or as a result of further investigation and planning for a particular planning area or land use strategy identified in the Strategic framework. Development is to support the redevelopment of existing sites within higher order and specialised centres.
14. Development for the establishment of a new district centre does not occur unless designated in the Strategic framework or as a result of further investigation and planning for a particular planning area or land use strategy identified in the Strategic framework.
15. Development for the expansion of a district centre will only be supported where the following can be met:
  - a. it is of a scale that remains subordinate to principal and major centres within the region;
  - b. the expansion (into adjoining lots) will strengthen the existing centre, does not fragment the intensity of uses and ensures that sufficient demand exists within the existing catchment;
  - c. the benefits of the proposed development to the community exceed the costs and disbenefits to the community;
  - d. they are appropriately designed to have high quality urban design outcomes.

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16. Development for the expansion (into adjoining lots) of a local centre or the establishment of a new local centre will only be supported where the following can be met:
- it is of a scale that remains subordinate to higher order and district centres within the region and only provides for day-to-day convenience retail and other local services, including a full-line supermarket, and community facilities;
  - the expansion will strengthen the existing local centre as an important neighbourhood activity node, does not fragment the intensity of uses and ensures that sufficient demand exists within the existing catchment;
  - a new local centre is to service an unserved catchment and is located to form 15 minute walkable neighbourhoods, with the Local centre central to that neighbourhood;
  - the benefits of the proposed development to the community exceed the costs and disbenefits to the community;
  - they are appropriately designed to have high quality urban design outcomes.

**Table 3.14.11.1.1**

Moreton Bay centres network				
	Higher order - Caboolture, Morayfield and Strathpine	District	Local	Specialised
<b>Role/Function</b>	- Key activity centre within the SEQ Region.  - Most intense concentration of retail, commercial and civic development.	- Focus for retail and commercial development within the planning area.	- Focus for retail and commercial activity within the local area.	- Focus for large (bulky goods) showrooms.
<b>Catchment</b>	Regional	District	Local	Sub-Regional
<b>Transport connectivity</b>	Important focus for passenger rail and high frequency bus networks in the region.	Key focal point within the regional public transport system.	Stopping or transfer point for bus or train network.	Reliant on direct vehicular access due to the need to load and unload goods

#### 3.14.11.5 Specific Outcomes - Employment location

- Activity centres are the focus of the commercial activity serving the needs of their catchment's population with a concentration of non-residential activities, including shopping, offices, tertiary education and entertainment;
- Activity centres are vibrant mixed use centres comprising retail, commercial, entertainment, health, personal and leisure activities; and
- A substantial proportion of enterprises will have extended business hours reflecting the type of activity, the size of the catchment and the level of custom attracted by the variety and intensity of other uses in the centre.
- Specialised centres are the focus of bulky goods retaining and provide retail and employment opportunities for their catchment.

#### 3.14.11.6 Specific Outcomes - Integrated transport

- Activity centres are places where pedestrians dominate, being the main access mode throughout the core and its frame;

2. Activity centres are where transport destinations and start points occur with any through journeys being subordinate to other movement and activities in the centre. As such the activity centre becomes its catchments key public transport hub and the destination for local pedestrian and cycling trips. The result being the reduced dependence on cars as the primary transport mode to and within the centre;
3. Higher order centres and some district activity centres provide direct access to high frequency public transport services that connect to other higher-order centres, employment nodes both within and outside of the Region and by feeder services to their catchments; and
4. Parking in the activity centre core is regulated and on site parking requirements may be reduced for sites within walking distance of high frequency public transport.
5. Specialised centres are places where private vehicles are the main method of accessing the site, with public and active transport options having a secondary function. Once in the centre the main method of moving throughout the centre is walking.

### **3.14.11.7 Specific Outcomes - Infrastructure**

1. Activity centres have the level of service of infrastructure provision necessary to support growth, increased intensity of activity and adaptation to change over time and to create safe, vibrant and attractive and well maintained mixed use centres; and
2. Activity centres have access to high speed broadband to support their important economic function within the Region.

