



CAPALABA

ACTIVITY CENTRE

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CAPALABA

ACTIVITY CENTRE VOLUME 2

Inputs & Implications for
Development of the Master
Plan 2010

2010 | FINAL

The South East Queensland (SEQ) Regional Plan defines a hierarchy of centres throughout SEQ. The SEQ Regional Plan seeks to focus regional centre development in well planned, vibrant, and accessible regional activity centres. Capalaba is designated as a Principal Regional Activity Centre (PRAC), therefore is intended to provide a focal point for regional employment, community services and in-centre residential development.

01 Introduction

1.1 Overview

This report captures and explains the data and analysis which has been completed to inform the development of the Capalaba Activity Centre Master Plan 2010 (the Master Plan).

The Master Plan is intended to have a major influence on the economic, social and environmental development of the existing Capalaba Principal Activity Centre. The background analysis and community consultation completed has been an essential precursor in establishing a preferred vision and urban framework for the revitalisation of the Capalaba Principal Activity Centre.

1.2 Structure of this Report

The Capalaba Principal Activity Centre Master Plan study has been broken into three reports for ease of interpretation:

Volume 1 – Master Plan and Implementation Strategy.

- This document outlines the vision, principles and key features of the Master Plan. This includes detailed precinct intents, design guidelines and implementation strategies.

Volume 2 – Inputs and Implications for Development of the Master Plan.

- Provides an outline of the analysis, consultation and various studies undertaken to directly and indirectly inform the Master Plan.

Volume 3 – Master Plan Supporting Studies.

- Provides copies of the studies and reference material used to inform development of the Master Plan.

This report forms Volume 2.

02 Study Area Selection

Capalaba is located approximately 20km south-east of Brisbane's CBD (Figure 1). The suburb is bordered by Tingalpa Creek to the north and shares a common boundary with the suburbs of Capalaba West, Birkdale, Alexandra Hills, Thorneside, Sheldon and Burbank.

The study area (Figure 2) extends from Moreton Bay Road to the south, beyond the properties adjoining Old Cleveland Road in the North. The study area is bounded by Capalaba Regional Park to the west and the extremities of Capalaba Central Shopping Centre to the east.

The site encapsulates the central commercial precinct within Capalaba that exists along Redland Bay Road and Mt Cotton Road, which includes two major shopping centres; Capalaba Central Shopping Centre and Capalaba Park Shopping Centre. Whilst the Capalaba Activity Centre Master Plan is limited to the core area, the relationship between the core and the frame areas was a consideration throughout the project. This approach enabled an understanding of how the Capalaba Centre relates to the rest of Capalaba, particularly in terms of access and mobility issues.

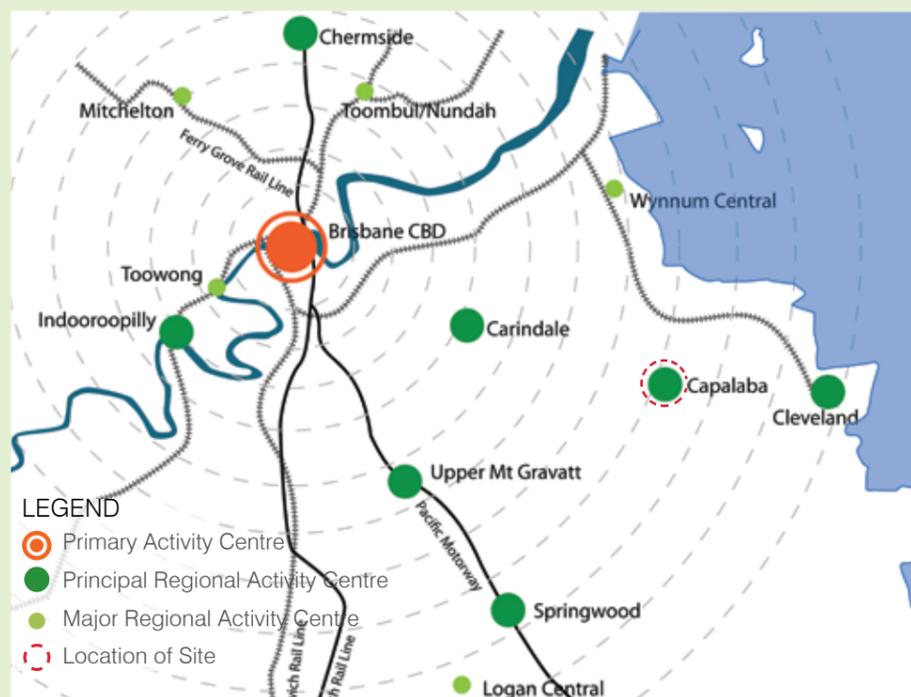


Figure 1 | Regional Context



Figure 2 | Capalaba Master Plan Study Area

03 Informing the Master Plan

The following suite of studies and consultation forms the information basis for the preparation of the Master Plan. Work undertaken includes detailed technical analysis, projections, consultation, and community workshops.

Each of the following documents are summarised by **Volume 2** with respect to their **Purpose, Key Findings and Master Plan Response**. This approach provides a concise summary of the data inputs and analysis relied upon to develop the Master Plan.

2006 Analysis

- Land Use Analysis Report
- Bus Station Options Analysis

2008 Analysis

- State Government Agency Workshop
- Urban Context Analysis
- Gap Analysis – October 2008

2008-2009 Enquiry By Design Outcome Reports

- Workshop 1 Report – 27 November 2008
- Workshop 2 Report – 11 December 2008
- Workshop 3 Report – 19 March 2009

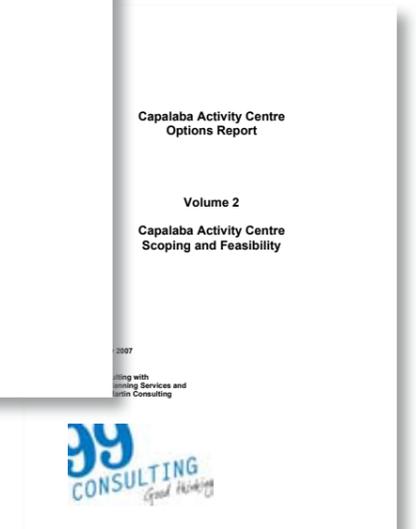
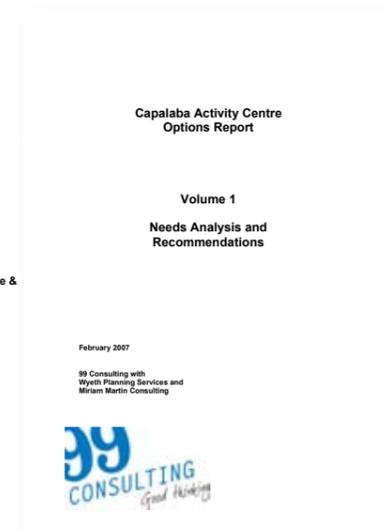
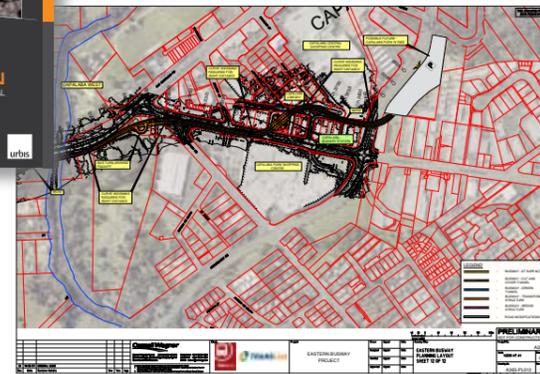
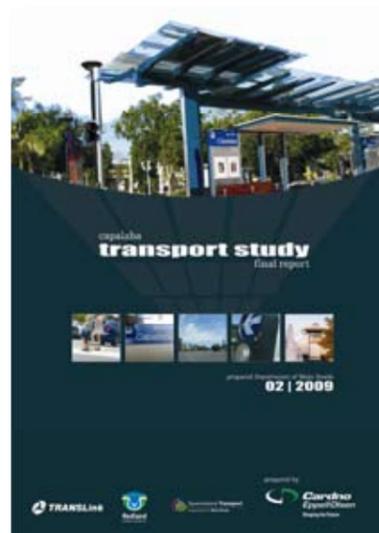
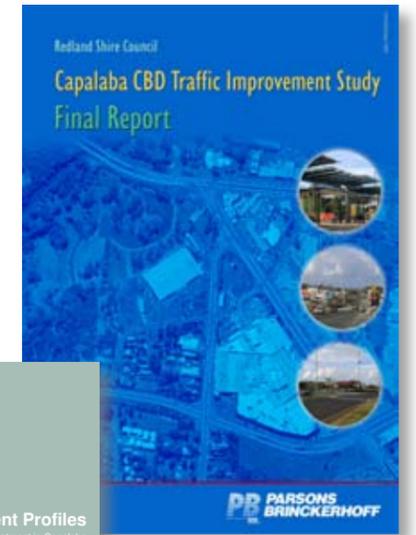
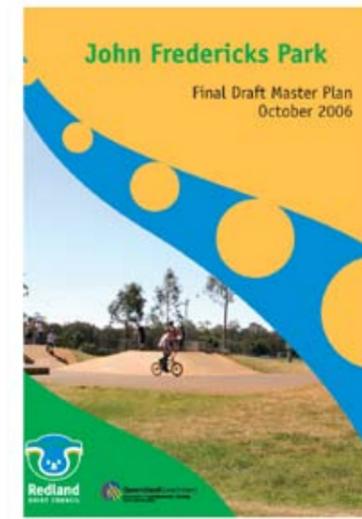
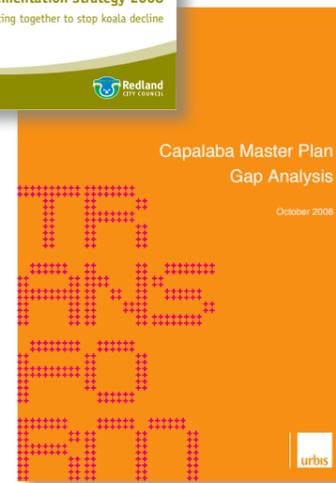
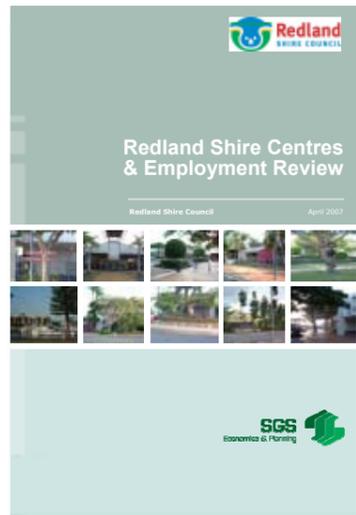
Capalaba Centre Master Plan Studies

- Capalaba Activity Centre Options Report Volumes 1 & 2 – 2007
- Bus Station Options Analysis – July 2006
- Eastern Busway – Approved Alignment Map - Tingalpa Creek to Moreton Bay Road
- Capalaba Transport Study – 2009
- Shadow Analysis of Capalaba Master plan area
- Capalaba Master Plan Review of Internal Operations – 2010

Additional Supporting Studies and Plans

- John Fredericks Park Master Plan – October 2006
- Redlands Koala Policy and Strategy – 2007
- Capalaba Regional Park Master Plan - Stages 3& 4
- Capalaba CBD Traffic Improvement Study – 2006
- SGS Economics and Capalaba Regional Activity Centre Study
- Draft Redland City Centres and Employment Review – 2010
- Capalaba Community Profile and Needs Analysis

Refer to **Volume 3** of this study for a copy of each of the above mentioned studies.



04 2006 – Early Analysis

4.1 Purpose of the Analysis

The initial stage of this project was managed by the State Government agencies Translink and the former Office of Urban Management, to address the critical need for a conceptual alignment and busway station location for Capalaba, as part of the Eastern Busway project.

4.2 Key Outcomes

The conceptual underground busway and station design was endorsed by the State government in 2006, following consultation with the community on the Eastern Busway.

On 22 April 2008, a workshop involving Council and State Agencies was undertaken to revisit the status and outcomes of the following studies:

- Stage 1 Land Use Analysis, which included a comprehensive contextual assessment regarding planning, development, economics and transport of the study area
- Stage 2A Busway Station Options Analysis, which developed a number of concept options for the proposed Capalaba Busway.

These reports identified a number of desired outcomes for the Master Plan, which are summarised as follows:

- The need to have the Busway station as an integrated element within the central plaza of Capalaba
- The possibility of providing a direct physical and visual link from Capalaba Regional Park, through the centre of the Capalaba Regional Activity Centre to Coolwynpin Creek
- The benefit of rationalising and breaking up existing blocks east of Old Cleveland Road
- The importance of the central plaza as an organising element and civic focus of Capalaba
- The difficulty (at least in the short to medium term) of “breaking up” the existing internalised shopping malls to create civic amenity and street based retail
- The potential to utilise the existing internal movement networks of the existing large shopping malls to guide and inform external linkages
- The potential of the land on the northern side of Old Cleveland Road, adjacent the existing sports fields, for future development

- The desirability of creating an education precinct in proximity to existing complementary uses, as near as possible to the central plaza and future Busway station
- The necessity to create an attractive and walkable direct link between any proposed park-and-ride development and the civic and retail heart of the centre
- The redevelopment potential of existing dwelling houses adjacent to Capalaba Place as a future mixed-use precinct
- The desirability of creating a distinctive identity for Capalaba through the design and development process
- The need to manage vehicle movements throughout the core, with particular focus on Redland Bay Road
- The uniqueness of the study area’s context which comprises a ‘ring’ of green space that surrounds the centre
- The importance of improving access and visibility to the highly attractive regional park

4.3 Master Plan Response

At the conclusion of the April 2008 workshop, a number of next steps were agreed to. Specifically, it was agreed that Redland City Council would adopt the lead role in championing the project through the development of a clear ‘vision’ for the future of the Capalaba Activity Centre.

This ‘vision’ will be supported by a completed Master Plan and Implementation Strategy in consultation with stakeholders including landowners, residents, businesses and government agencies.

The April 2008 workshop was in effect the catalyst which provided the momentum for the ‘re-inception’ of the Capalaba Master Plan planning process.



Figure 3a – A sample of the options produced by the State Agency workshop

LEGEND

- Existing buildings
- Commercial
- Mixed use
- Mixed density residential
- Education, Health and Community Use

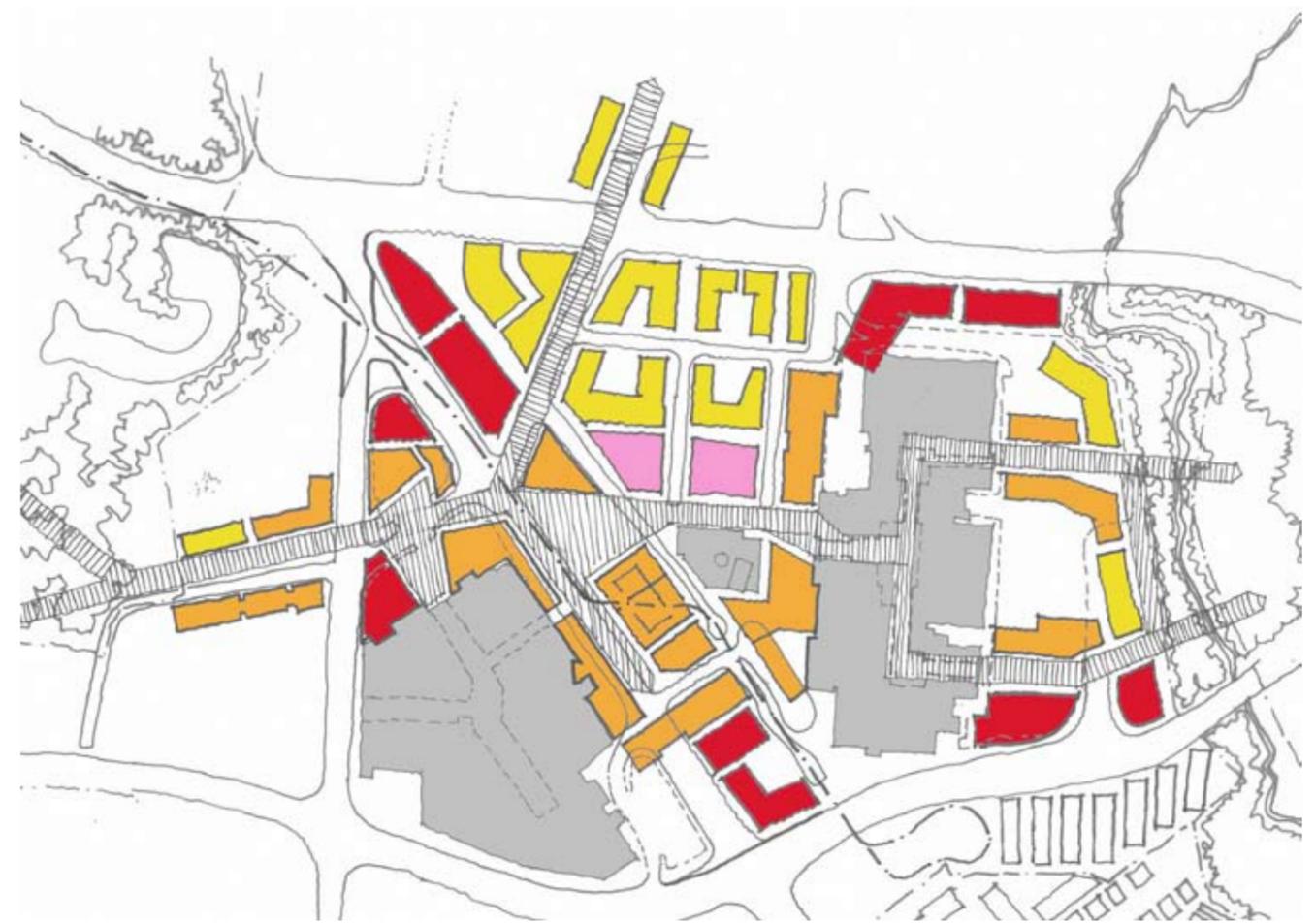


Figure 3b – A sample of the options produced by the State Agency workshop

LEGEND

- Existing buildings
- Commercial
- Mixed use
- Mixed density residential
- Education, Health and Community Use

05 2008 Re-inception Analysis

5.1 Purpose of the Analysis

The Capalaba Urban Context Analysis 2008 report was prepared to establish a planning and design framework on which the master planning process would be built. The report provides a clear and concise summary of the statutory and physical parameters of the Capalaba Master Plan study area.

5.2 Key Outcomes

A summary of key insights is provided in **Table 1**. These insights were drawn from each section of the report to ensure the summary is not only comprehensive but provides a direct link to developing the Master Plan components.