### **3.14.11.8 Specific Outcomes - Water management**

1. Activity centres are provided with adequate water, sewerage and stormwater drainage capacity; and
2. Water sensitive urban design measures are incorporated into development to protect and enhance the water quality in the Region's waterways and drinking water catchments.

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### 3.14.12 Element - Enterprise and employment areas place type

#### 3.14.12 Element - Enterprise and employment place type

Industry and related business activity and associated service trades have a critical role to play in the achievement of greater levels of local enterprise and employment in the Region. They are located on the major transport routes throughout the Region.

The future for Enterprise employment place type is for them to become the main centres of businesses and employment in manufacturing, transport and storage, communication and wholesale trade. Businesses and employment in other industry categories are limited and related to complementary and compatible uses that are allied to the major business and employment activities. The Enterprise and employment place type are places that create destinations for work trips.

Enterprise and employment places are capable of operating 24/7 with minimal impact on adjacent areas. Enterprise and employment places will accommodate low and medium impact activities and service trades. High impact uses will occur in specified locations well buffered from incompatible uses. High impact uses only occur in Brendale, Narangba and Elimbah East in specific precincts.

The Enterprise and employment place type complements and does not compete with Activity centres.

The consolidation of industry and related business activities in Enterprise and employment places also provides opportunity for interdependencies and linkages to emerge between businesses as well as opportunities for trading of inputs, goods and services and wastes which can potentially reduce energy, resource, water use and waste leading to more sustainable development. There are also opportunities for mixed industry and business areas where there is a nexus to industry activities.

The main Enterprise and employment areas are at Brendale, North Lakes, Dakabin, Clontarf, Narangba, Burpengary, Morayfield, Caboolture airport, Elimbah East and Caboolture West.

The remaining Enterprise and employment areas at Caboolture, Deception Bay Road, Kallangur, Lawnton, Bribie and Everton Hills accommodate low impact industry and service trades activities together with limited wholesaling and retailing.

At the time of plan preparation, special industries (hazardous and offensive) were located at Narangba. This plan does not provide for any further special industries and if the special industries move out they will not be replaced with special industry.

Residential development and other sensitive land uses are not located in Enterprise and employment areas, unless there is a specific precinct.

The priority land use in Enterprise and employment places is employment activities, however there will be locations where environmental corridors require protection. These corridors have been identified as part of the green infrastructure network.



### 3.14.12.1 Specific outcomes

#### 3.14.12.1 Specific Outcomes - Sustainability and resilience

1. Industry and related businesses are conducted without adverse impacts on adjacent areas;
2. Development does not cause environmental harm or nuisance;
3. Development is oriented and designed in response to local climate conditions to conserve non-renewable energy and incorporate the use of appropriate renewable energy and low emission technologies; and
4. New development is designed to avoid exposure to flood and storm tide inundation events and coastal erosion.

#### 3.14.12.2 Specific Outcomes - Natural environment and landscape

1. A network of green areas focusing on urban design outcomes, with consideration of ecological function, provides trees for shade and visual amenity and ground covers that help manage stormwater;
2. The retention of high value vegetation is integrated into the design of development to complement and enhance the visual amenity, character and function of the built form and maintain important ecosystem services; and
3. High value vegetation is protected in identified environmental corridors and where possible integrated into the design of development to complement and enhance visual amenity, character, shade and assist in stormwater management.

#### 3.14.12.3 Specific Outcomes - Strong communities

1. All development will contribute to the creation of a socially, visually and physically amenable work environment.

#### 3.14.12.4 Specific Outcomes - Settlement pattern and urban form

1. This place type is an integral element of the urban structure of the Region and key areas for the creation of higher levels of local enterprise employment;
2. The place type is primarily intended for manufacturing, engineering, transport, logistics and warehouse activities and related business activity;
3. New Enterprise and employment activities recognise adjacent sensitive land uses and buffer the enterprise and employment activities appropriately; and
4. Enterprise and employment areas in visually prominent locations on the major road network will present well designed facades and a high standard of landscaping to the major roads.

#### 3.14.12.5 Specific Outcomes - Employment location

1. Enterprise and employment areas provide highly accessible locations for the co-location of existing and new industries and related businesses that manufacture, store, distribute and produce goods and services; and
2. Enterprise and employment areas support higher levels of local employment in the Region and complement the Activity centres.