Table 1 - Key Insights Summary

| 2.0 Statutory Context | 3.0 Physical Context | | | | | |
|---|---|---|---|---|---|--|
| | 3.1 Urban Morphology | 3.2 Built Form | 3.3 Function | 3.4 Public Realm | 3.5 Circulation and Access | 3.6 Major Infrastructure Projects |
| Capalaba is identified as a Principle Activity Centre in the SEQ Regional Plan and will therefore accommodate a key concentration of employment. | Understanding of the relationship with residential form and ability to integrate greater density as a critical part of the urban morphology and a mix of uses that will ensure a vibrant and prosperous centre. | As the Bunning's decorative poles and the Capalaba Park signage are currently the two most dominant elements of the Capalaba skyline, any new built form that seeks to become a feature structure must compete with these to achieve visual significance. | Ensure that the Master Plan supports and enhances the various retail uses throughout the centre. | Ensure the integrity of semi-public spaces and their effective integration into public spaces- by ensuring safety and connectivity. | Opportunity identified to reduce the carriageway of Redland Bay Road with a study currently underway to determine the outcome of this road. | Planning for the future Busway infrastructure including dedicated 'at-grade' lanes, tunnel, grade separated/elevated sections of Busway and Busway station to be an integral part of the planning process. |
| The study area is included within the Major Centres Zone of the Redlands Planning Scheme, which is the highest order commercial centre within the city. | Key transport network to remain as the framework for the centre as regional and local links to the centre. | Significant height and intensification could be accommodated within the centre of the study area with little or no impact on surrounding areas. | The mix of bulky goods and community uses along Redland Bay Road is not ideal and has the potential to become high quality strip retail or commercial uses. | Improved streetscape treatments will ameliorate the effects of climate and the extensive areas of hard surfaces (road and car parking). | Improved streetscape treatments will help reduce the impacts of the road and vehicle dominated environment, promoting walking and cycling. | Interim measures for improved bus interchange facilities including bicycle storage and improved pedestrian links within the centre. |
| Capalaba is Redlands City's primary retail and commercial centre with a catchment greater than 50,000 people. | Recognition and regional status in terms of recreational open space and environmental value. | Reducing the significance of Redland Bay Road will not only benefit pedestrian connectivity, but also provide an opportunity to activate the blank walls of Capalaba Park by wrapping active uses/ frontages. | Existing low density dwelling houses adjacent to Capalaba Central and Capalaba Place could be redeveloped to higher densities and incorporate mixed use | Opportunities to incorporate educational programmes for the local school and community groups that will enhance and maintain the environmental values of the open space and creek network are to be explored. | Improved pedestrian and cycle network within the centre linking to the existing network. | Investigation and consideration for the future 'park-and-ride' facility identified along Moreton Bay Road to ensure positive integration and improved pedestrian/ cycle links. |

| 2.0 Statutory Context | 3.0 Physical Context | | | | | |
|---|---|--|--|---|--|--|
| | 3.1 Urban Morphology | 3.2 Built Form | 3.3 Function | 3.4 Public Realm | 3.5 Circulation and Access | 3.6 Major Infrastructure Projects |
| Employment forecasts for the Capalaba area will require an additional 81,653 square metres of retail and commercial floorspace by 2026. | Opportunities to enhance the quality of the open space with regards to the environmental values. | Utilise strong frontage opportunities along Mt Cotton, Redland Bay, Old Cleveland and Moreton Bay Roads for high quality and engaging retail, commercial and civic space uses. | Ensure permeability through the core precinct is retained and legibility is enhanced throughout the centre. | Opportunities to promote the environmental values of a region through greater connectivity, including Koala habitat connectivity in the surrounding open space and creek network. | Recognition of the importance of the road network and links to other regional centres as a critical element of the urban structure. | Opportunities to improve pedestrian/cycle safety and public realm environment along Redland Bay Road, promoting the street as a key linking element within the centre. |
| Capalaba contains approximately 11.5 ha (115,000 square metres) of land suitable for intensification. | Integration of future transport infrastructure to be carefully considered to ensure positive outcomes for the urban form of the centre. | Opportunity to incorporate significant gateway/entryway statements in the Master Plan. | Opportunity to maximize emerging medical/health uses and leverage associated uses and employment attraction. | Investigation into opportunities for more open and green space south of the centre. | Vast areas of car parking to be investigated in terms of the aesthetic and opportunity to improve links and quality of these spaces. | Opportunity to encourage pedestrian/cycle use throughout the centre by providing improved networks, amenity and facility. |
| | Urban form established by early road patterns that continue to be an influencing factor of built form and land use outcomes. | | Opportunity to enhance the mix with the introduction of educational uses as identified in the April 2008 workshop. | Opportunities for improved and additional pedestrian and cycle infrastructure is possible within the open space and civic space areas. | | |
| | Continuation of the emerging commercial focus of the centre. | | | Improved links between the centre & surrounding open spaces. | | |

5.3 Master Plan Response

Many of the insights initially identified have now been reflected by the Master Plan. The final 'layered' implementation strategies closely reflect the categories initially considered by the Urban Context Analysis.

06 2008 to 2009 – Enquiry by Design Outcomes

6.1 Purpose of the Enquiry by Design

The project team undertook an incremental Enquiry by Design (EBD) process to inform the Master Plan. Consultation workshop sessions were staged over a number of separate workshops to allow a broad range of community stakeholders to directly participate throughout the process.

Workshops were attended by interested stakeholders including, residents, land owners, local interest groups, Councillors and Council and State officers (Project Reference Group). The workshops were structured as follows:

Workshop 1 – Visioning and Principles

Workshop 1, held in November 2008, explored the physical and planning context of the central Capalaba area and positioned the project by defining a clear vision for the future of the area, including a set of key planning principles that support the vision. Preceding the workshop a visioning survey was conducted by Council to obtain from the community their views on what would make Capalaba a great place. Outcomes from this workshop guided the project and ensured a consistent and focused way forward.

Workshop 2 – Design Options

Workshop 2, held in December 2008, built upon the vision and principles developed in Workshop 1. The project team worked with the Project Reference Group to analyse opportunities for improvements with respect to elements such as public spaces, road networks, land use mix and sustainability. These inputs were used by the project team to develop preferred Master Plan concepts. Following Workshop 2, a public display period was undertaken to allow for feedback on options developed.

Workshop 3 – Preferred option

Workshop 3, held in March 2009, presented the preferred option to the Project Reference Group for refinement and finalisation. The final Master Plan concept developed by the end of Workshop 3 formed the basis for the development of a detailed Master Plan document and implementation strategies.

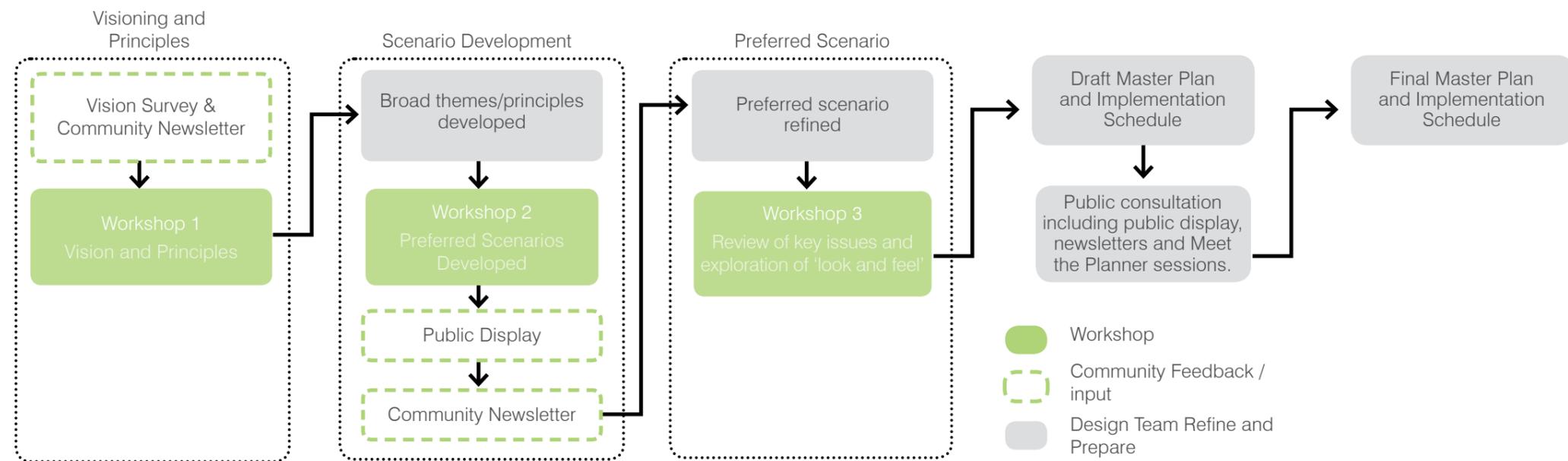


Figure 4 | EBD Methodology Process

6.2 Newsletter 1 and visioning survey

Newsletter 1 introduced the Capalaba Centre Master Plan project and outlined the project background. The newsletter also called for nominations for the Project Reference Group.

As part of the Master Plan process, a visioning survey was conducted by Redland City Council to gather information from residents and visitors who interact with the central Capalaba area. To undertake the visioning survey, a questionnaire was attached to the newsletter, which was sent to approximately 8,000 households and businesses in Capalaba and surrounding areas.

The purpose of conducting the visioning survey was to establish the opportunity for the broad community to provide comment and/or ideas on how to revitalise the study area, to gather information about the people who visit and use the central Capalaba area, and to better understand what attracts site users to the area.

At the close of the visioning survey submission period on the 20 November 2008 Council had received over 160 completed questionnaire responses. The information that has been provided through the visioning survey has been considered by the project team and project reference group and has contributed to the development of a draft vision, planning and design principles and two conceptual Master Plan options for the central Capalaba area.

A Visioning Survey Report was produced in February 2009. Key findings of the visioning survey included a strong desire to:

- improve the connection between the two shopping centres;
- establish an outdoor entertainment precinct;
- support employment and economic investment;
- make the Capalaba Centre a more attractive place;
- support alternative means of transport; and
- reduce traffic congestion.

More detailed discussion can be found in the Survey Report which is located in **Volume 3 – Master Plan Supporting Studies**.

6.3 Workshop 1

At the first workshop the project reference group was presented with background information, including the results of the visioning survey. A visioning exercise (drawing on the survey feedback) was undertaken in Workshop 1 to develop a draft vision for the future of Capalaba and a set of planning and design principles to deliver the vision. At the end of the workshop, there was a public session about the Master Plan and progress made thus far.