#### 3.14.12.6 Specific Outcomes - Integrated transport

1. Enterprise and employment areas accommodate business and industry activities that require a high level of accessibility to the regional freight network;
2. The transport systems in the Enterprise and employment areas provide a high level of integration between the needs of industry and business;

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3. The safe and efficient operation of the transport systems are maintained and improved in Enterprise and employment areas;
4. Safe legible and convenient walking and cycling facilities are provided and public transport is facilitated from the dominant workforce and customer catchments to and through Enterprise and employment areas; and
5. Public transport feeder services support the Enterprise and employment place type and connect Enterprise and employment areas with adjacent neighbourhoods and transport hubs.

### **3.14.12.7 Specific Outcomes - Infrastructure**

1. The Enterprise and employment areas have the level of service of Infrastructure provision necessary to support growth and adaptation to change over time; and
2. Enterprise and employment areas have access to electricity, telecommunications and high speed broadband to support their important economic function within the Region.

### **3.14.12.8 Specific Outcomes - Water management**

1. Enterprise and employment areas are provided with adequate water, sewerage and stormwater drainage capacity; and
2. Water sensitive urban design measures are incorporated into development to protect and enhance the water quality in the Region's waterways and drinking water catchments.

### 3.14.13 Element - Coastal communities place type

#### 3.14.13 Element - Coastal communities place type

The coastal lowlands of the Moreton Bay Region contain the coastal communities of Beachmere, Toorbul, Donnybrook, Meldale and Dohles Rocks. These communities vary in population and correspondingly in the range of local community services and facilities available. Beachmere is the largest of the coastal communities supporting a range of services for the established population. Each coastal community has an individual character and unique sense of place. They provide important lifestyle choices for residents and recreation opportunities for visitors seeking to access the foreshores and waterways of the Region.

The Coastal communities are vulnerable to existing and future coastal hazard events including storm tide and erosion events which are projected to increase in the future. Therefore, new development will be generally infill; low-density scale and intensity, consistent with and complementary to the established settlement form prominent in these areas.

Mitigation options, through a Coastal Adaptation Strategy, will explore the nature of the hazards, and potential responses including defence, avoidance and retreat. An analysis to determine the various options, taking into account long-term social, financial and environmental factors will be required and completed during the life of this planning scheme.

## 3 Strategic Framework

### 3.14.13.1 Specific outcomes

#### 3.14.13.1 Specific Outcomes - Sustainability and resilience

1. Land within this place type is vulnerable to coastal hazards and to projected increases in future hazard events which will constrain new development to the existing settlement footprint of the coastal communities;
2. Development is designed to avoid exposure to riverine flood events, and to the extent practical mitigate the hazard of storm tide, erosion and inundation;
3. Buildings on large lots interspersed with private open space and trees respond to local climate conditions through incorporation of subtropical design principles such as allowing for the flow of breezes, natural ventilation and light;
4. Larger lots associated with detached housing and footpaths retain shade trees and native vegetation which contribute to the amenity and micro-climate of the area and ensure the ongoing provision of ecosystem services;
5. Developments are designed to allow solar access, ventilation and flow of breezes and provide open space and footpaths suitable for extensive native vegetation and appropriate shade trees;
6. Buildings are to be designed and sited so as to minimise energy requirements and provide a high standard of residential amenity; and
7. Development is managed and located to mitigate adverse effects of bushfire and landslide;

#### 3.14.13.2 Specific Outcomes - Natural environment and landscape

1. Natural areas within Coastal communities form part of the green infrastructure network that links with the surrounding Coasts and riverlands place type and links to the Mountains, forest and waterways place type;
2. Any infill development or redevelopment maintains existing natural areas and the wildlife they support, including a range of threatened species, and provides buffers to protect the green infrastructure network;
3. Development maintains and enhances natural scenic amenity values through maintenance and restoration of vegetated buffers between development and coastal waters and provision of open space along foreshores;
4. Development and coastal activities are located, designed and managed to mitigate disturbance of acid sulfate soils and the mobilisation and release of nutrients of concern from nutrient hazard areas; and
5. Development does not increase the risk of shoreline erosion.