Several key topics emerged as important considerations in determining a vision for the area, including:

- Capalaba as a destination
- improving connectivity to and within the centre
- promoting diversity in buildings
- environmentally sensitive design
- providing improved services
- developing a central town square.

Planning and design principles established by the project reference group were grouped into the common themes of:

- Sustainability
- Connectivity
- Identity
- Economic Activity

Under these common themes several principal outcomes were included:

Sustainability

- initiative through new development
- best practice
- overarching principle for all precincts
- economic/social/environmental

Connectivity

- busway
- resolve existing traffic problems
- develop comprehensive pedestrian and cycle network (easy to get around)
- connect to environmental assets
- create clear focal point – civic space
- partially close Redland Bay Road to private vehicles to enhance pedestrian access
- civic space can connect shopping centres – spaces to linger
- create legible network of streets and spaces
- reduce dominance of vehicles in centre – local transport/downgrade parking

Identity

- celebrate unique qualities (culture, social, environmental, local feel, history)
- branding
- gateway to Redlands
- establish increased heights and quantum of activity (place making)
- destination not just a place you pass through – local attractions
- need local champion
- themed (landscape etc)
- catalyst projects to generate momentum

Economic/Activity

- encourage people to live in the centre
- government backed (leadership)
- night/day activities (extended activation)
- increased density/residential
- vibrant mix of uses (not just shopping)
- market Capalaba (work/live/play)
- creative industries = vibrancy
- catalysts to promote economic activity

The Workshop Outcomes Report is available in **Volume 3 – Master Plan Supporting Studies**.

6.4 Workshop 2

At the second workshop the Project Reference Group worked in teams to prepare sketch designs for consideration. The group built upon the draft vision and principles developed from Workshop 1 and considered six key themes:

- access and mobility
- landscape and environment
- land use and economics
- character and cultural heritage
- public spaces and streetscapes
- built form and height

Workshop 2 culminated in participants developing two scenario options for the centre. The outcomes of this process were summarised by the Project team on pages 12 and 13. These scenarios were developed further and presented to the community at a public display in early February 2009 for further comment.

The Workshop Outcomes Report is available in **Volume 3 – Master Plan Supporting Studies**.

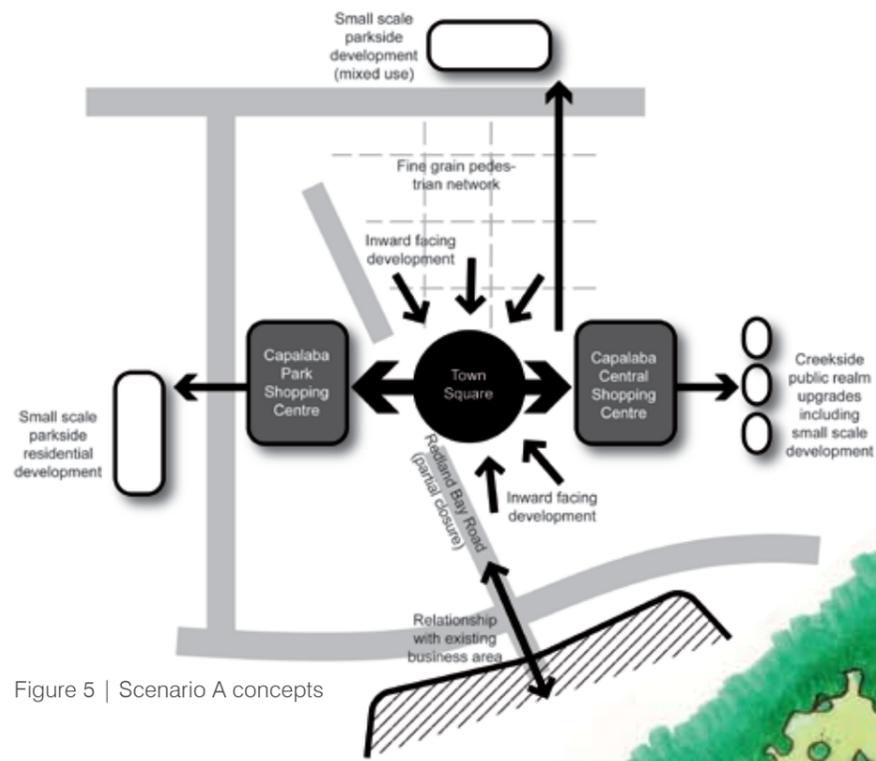


Figure 5 | Scenario A concepts



Figure 6 | Scenario A key elements

- 01 Redland Bay Road closed between shopping centres to accommodate a Town Square
- 02 Redland Bay Road connected through to Noeleen Street to enable traffic movement
- 03 New development along Coolwypin Creek as small pavilions to activate public realm
- 04 Library and town hall relocated into new facility to enable direct pedestrian connection between shopping centres
- 05 Emphasis on multiple pedestrian connections through to Old Cleveland Road as a fine grain network with pedestrian laneways
- 06 Bunnings building will be retained and refurbished to house a recreational facility
- 07 Provide active uses along northern frontage of Capalaba Central Shopping Centre to encourage 'public' access way around the centre
- 08 Low-rise parkside residential development
- 09 Capalaba Park Shopping Centre retrofitted with active uses to interface with public realm
- 10 Below-grade busway tunnel and station
- 11 Residential/retail mixed use development fronting onto Town Square
- 12 Key opportunity for gateway development site
- 13 Parkside mixed use (residential/retail) development
- 14 Commercial development integrated into shopping centre
- 15 Proposed Busway (ramp to tunnel)
- 16 Proposed Park 'n Ride facility

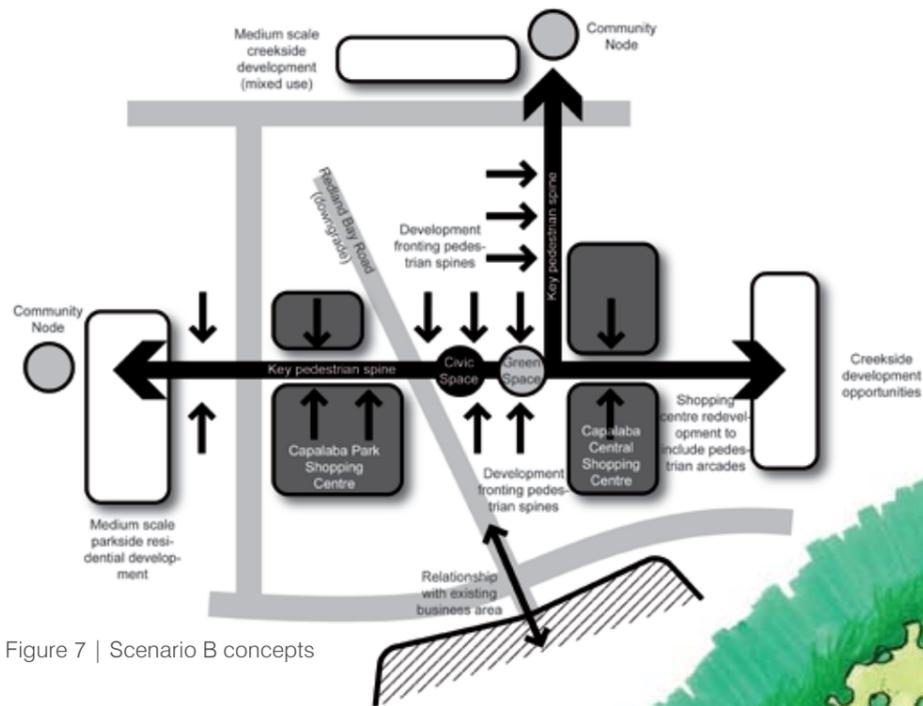


Figure 7 | Scenario B concepts



Figure 8 | Scenario B key elements

- 01 Redland Bay Road downgraded to allow pedestrian priority zone between shopping centres
- 02 Coolwynpin Creek edge redeveloped as medium scale development
- 03 Large conference/hotel facility located on Moreton Bay Road as gateway into Capalaba
- 04 Major east-west pedestrian spine connecting Tingalpa Creek to Coolwynpin Creek
- 05 Secondary north-south pedestrian spine connecting library to John Fredericks Park
- 06 A new architecturally designed community and recreation facility will replace the Bunnings shed and become a regional landmark
- 07 Capalaba Central Shopping Centre bisected to allow direct 'public' pedestrian access to redevelopment along Coolwynpin Creek
- 08 Development of Capalaba Park Shopping Centre northern car park front pedestrian spine and encourage connections through to Capalaba Regional Park
- 09 Create community nodes which include free BBQ facilities, informal meeting facilities etc
- 10 Medium density parkside residential development
- 11 Below-grade busway tunnel and station
- 12 Residential/retail mixed use development fronting onto pedestrian spine and library
- 13 Key opportunity for gateway development site
- 14 Parkside mixed use (residential/retail) development
- 15 Commercial development integrated into shopping centre
- 16 Proposed Busway (ramp to tunnel)
- 17 Proposed Park 'n Ride facility

6.5 Newsletter 2

Newsletter 2 was distributed between Workshop 2 and Workshop 3, and outlined the progress of the Capalaba Centre Master Plan project and the outcomes of the first two EBD workshops.

The newsletter outlined the Conceptual Options developed in Workshop 2 and called for public comment during the public display period from 18 February 2009 to 11 March 2009. Community comments received were considered in Workshop 3.

6.6 Workshop 3

The third EBD Workshop provided the project team and Council with a series of clear directions for a number of key elements of the Master Plan. Equally the workshop enabled the visualisation of the intent and desires of the Project Reference Group with regard to the overall look and feel of a future Capalaba.

All of the input and information was taken forward to develop the Master Plan and the detailed Design Guidelines. The project team took the feedback and directions from the workshop and synthesised the findings into a draft Concept which was presented to Council for review prior to commencing the master planning, including design guidelines and implementation strategies.

Key outcomes to emerge include:

- a major east-west pedestrian spine
- a connective north-south pedestrian 'green' link from Capalaba central to John Fredricks Park
- realignment of the Redland Bay / Mt Cotton Road intersection
- active frontages in high-use pedestrian areas
- a vibrant town square
- several key connections to new and existing open spaces
- an animated creek side corridor
- strategically placed green boulevards
- an expanded esplanade and community centre
- a pedestrian / vehicle shared zone with opportunity for longer term closure

The Workshop Outcomes Report is available in **Volume 3 – Master Plan Supporting Studies**.

6.7 Master Plan Response

A synthesis of the key directions to emerge from the workshop series is provided by Figure 9. Importantly, the workshop series established the basis for the project team to develop and refine the draft Master Plan. The outcomes previously summarised have all to varying degrees informed and been reflected by the draft Master Plan.



Figure 9 | Key EBD directions

6.8 Newsletter 3/Public Consultation

Newsletter 3 was distributed in April 2010, and presented the draft Master Plan to the community.

The newsletter discussed the development of the Master Plan, key features of the Master Plan and called for public comment during the public display period between 26 April and 2 July 2010.

6.9 Implementation Strategy

The implementation strategy sets out a range of strategy and practical measures to guide the implementation of the vision for the Capalaba Activity Centre. The illustrative master plan presented in **Volume 1** provides a broad view of the future direction of the town centre, a framework that will assist in decision making and planning processes throughout the life of its implementation.

In support of the illustrative plan a number of more explicit strategies have been developed, each aiming to provide further clarity in relation to the projects and initiatives that will be required to be delivered if the vision is to be realised. These strategies are presented in layers to assist in their interpretation and are based on the Centre Wide Concepts discussed in **Volume 1**. They include:

Strategy 1: Place Management

With a focus upon achieving the master plan vision through a series of manageable tasks driven by a dedicated 'place manager'.

Strategy 2: Access and Mobility

With a focus upon reorganising the street network, encouraging public transport usage, and providing the amenity and infrastructure required to facilitate walking and cycling.

Strategy 3: Landscape and Environment

Setting out the key aspects of the plan that relate to the preservation and enhancement of the environment.

Strategy 4: Land Use and Economics

Describing the future land use patterns of the centre and their contribution to the economic vitality of the place.

Strategy 5: Physical Character

Elements of the centre that contribute to its overall character and identity including the height, scale, form and style of new buildings.

Strategy 6: Public Space and Streetscape

A framework identifying the interconnected network of streets and public spaces and the unique qualities of each. It is envisaged that the master plan will be delivered through a range of mechanisms including public investment in the public realm, public transport and community facilities.

Primary mechanisms for delivery include:

Council

- through allocation of finance (general revenue/rates) and resources (Place Manager).
- by transforming the public realm streetscape works
- seeking joint ventures with private sector on Council land

Private

- through contribution of works and finance i.e. infrastructure charges
- take-up of redevelopment opportunities

State

- through contributions toward future analysis, planning
- delivery of the Eastern Busway.
- commitment to new State facilities i.e. health, education, administration

07 Capalaba Centre Master Plan Studies

The master plan process has been directly informed by a series of studies, including:

Environment and Open Space

- Shadow Analysis of Capalaba Master plan area

Traffic and Transport

- Bus Station Options Analysis – July 2006
- Eastern Busway – Approved Alignment Map - Tingalpa Creek to Moreton Bay Road
- Capalaba Transport Study – February 2009

Social Analysis

- Capalaba Activity Centre Options Report Volumes 1 & 2 2007

The Purpose, Key Outcomes and Master Plan response of each of these reports is considered in the following section of this report. A copy of each of these reports is available in **Volume 3 – Master Plan Supporting Studies**.

Environment and Open Space

7.1 Shadow Analysis of Capalaba Master Plan area

7.1.1 Purpose of the Study

In development of the Master Plan, stakeholders identified the shadowing impact of the building heights proposed (particularly of the tallest buildings in Town Centre

South Precinct onto the proposed town square) as a potential issue. In response, a series of shadow analysis diagrams were undertaken to identify the potential shadowing impact.

7.1.2 Key Outcomes

The shadow impact analysis undertaken is summarised in Figure 10.

7.1.3 Master Plan Response

It is evident through the diagrams illustrated in Figure 10 that the height of the buildings proposed in the Town Centre South Precinct will:

- not result in unacceptable shadow impacts onto surrounding development; and
- not result in the overshadowing of the town square for significant periods of the day.

It was therefore determined that the building heights proposed in the Town Centre South Precinct were appropriate with regard to their potential shadow impacts and no further specific measures are outlined by The Master Plan.



Figure 10a | Tall Building Shadow Analysis - June 9am



Figure 10b | Tall Building Shadow Analysis - June 3pm

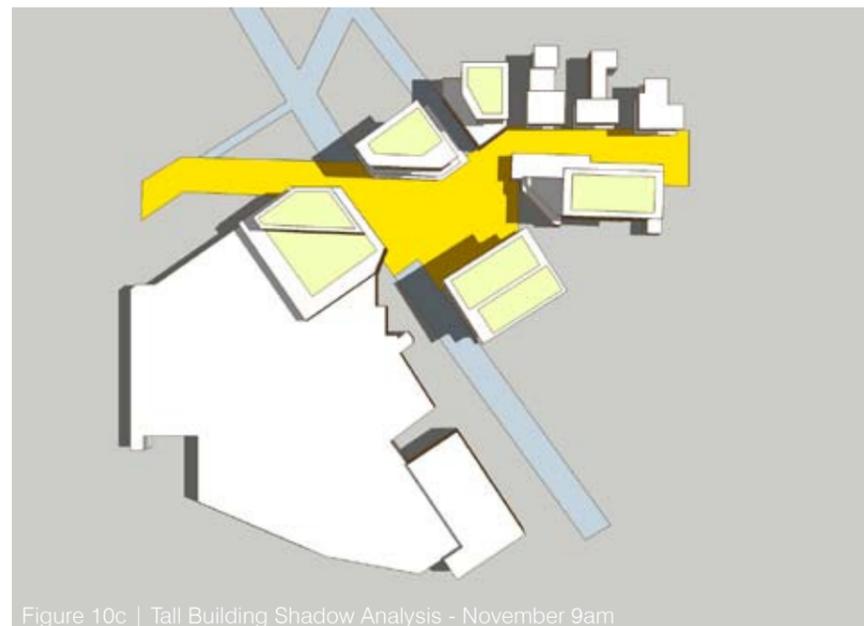


Figure 10c | Tall Building Shadow Analysis - November 9am



Figure 10d | Tall Building Shadow Analysis - November 3pm

Traffic and Transport

7.2 Bus station options analysis

7.2.1 Purpose of the study

The purpose of the report was to determine the preferred option for the location of the Capalaba Bus Station. Three (3) options and sub options were analysed and include:

- Option 1a – Location of bus station adjacent to the Capalaba Park Shopping Centre – at Grade.
- Option 1b – Location of bus station adjacent to the Capalaba Park Shopping Centre – below Grade.
- Option 2a – Location of bus station at existing bus interchange site – at Grade.
- Option 2b – Location of bus station at existing bus interchange site – below Grade.
- Option 3a – Location of bus station at existing bus interchange site (moved north) – at Grade.
- Option 3b – Location of bus station at existing bus interchange site (moved north) – below Grade.

7.2.2 Key Outcomes

An analysis of the options clearly showed that Option 3b is the preferred option or Option 3a in the short term. This is based upon the option:

- having an efficient alignment (bus times)
- being midway between Capalaba Park and Capalaba Central
- allowing a main street spine from Capalaba Park to connect to Capalaba Central
- including a potential bus turnaround adjacent to Capalaba Central
- being a more visible/focus/destination

- framing spaces within the town centre
- reducing impacts on the Sarina Russo building
- creating more discrete spaces
- allowing for the potential sale of the road reserve
- allowing the development of road reserve
- promoting more active frontages
- promoting the most efficient alignment (bus times)
- being midway between Capalaba Park and Capalaba Central
- potential bus turnaround adjacent to Capalaba Central

7.2.3 Master Plan Response

The designation of a preferred bus station location provides certainty for the development of the Master Plan and can act as a catalyst site for the Master Plan.

7.3 Eastern Busway – Approved Alignment Map - Tingalpa Creek to Moreton Bay Road

7.3.1 Purpose of the Study

The purpose of the study was:

to connect the University of Queensland to Capalaba via Buranda, Stones Corner, Coorparoo, Camp Hill, Carina, Carindale and Chandler. It will be the eastern link in Brisbane's world-class busway network, reducing bus travel times for commuters from the eastern suburbs of Brisbane and Redland City.

7.3.2 Key Outcomes

The key outcome derived from the study is as follows:

Relevant to the Capalaba Activity Centre, the Eastern Busway will not only reduce travel times but also greatly increase accessibility to the area. As indicated in **Figure 11**, the Eastern busway will comprise a combination of dedicated bus lanes at grade, cut and cover tunnelling systems for access to the Capalaba Centre and an underground station for easy pedestrian access and addressing aesthetic appeal.