#### 3.14.13.3 Specific Outcomes - Strong communities

1. Community services and facilities provided in coastal communities will be limited to support the existing resident populations in these areas;
2. The range of community facilities provided in Coastal communities is retained;
3. The foreshore, parks and open space, boat ramps, jetties, board walks, bikeways, recreational trails and community facilities within the villages provide low key, informal and safe meeting places for community interaction;
4. A diverse range of active and passive sport and recreational opportunities are available for residents and visitors;
5. The values of cultural heritage sites are maintained and enhanced; and
6. Development retains the sense of place and maintains the low intensity and small scale village character.

#### 3.14.13.4 Specific Outcomes - Settlement pattern

1. No significant new development occurs within the coastal communities; and
2. Development that does occur is infill, confined to the existing settlement footprint, and generally maintains the existing small-scale, low density character of the coastal communities.

### **3.14.13.5 Specific Outcomes - Employment location**

1. Employment is provided in:
  - a. Small scale retail / convenience type uses to service the local residents and visitors;
  - b. Home based businesses operated within residential premises; and
  - c. Small scale uses which service tourist/day tripper activities including short term visitor/tourist accommodation.

### **3.14.13.6 Specific Outcomes - Natural resources**

1. Development does not adversely impact on the natural resources of the area including wetlands and waterways of Moreton Bay Marine Park, declared fish habitat areas and sand dune deposits; and
2. The high levels of ecosystem services provided in this area are protected from development impacts.

### **3.14.13.7 Specific Outcomes - Integrated transport**

1. An adequate level of service for road access is maintained for residents and visitors to the villages;
2. Boating facilities are maintained to provide safe access to the waterways; and
3. Local centres, local concentrations of employment and other local attractors are within 15 minutes of all residents by walking, cycling or public transport.

### **3.14.13.8 Specific Outcomes - Infrastructure**

1. Infrastructure, including public utilities and major telecommunication facilities, is designed and located to mitigate detrimental impacts on the visual quality and environmental values, character and amenity of the area;
2. Infrastructure is not subject to coastal hazards; and
3. Coastal communities have access to high speed broadband to support residential and business needs.

### **3.14.13.9 Specific Outcomes - Water Management**

1. Development retains the natural hydrological characteristics of waterways, wetlands and coastal areas including groundwater, and mitigates disturbance of acid sulfate soils and the mobilisation and release of nutrients of concern from nutrient hazard areas;
2. Existing town water and sewerage connections are maintained;
3. Septic wastewater systems do not adversely impact on water quality in waterways; and
4. Water sensitive urban design measures are incorporated into development to protect and enhance the water quality in the Region's waterways, Pumicestone Passage and Deception Bay.

## 3 Strategic Framework

### 3.14.14 Element - Coast and riverlands place type

#### 3.14.14 Element - Coast and riverlands place types

The place type includes the Region's 45km of coastline, extending from the Pine River estuary and Hays Inlet in the south alongside Deception Bay heading past the Caboolture River estuary and up to the Pumicestone Passage and Bribie Island.

The coastline is part of the internationally recognised Moreton Bay Ramsar site in recognition of its important wetland types and values. It also incorporates areas of great environmental significance and coastal lowlands containing estuarine areas, tidal flats and marine deposits, beach ridge and sand dune areas. Internationally significant numbers of migratory shorebirds can be seen foraging along the shorelines and mudflats of the coastal lowlands during the summer months and resident shorebirds can be seen all year round.

The place type has significant environmental values that have been impacted by development over many years as the Region has experienced rapid urbanisation. Projected changes in weather conditions is likely to lead to and increased occurrence of natural hazards e.g. flooding, storm tide and erosion events, and increased wave heights and wind conditions. This will further threaten environmental values. Future development pressure on the coast and major river floodplains needs to be carefully managed to minimise additional adverse impacts on the environment and exposure of our communities and development to hazard impacts. Exposed and vulnerable areas along the coast and rivers of the region are expected to bear the brunt of hazard impacts; hence the Coast and riverlands place type is intended to preclude development that would place people and infrastructure at intolerable risk.