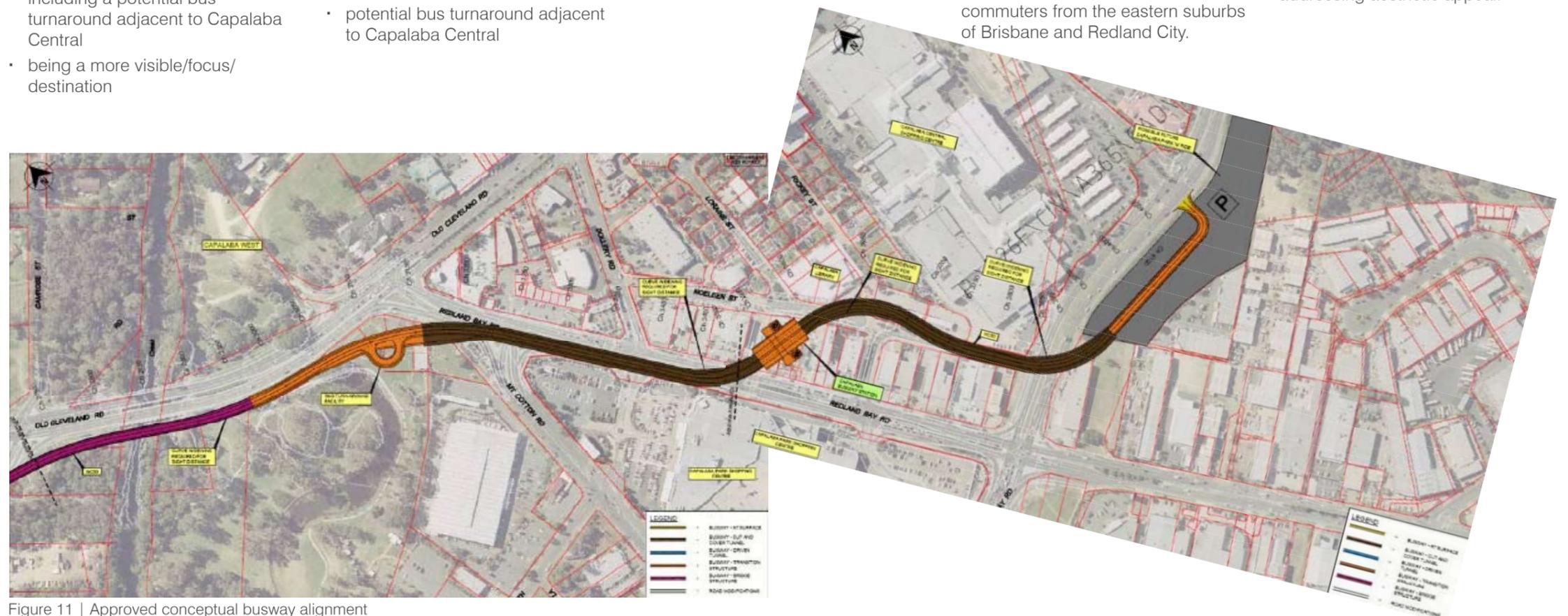


Figure 11 | Approved conceptual busway alignment

7.4 Capalaba Transport Study – February 2009

7.4.1 Purpose of the Study

The key objective of this study was to develop an understanding of the impacts of introducing a park-and-ride facility and the closure of Redland Bay Road to identify works required to mitigate the impacts of each by 2011 and 2021 planning horizons.

7.4.2 Key Outcomes

The study identified the following key findings:

Congestion

There is currently congestion on the road network in the Capalaba area and this would exacerbate future development both within Redlands generally and within the specific Capalaba area.

Effect of Redland Bay Road Closure

Some additional impact may be generated by the closure of Redland Bay Road for through traffic on the state-controlled road network; however these impacts can be managed.

Effect of Park-and-Ride

The proposed Park-and-Ride facility may impact the local traffic network only.

Public Transport Priority

It is recommended that spare capacity available at signalised intersections on the Council controlled section of Redland Bay Road be given to buses rather than general traffic.

2007 Base Year

There is a fundamental need for major upgrading of the external intersection Old Cleveland Road/Finucane Road as soon as possible. This should include consideration of a grade separated solution, unless regional network changes can be implemented to significantly reduce future traffic demands at this intersection.

2011 Short Term Horizon

By 2011, capacity problems will be experienced at the following internal intersections:

- Old Cleveland Road/New Cleveland Road;
- Moreton Bay Road/Redland Bay Road;
- Moreton Bay Road/Mt Cotton Road.

Practicable minor works have been identified (as detailed in the report) which will enable Old Cleveland Road/New Cleveland Road to operate within capacity by 2011;

Practicable minor intersection upgrades have been identified (as detailed in the report) which will improve, but not mitigate, capacity problems anticipated at 2011 for Moreton Bay Road/Redland Bay Road and Moreton Bay Road/Mt Cotton Road;

By upgrading the existing 3-way shopping centre access intersection to 4-way, improved access will be provided to the park-and-ride facility with only minor upgrade works, capacity problems will likely be experienced (depending on the level of pedestrian traffic generated across Moreton Bay Road). A short 110m approach through lane with a 100m short downstream lane for eastbound movements on Moreton Bay Road may be required to provide adequate capacity, if pedestrian crossing is to be at-grade.

2021 Longer Term Horizon

By 2021, even with the 2011 minor works identified earlier, capacity problems can be anticipated at the following internal intersections:

- Old Cleveland Road/New Cleveland Road;
- Moreton Bay Road/Redland Bay Road;
- Moreton Bay Road/Mt Cotton Road.

Intersection upgrades are possible for the intersections above (as detailed in the report) which can be anticipated to generally operate close to or just over capacity by 2021;

By 2021, 6-laning of Moreton Bay Road may require consideration to accommodate the 4-way intersection at the park-and-ride access and increased pedestrian demands across Moreton Bay Road at that location.

7.4.3 Master Plan Response

The findings of the Capalaba Transport Study have been fundamental in informing and underpinning The Master Plan. In particular, the study:

- confirms the technical possibility of closing or further narrowing Redland Bay Road;
- confirms the suitability of the location and design of the proposed park-and-ride facility; and
- identifies initial specific works required to begin to achieve the Master Plan vision.

It is noted however, that further 'testing' of road network impacts associated with the Master Plan to 2031 and beyond is required. In particular, this work will focus on understanding the implications of such development on the surrounding road network.

7.5 Capalaba Master Plan Review of Internal Operations - 2010

7.5.1 Purpose of the Study

The purpose of this review was to undertake detailed peak hour micro simulation modelling of the internal traffic operations within the Capalaba Business Centre. The micro simulation works undertaken for this study are based on higher level studies undertaken for the Department of Transport and Main Roads for Capalaba Centre and the surrounding arterial road network (see Section 7.4 Capalaba Transport Study - February 2009).

A further design note was completed to ascertain the likely impacts and ramifications of downgrading or closing a portion of Redland Bay Road between Moreton Bay Road and Old Cleveland Road to achieve a pedestrian oriented environment.

7.5.2 Key Outcomes

The modelling has shown that many of the intersections will require modification from their existing form to cater for the forecast volumes.

7.5.3 Master Plan Response

More detailed analysis will be required to identify potentially significant upgrading requirements for external intersections on the adjacent arterial network by 2031.

Social Analysis

7.6 Capalaba Activity Centre Options Report Volumes 1 & 2 2007

7.6.1 Purpose of the Study

Redland Shire Council engaged 99 Consulting, Wyeth Planning Services and Miriam Martin Consulting to “complete a needs analysis (including community consultation)

and develop options for an activity centre in Capalaba that can meet the needs of older residents and foster intergenerational interaction, especially between older people and young people”.

7.6.2 Key Outcomes

Volume 1

The report recommended the implementation of several strategies over the next five to ten years leading up to the development of an activity centre, including:

- implementation of community development programs for the project area with an emphasis on intergenerational connections
- development of a “community owned” vision for the Capalaba CBD, based on the vision in the Redlands Planning Scheme, to ensure the Master Planning process and other projects address current issues and respond to community needs to make the Capalaba heart safer, more accessible, and more connected
- work to build links with and between existing community groups and stakeholders

- investigation of opportunities to improve community use of existing, under-used facilities
- coordination of planning and projects for the project area, particularly the introduction of social planning into the Capalaba Master Planning process
- further research and community consultation to refine Council’s understanding of community needs and to inform community development work in the area
- ongoing integration of this project with other projects in the area, and ongoing consideration of social issues in planning processes.

In the long term, the report suggested that the Capalaba Activity Centre – or something similar – can become a reality within a precinct that is redeveloped to create a heart for the community and to foster interaction between residents of all generations and walks of life. Alternatively, the functions sought in the proposed centre could emerge in other, existing facilities as community development work progresses, and new facilities may be quite different to respond to emerging needs.

Volume 2

Office Space and resources

There should be a number of small-scale office spaces which can be leased to community organisations. These could be serviced by a common reception area and shared facilities such as IT, office equipment and phone system, and shared use of meeting and interview rooms. This could include a number of small consulting rooms hired out to visiting organisations on a seasonal basis. The office equipment could also be accessible to local organisations which do not need an actual office.

Informal social and activity spaces

The facility should incorporate both indoor and outdoor spaces which can be used as informal meeting spaces. These could potentially include covered outdoor areas, a coffee shop, and indoor spaces available for casual use such as a games room.

Small and medium sized meeting rooms

Spaces which can cater for groups as small as half a dozen, or as large as 50-100 would be well used in this facility. It is suggested that there be a number of such spaces, including a larger space which is capable of being divided into smaller spaces as needed. This larger space could also be equipped to serve as a space for rehearsals and even small-scale performances.

Art spaces

The facility should incorporate spaces which can be used for arts activities, including in particular:

- a studio space which can be used for “wet and dirty” type activities such as painting, sculpture or pottery
- a soundproof music space which can be used for rehearsals and for the creation of various kinds of music.

Supporting facilities

Naturally the facility should include items such as toilets, bathroom and kitchen spaces which are accessible from all parts of the facility to support the various uses. It also requires adequate car and bike parking facilities.

Design criteria

Research and consultation indicates that the following are considered mandatory design requirements for a successful multi-purpose facility:

- welcoming/attractive places and spaces;
- flexible spaces – mixed uses;
- high standard disability access;
- proper soundproofing between spaces;
- safety/security; and
- indoor/outdoor facility.

7.6.3 Master Plan Response

The Master Plan has integrated social planning considerations as a fundamental component of its development. Many of the preceding recommendations are accommodated by the Master Plan, for example:

- the Illustrative plan suggests an opportunity for a significant refurbished community building/library at the heart of the activity centre.
- individual precincts such as the open space and recreation facility ‘ring’ of the mixed use precincts provide opportunities for community office space and supporting facilities.
- implementation strategies that recognise the need for the provision of housing choice in the form of affordable and intergenerational housing product need to be provided.

08 Additional supporting Studies & Plans

The preceding analysis and workshops have been supported by a suite of additional studies and planning policy documents. These studies and policy documents include:

Environment and Open Space

- John Fredericks Park Master Plan –2006
- Redlands Koala Policy and Strategy – 2007
- Capalaba Regional Park Master Plan (stages 3 & 4)

Traffic and Transport

- Capalaba CBD Traffic Improvement Study – 2006

Economic Analysis

- SGS Economics and Capalaba Regional Activity Centre Study
- Redland City Centres and Employment Review – 2007

Social Analysis

- Capalaba Community Profile and Needs Analysis

The Purpose, Key Outcomes and Master Plan Response of each of these reports is considered individually by the following section of this report. A copy of each of these reports is available in **Volume 3 – Master Plan Supporting Studies**.

Environment and Open Space

8.1 John Fredericks Park Master Plan –2006

8.1.1 Purpose of the Study

The purpose of the Park Master Plan is to:

- define the role and future vision of John Fredericks Park.
- develop a prioritised five to ten-year implementation plan for John Fredericks Park with respect to existing and future facility development opportunities.

8.1.2 Key Outcomes

The key outcomes of the plan are outlined below.

- ensure access to and safety within the parklands for the whole community.
- improve the range of amenities and facilities as desired by community members.
- develop, upgrade and redesign selected sporting and physical activity facilities.
- undertake planting recommended in the indicative layout on the Master Plan and planting palette to increase shade and park amenity
- support environmental rehabilitation initiatives undertaken by community groups and Redland Shire Council

- ensure a diversity of people are encouraged to use the parkland and key facilities are strategically activated through events, arts and cultural features, inclusive design and targeted events programming associated with the Youth Plaza.
- ensure local commercial operators are considered within the Master Plan to encourage generation of local business.

8.1.3 Master Plan Response

The Master Plan reflects the ultimate form of the park within the 'Illustrative Master Plan'. Secondly, the Implementation Strategy acknowledges the important and on going need to continue to implement the John Fredericks Park Master Plan and the detailed action plan that supports it.

Ultimately, as reflected by the Master Plan Implementation Strategies, a new and holistic management plan is need for the whole of the 'green ring' which encircles the activity centre. This new management plan would be charged with more than John Fredricks Park, but would consider how the entire open space/environmental network, including Capalaba Regional Park, can function effectively, link to its components and link back to the centre itself.

8.2 Redlands Koala Policy and Strategy – 2007

8.2.1 Purpose of the Study

To stop the rapid continuing decline of koalas by 2011 and take immediate action to recover the existing population to more than 5000 koalas in the Koala Coast by 2014.

8.2.2 Key Outcomes

Key policy actions envisaged by the strategy which are relevant to the implementation of The Master Plan include:

- prioritise infill development over greenfield development while taking considerable care in the protection and enhancement of koala habitat and ensuring minimal disruption to koala movement within the urban footprint.
- protect and enhance the natural habitat (with an overall net gain of habitat within the urban footprint through Vegetation Protection Orders, acquisition of land, development contributions etc).
- immediate adoption of Biodiversity Friendly Urban Design (BFUD) into Redlands Planning Scheme (RPS) and prioritisation of BFUD over non BFUD developments.

- protect and maintain koala access to existing koala habitat on private properties through creative building design. Koala habitat trees will not be removed without agreement of Council.
- condition all medium and high density developments to install underground powerlines along street frontage allowing the planting of koala habitat trees as part of development.
- design roads to reduce speed and improve koala movement through the development.
- condition local roads within developments to provide sufficient width to allow koala habitat trees to be planted.

8.2.3 Master Plan Response

Capalaba Activity Centre represents one of the few infill development opportunities within Redland City. With its status as a Principal Activity Centre and the planned delivery of the Eastern Busway, the centre presents a relatively unconstrained opportunity to accommodate the City's future growth needs.

For this reason, the Master Plan seeks to maximise development density within the site. In doing so, the environmentally sensitive areas around the centre are not encroached. Moreover, areas of encroachment, notably of the existing car parking into Coolwynpin Creek are envisaged by the plan to be 'pulled back'.

With respect to Koala's specifically, the 'green ring' around the centre not only plays an important amenity function, but may also play a habitat and corridor movement function. To this end, any future management plan for the 'green ring' would consider these issues in detail. The Master Plan however, preserves, protects and expands the 'green ring' both for its amenity and habitat functions.

8.3 Capalaba Regional Park Master Plan - Stages 3 & 4

8.3.1 Purpose of the Study

The Capalaba Regional Park Master Plan provides the overarching Master Plan for further development of one of the most significant open space areas within Redland City.

8.3.2 Key Outcomes

The Capalaba Regional Park Master Plan is captured by Figure 12.

8.3.3 Master Plan Response

The Master Plan recognises the amenity offered by Capalaba Regional Park as a significant asset and seeks to capitalise on this through the proposed Parkland Residential Precinct. Further improvements to the park envisaged by the Park Master Plan would further enhance this amenity asset.

The Capalaba Regional Park Master Plan will however need to be revised and updated as part of the ongoing implementation of the Master Plan. It is envisaged the Regional Park will occur as part of the development of an overall open space/environmental management plan for the 'green ring' which surrounds the activity centre.

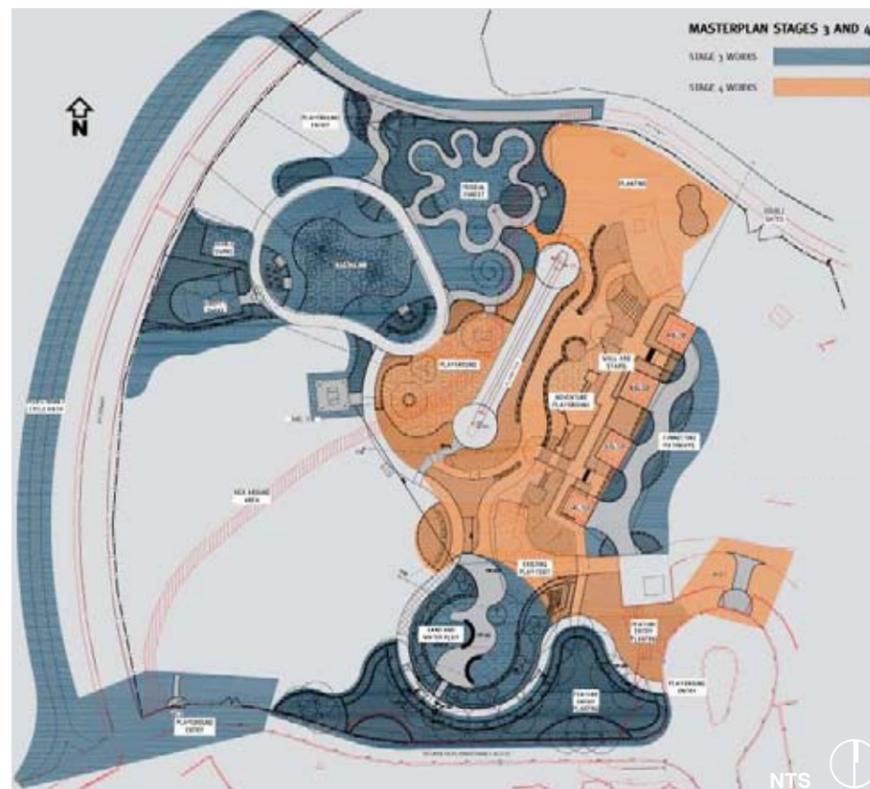


Figure 12 | Capalaba Regional Park Master Plan - Stages 3 & 4

Traffic and Transport

8.4 Capalaba CBD Traffic Improvement Study – 2006

8.4.1 Purpose of the Study

Council commissioned Parsons Brinckerhoff (PB) to undertake a traffic and micro-simulation model assessment of the road network surrounding the Capalaba Park shopping centre. The simulation tool was used to develop a base model for current and future years, and also to assess three potential options for re-arranging the road network.

8.4.2 Key Outcomes

Short term actions (low cost)

- the provision and/or alteration of directional signs on all relevant approaches should be provided to re-direct through traffic to Mt Cotton Road rather than to Redland Bay Road (Moreton Bay Road to Old Cleveland Road section);
- changes to the signal settings at the Mt Cotton Road/Redland Bay Road intersection to facilitate traffic flow on Mt Cotton Road over Redland Bay Road is required; and
- the application of strategic transport modelling tests to explore any potential opportunities for diverting through traffic away from the Capalaba CBD precinct is encouraged.

Medium term actions (low to moderate cost)

- alterations required to the lane and intersection configurations (e.g., double right or left turn) and other moderate level cost improvements to accommodate traffic which has been diverted to the Moreton Bay Road/Mt Cotton Road intersection to reduce the attractiveness of Redland Bay Road to through traffic. This may include the re-alignment of the intersection of Mt Cotton Road and Redland Bay Road;
- the implementation of either bus lane or bus priority measures along Redland Bay Road to manage delays experienced by bus services into and out of the Capalaba CBD Bus Station;
- investigations of bus priority lanes or signalisation at the Old Cleveland Road/Redland Bay Road intersection and other intersections as appropriate to minimise bus delays and improve reliability of services.

Long term actions (primarily high cost)

- closure of Redland Bay Road and implementation of a transit/pedestrian mall to improve pedestrian / transit connectivity;
- fly-over option along Moreton Bay Road at the intersection of Mt Cotton Road/Moreton Bay Road;
- the most appropriate strategy for the integration of the Eastern Busway (Translink) into the Capalaba CBD;

- the implementation of appropriate strategies identified from the strategic modelling (to be undertaken in the short term action plan as part of the Priority Infrastructure Plan (PIP) to reduce through traffic within the Capalaba CBD area.