### 3.14.14.1 Specific outcomes

#### 3.14.14.1 Specific Outcomes - Sustainability and resilience

1. Land within this place type is exposed to coastal hazards and is not suitable for urban development; and
2. The area will be managed to allow the natural fluctuation of foreshore and associated ecosystems.

#### 3.14.14.2 Specific Outcomes - Natural environment and landscape

1. The integrity, condition and function of biodiversity and ecological processes within these areas are protected in perpetuity from the adverse impacts of development and land use activities;
2. The visual character of regionally significant scenic amenity areas including major landscape features, and the visual relief and separation between urban areas provided by the network of waterways and coastal areas, is retained. Vegetated buffers and open space along foreshores are maintained and restored;
3. Existing natural areas, including the habitat of a range of threatened species, are enhanced and protected from the impacts of development;
4. The Coast and riverlands place type forms part of the green infrastructure network that traverses across public and private land to link to the Mountains, forests and waterways place type;
5. The nature, scale and intensity of coastal activities are appropriate to the low key, low intensity, recreational, educational and environmental character and function of this area;
6. Activities in the Coast and riverlands place type are located, designed and managed to mitigate disturbance of acid sulfate soils and the mobilisation and release of nutrients of concern from nutrient hazard areas; and
7. Sustainably managed land extensive or intensive rural uses are an integral component of the natural environment and landscape within this place type.

#### 3.14.14.3 Specific Outcomes - Strong communities

1. The place type provides a diverse range of active and passive outdoor sport and recreational opportunities for residents of the region and visitors;
2. The values of cultural heritage sites are maintained and enhanced;
3. The important contribution of the Coast and riverlands place type to the sense of place and identity of the Moreton Bay Region is identified, and reflected in the management of coastal activities and development within and adjacent to the place type; and
4. The parks and open space, sport and recreational facilities, boat ramps, jetties, board walks, bikeways, recreational trails and environmental centres and community facilities within this area provide low key informal and safe meeting places for community interaction.

#### 3.14.14.4 Specific Outcomes - Settlement pattern

1. The existing pattern of development within the place type is not intensified and in some locations building and rebuilding will not be possible;
2. Dispersed dwellings and farm buildings are predominant within this place type, mostly on large rural allotments. Some small house lots also occur in this place type;
3. Coastal activities are of a scale and nature that maintain the low key, dispersed water based and waterfront recreational and open space uses;

## 3 Strategic Framework

4. Development and coastal activities are limited to uses that are allied to and compatible with the long term protection of the areas environmental values and are not sensitive to hazard events; and
5. Land extensive or intensive rural uses are managed to maintain sustainable production from the land and to avoid degrading the significant conservation or scenic values or the integrity of the coast and waterways.

### 3.14.14.5 Specific Outcomes - Employment location

1. Employment opportunities in this place type include low key, low impact recreational and tourism activities that serve the needs of residents and visitors to the region; and
2. Opportunities for innovative co location of sustainable rural enterprises in peri – urban areas will be considered where meeting ecological, economic and social objectives, whilst maintaining a character consistent with the attributes of the area.

### 3.14.14.6 Specific Outcomes - Natural resources

1. Development sustainably manages and does not adversely impact on the natural resources of the area including wetlands and waterways of Moreton Bay Marine Park, declared fish habitat areas, sand dune deposits, Agricultural land classification (ALC) Class A and Class B land and plantation forests; and
2. The high levels of ecosystem services provided in this area are protected from development impacts.

### 3.14.14.7 Specific Outcomes - Integrated transport

1. An adequate level of service for road access is maintained for visitors to the area to provide safe access in areas susceptible to flooding and for use in emergencies; and
2. Where appropriate, sealed roads to have adequate width to include line-marked shoulders to accommodate cyclists with particular attention to uphill sections.

### 3.14.14.8 Specific Outcomes - Infrastructure

1. Limited infrastructure services are provided, and new infrastructure likely to be severely damaged in hazard events is avoided unless otherwise warranted; and
2. Infrastructure, including public utilities and major telecommunication facilities, are designed and located to mitigate detrimental impacts on the visual quality and environmental values, character and amenity of the place type.

### 3.14.14.9 Specific Outcomes - Water Management

1. Waterways, wetlands and coastal areas are enhanced and protected from degradation or loss of biodiversity values;
2. Development retains the natural hydrological characteristics of waterways, wetlands and coastal areas including groundwater, and mitigates disturbance of acid sulfate soils and the mobilisation and release of nutrients of concern from nutrient hazard areas;
3. The risk of downstream or upstream shoreline, bed or bank erosion through altered hydrology, development or unnatural disturbance is not increased; and
4. Nutrient enrichment is avoided.

### End Notes

- 3.1 Intergovernmental Agreement on the Environment (1992)
- 3.2 The Centre for Subtropical Design has produced this handbook to share knowledge about design and planning of the subtropical built environment with planners, developers and decision-makers. The handbook effectively describes and explains the 12 guiding principles of subtropical design for urban development which are listed in the key planning instrument for SEQ, the South East Queensland Regional Plan 2009-2031.
- 3.3 [http://www.climatesmart.qld.gov.au/get\\_informed/queensland-government.html](http://www.climatesmart.qld.gov.au/get_informed/queensland-government.html)
- 3.4 See also Water Sensitive Urban Design dealt with in Section 3.12 Water Management theme.
- 3.5 See Next Generation Planning a handbook for planners, designers and developers in South East Queensland SEQ Council of Mayors 2011.
- 3.6 See *South East Queensland Regional Plan 2009 – 2031*.
- 3.7 The mapping in the Strategic Framework is indicative at the whole of Region scale and is not intended to be viewed at a property level. The mapping for the green infrastructure network is comprised of a number of layers of information. 1. Protected Areas and Reserves of Conservation Significance include National Parks, Conservation Parks, Nature Refuges and Council reserves with high biodiversity value. 2. Core Environmental Areas include koala bushland habitat and high value rehabilitation areas and areas of high ecological significance. Vegetation in these areas may be offset subject to meeting the relevant planning scheme criteria. 3. Environmental Corridors include local ecological corridors, waterways and land below the Q100 floodline. Major powerline easements also provide for wildlife movement. 4 Open Space includes Council managed lands.
- 3.8 Next Generation Planning Handbook - <http://www.dlgp.qld.gov.au/promoting-liveable-and-affordable-communities/next-generation-planning.html> The Next Generation Planning Handbook meets the objectives of the Model Code for Smart Growth project outlined in the South East Queensland Regional Plan 2009-2031.
- 3.9 Currently identified in the South East Queensland Regional Plan 2009 - 2031 as Strathpine, North Lakes and Redcliffe-Kippa Ring.
- 3.10 Currently identified in the South East Queensland Regional Plan 2009 - 2031 as Caboolture-Morayfield.
- 3.11 Proposed rail stations on the map are not planned and/or funded by the State Government.
- 3.12 The mapping in the Strategic Framework is indicative at the whole of Region scale and is not intended to be viewed at a property level.
- 3.13 Refer to Rural Residential on Map 3.6.1 - Settlement Pattern. This mapping is indicative at the whole of Region scale and is not intended to be viewed at a property level.
- 3.14 Refer to Network of Centres on Map 3.6.1 - Settlement Pattern. This mapping is indicative at the whole of Region scale and is not intended to be viewed at a property level.
- 3.15 Refer to Possible New Neighbourhood Plans on Map 3.6.1 - Settlement Pattern. This mapping is indicative at the whole of Region scale and is not intended to be viewed at a property level.
- 3.16 Proposed rail stations (see Map 3.6.1) - This infrastructure is not planned and/or funded by the State Government.
- 3.17 Refer to Transit Oriented Communities on Map 3.6.1 - Settlement Pattern. This mapping is indicative at the whole of Region scale and is not intended to be viewed at a property level.
- 3.18 Methods may include units close to shops and transport nodes, attached units, townhouses, dual occupancies, block splitting, granny/fonzie flats etc, to meet the changing household needs of the population
- 3.19 Refer to Investigation Area on Map 3.6.1 - Settlement Pattern. This mapping is indicative at the whole of Region scale and is not intended to be viewed at a property level.
- 3.20 Refer to Investigation Area on Map 3.6.1 - Settlement Pattern. This mapping is indicative at the whole of Region scale and is not intended to be viewed at a property level.
- 3.21 This is a gross activity density measure and includes residents and jobs based on research by Newman and Kenworthy: Urban Design to Reduce Automobile Dependence 2006
- 3.22 See also Rural Futures Theme
- 3.23 The mapping in the Strategic Framework is indicative at the whole of Region scale and is not intended to be viewed at a property level.
- 3.24 See also Rural Futures Theme
- 3.25 Refer to Enterprise and Employment Areas on Map 3.6.1 - Settlement Pattern.
- 3.26 Refer to Enterprise and Employment areas on Map 3.6.1 - Settlement Pattern
- 3.27 Refer to Future Enterprise and Employment Areas on Map 3.6.1 - Settlement Pattern
- 3.28 The mapping in the Strategic Framework is indicative at the whole of Region scale and is not intended to be viewed at a property level.
- 3.29 The mapping in the Strategic Framework is indicative at a whole of Region scale and is not intended to be viewed at a property level.

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- 3.30 To develop these strategies will require both a visionary approach to planning and a rigorous analytical model that will support strategic outcomes to achieve the 20 year vision. Current trend based computer models will not provide the information necessary to develop strategies that support the Moreton Bay Regional Council vision. It will be necessary to develop a new strategic model based on current best research with a preferred outcome. This modern approach to planning is based on the backcasting principle as compared to the traditional approach of forecasting. Trend based models that utilise historical data to forecast future outcomes have consistently led to poor engineering design outcomes that have been detrimental to the qualities of the urban realm. Setting the vision and preferred outcomes makes eminent sense and even more so when all the research indicates that the method and quality of urban and transport planning is the primary factor in achieving good or bad societal outcomes: ***"If you plan for highways and cars, you'll get highways and cars; if you plan for people and place, you'll get people and place."*** It is anticipated that the 2031 planning year model will be commissioned in July 2012 and be completed by December 2012. The strategic planning and development aided by the modelling analysis and testing, should then occur during the 2013 calendar year and be finalised by December 2013. Demographic forecasting data is the primary input data requirement to commence development of the model. This data will not be available until May 2012. In the interim, a transitional 2021 planning year strategic model will be developed that will include approved developments and master plans. This model will introduce many principles of the 2031 Place Typologies including reduced motor vehicle trip generation rates and higher modal splits for walking, cycling and public transport based on the premise that these modes will be increasingly supported in the future both by Council and within the community. The interim model will be used as the basis for strategic transport planning for the first iteration of the new priority infrastructure plan and as a supporting mechanism for the new Moreton Bay Regional Council planning scheme. This will be amended when the later Place Types model is completed and strategies derived.
- 3.31 The mapping in the Strategic Framework is indicative at the whole of Region scale and is not intended to be viewed at a property level.
- 3.32 Proposed rail stations on the map are not planned and/or funded by the State Government.
- 3.33 The mapping in the Strategic Framework is indicative at the whole of Region scale and is not intended to be viewed at a property level.
- 3.34 The mapping in the Strategic Framework is indicative at the whole of Region scale and is not intended to be viewed at a property level.
- 3.35 See State Planning Policy - Planning for infrastructure - Strategic airports and aviation facilities (Table 2) and Overlay map - Infrastructure buffers.
- 3.36 See State Planning Policy - Planning for infrastructure - Strategic airports and aviation facilities (Table 2) and Overlay map - Infrastructure buffers.
- 3.37 Investigations into Caboolture West growth area may change the situation with respect to the Caboolture River.
- 3.38 Proposed rail stations on the map are not planned and/or funded by the State Government.
- 3.39 This infrastructure is not planned and/or funded by the State Government.
- 3.40 This infrastructure is not planned and/or funded by the State Government.
- 3.41 This infrastructure is not planned and/or funded by the State Government.
- 3.42 This infrastructure is not planned and/or funded by the State Government.