8.4.3 Master Plan Response

This study considered independently from the current master planning process options to improve traffic in and around the Capalaba Activity Centre. Although now superseded by the Cardno study of February 2009, the findings of the report affirmed the benefits and feasibility of closing Redland Bay Road and the ongoing need to provide bus priority measures prior to delivery of the Eastern Busway.

Economic Analysis

8.5 SGS Redland Shire Investment Profiles

8.5.1 Purpose of the Study

This study examined the unique selling points of Redland City and the opportunities of the City in relation to the needs of knowledge-based business.

8.5.2 Key Outcomes

A number of investment opportunities that could be implemented by Council have been identified. Some of these include:

Encourage residents of the City to relocate their business to Redlands - Targeting resident business-owners (whose businesses are currently located outside the City) with the Investment Profile as a viable target market mechanism for attracting businesses to Redlands;

- encourage industry such as higher value components of retail, personal services, business services, property services, ICT and media, finance and hospitality to relocate to Capalaba as an investment location;

- redevelopment of existing premises – opportunities lie in the redevelopment of existing commercial stock (some council land holdings are in prime locations and are currently occupied with car parking);
- attracting developer interest – There is likely to be approximately seven hectares of demand in commercial/retail sectors in Capalaba. With the introduction of the new Planning Scheme which has increased building heights in major centres such as Capalaba, there is potential for economies of scale to be reached in retail/commercial developments which may attract developer interest;
- attracting a major Department Store – There is no department store at Capalaba, thus indicating a gap which an investor could fill. The attraction of a major retailer, such as Myer and David Jones, would have important implications for Capalaba;
- market Council's proactive approach to investment – A key success ingredient will be ensuring an efficient and effective planning approval process is maintained and communicated to prospective investors;
- engage the business community in the economic development vision for Capalaba – This will contribute towards a sense of ownership of the strategy and encourage 'word-of-mouth' marketing amongst business operators;
- ensure culture/recreation, retail and residential infrastructure is in place to attract knowledge workers and knowledge based industries to Capalaba;
- establish formal partnerships – Council should work proactively with regional organisations and key associations identified for Capalaba. This will provide valuable word-of-mouth marketing for the centre

8.5.3 Master Plan Response

The Master Plan recognises the important role Capalaba must play in the future of Redland City's economy. In this regard, significant capacity is provided for commercial development contained within distinct precincts. Precinct intents and design parameters (such as building height) seek to facilitate redevelopment of key land holdings in the centre for concepts envisaged by the study such as health hubs and knowledge precincts.

The Master Plan Implementation Strategy identifies a range of strategies aimed at marketing and promoting investment in the centre. Notably, appointment of a dedicated 'Place Manager' to champion the implementation strategies and actions such as those identified by this paper are needed in order to achieve desired outcomes.

8.6 Draft Redland City Centres and Employment Review – 2010

8.6.1 Purpose of the Study

In order to inform and guide the preparation of the now superseded Redland City LGMS, the Centres and Employment Review was undertaken to present recommendations to Council to encourage an appropriate policy stance and framework which ensures that Redland's activity centres are positioned to deliver the best activity and employment outcomes in the context of the principles and directions of the South East Queensland Regional Plan.

The original review has been significantly updated to reflect a number of key changes including the State Government's decision in July 2009 to remove the proposed Integrated Employment Area south of Boundary Road from the South East Queensland Regional Plan 2009-2031.

8.6.2 Key Outcomes

Capalaba is recognised in the SEQ Regional Plan as a Principal Activity Centre serving a catchment of regional significance.

In order to accommodate employment forecasts for Capalaba, an additional 81,653 square metres of in-centre retail and commercial floorspace would be required (that is, over and above existing in-centre retail and commercial floorspace).

The forecasts presented in this review also show that growth in non-centre based retail and commercial employment over the next twenty years will generate demand for around 12,847 square metres of floorspace in Capalaba. Based on information available from Council with respect to existing centre capacity, it is assumed that, depending on Council policy with respect to building heights and densities in the Capalaba Major Centre, forecast employment growth could well be accommodated.

It is recommended that Redland City Council undertake a Capalaba Centre development capacity study to pro-actively plan for the scale and intensity of forecast employment demand consistent with the Shire's underlying centres planning principles.

It is recommended that Council identify precincts within Capalaba to encourage the location of large format retail and commercial activities in areas peripheral or adjacent to the Major Centre Zone.

Table 1 – Forecast Employment Growth and Activity Centre Floorspace Requirements, Redland City, 2006-2031

| Locality | Employment 2006 | Additional Employment 2006-2031 | Additional In-Centre Retail & Commercial Employment 2006-2031 | Additional In-Centre Retail & Commercial Floorspace (SQM), 2006-2031 |
|-------------------------------|-----------------|---------------------------------|---|--|
| Alexandra Hills | 2,415 | 901 | 488 | 13,303 |
| Birkdale | 1,743 | 969 | 441 | 11,917 |
| Capalaba | 8,033 | 4,988 | 2,460 | 81,653 |
| Cleveland | 8,231 | 4,495 | 2,544 | 81,002 |
| Ormiston | 1,088 | 582 | 312 | 8,211 |
| Redland Bay | 1,417 | 1,299 | 497 | 15,549 |
| Sheldon-Mt Cotton | 1,342 | 486 | 262 | 6,798 |
| Thorneside | 382 | 141 | 91 | 2,442 |
| Thornlands | 1,810 | 541 | 358 | 9,492 |
| Victoria Point | 2,945 | 1,849 | 890 | 29,804 |
| Wellington Point | 1,379 | 783 | 386 | 10,627 |
| Redland (S) Bal (Bay Islands) | 1,308 | 879 | 448 | 12,196 |
| Redland City | 32,095 | 17,914 | 9,176 | 282,995 |

Source: Calculations by SGS Economics and Planning using data sourced from Redland City Council

8.6.3 Master Plan Response

In order to accommodate employment forecasts for Capalaba, an additional 81,653m² of in-centre retail and commercial floorspace would be required (that is, over and above existing in-centre retail and commercial floorspace).

We understand the 2006 study is currently under review given recent changes to the SEQ Regional Plan Urban Footprint in Redland City. The findings of the revised study will be critical in the continued implementation of the Master Plan.

Social Analysis

8.7 Capalaba Community Profile and Needs Analysis

8.7.1 Purpose of the Study

Redland Shire Council engaged 99 Consulting, Wyeth Planning Services and Miriam Martin Consulting to also develop a community profile and needs assessment for the Capalaba area, including Birkdale and Alexandra Hills. The community profile built on research undertaken by the same consultancy team for a needs analysis for an activity centre in Capalaba.

8.7.2 Key Outcomes

Council will need to employ a range of strategies to address emerging trends and local issues. However, it would appear that development of additional social infrastructure (i.e. a community facility) within the project area would make a positive contribution to the local area's community health and well-being.

Development of a well-designed and well located facility, with sufficient resources to support effective facility management and programming, would assist by:

- improving community connections and a sense of local identity within an area subject to continued development and change (this is particularly true for Capalaba);
- improving access to community facilities and services;
- reducing social isolation, particularly for older people and people on limited incomes;
- reducing anti-social behaviour of young people, by providing opportunities to participate in targeted activities;
- building community capacity and providing opportunities for meaningful participation in community life
- development of a 'physical' heart for the community (if located within the Capalaba Town Centre).

8.7.3 Master Plan Response

The Master Plan seeks to develop a physical heart and identity for the centre inline with the recommendations of the community profile and needs analysis.

09 SEQ Regional Plan 2009

9.1 Introduction

The regional policy set out in Desired Regional Outcome 8 – Compact Settlement (DRO8) in the SEQ Regional Plan provides for:

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

The notes to DRO8 provide that regional activity centres will play an important role in accommodating the regional dwelling and employment targets set out in the SEQ Regional Plan and will be pivotal to the success of accommodating the population growth projected to 2031.

The SEQ Regional Plan not only seeks to place regional activity centres at strategic locations on the transport network but also recognises that an important factor in the creation of better places for people to live is the provision of mixed land uses within key activity centres (whereby alternatives to driving may become more viable).

9.2 Policy Assessment

DRO8 is supported by a suite of policies: The following table provides an outline of those policies and identifies how the Master Plan has considered them:

Table 3 - SEQ Regional Plan Response

| | Principle | Policies | Comment |
|-----|---|---|---|
| 8.1 | Conserve land by making the most efficient use of land allocated for urban development | <ul style="list-style-type: none"> Accommodate a higher proportion of growth through infill and redevelopment of existing urban areas to meet the dwelling targets in Table 3. Focus higher density and mixed-use development in and around regional activity centres and public transport nodes and corridors. Include in Development Areas a diversity of uses and employment opportunities at densities that support walkable communities, shorter vehicle trips and efficient public transport services. Achieve a minimum dwelling yield of 15 dwellings per hectare net for new residential development in Development Areas. | Heights of up to 12 storeys in the Capalaba City Centre Precinct assist in achieving 46.7 dwellings per hectare as well as 723,670m2 Gross Floor Area for all potential uses based on this scenario. |
| 8.2 | To promote livability and transport efficiency and reduce car dependence and private vehicle travel, locate urban development in the Urban Footprint either within or near existing communities to utilise their infrastructure and services, or within existing communities to utilise their infrastructure and services, or within existing activity centres and at key locations along planned public transportation infrastructure. | <ul style="list-style-type: none"> Accommodate regional growth in locations that provide superior transportation choices or otherwise reduce car use, particularly through supporting growth in established urban areas and redevelopment in and around existing urban centres, and along priority transit networks and other high-frequency transit corridors. Make Development Areas contiguous with existing communities wherever possible, or otherwise provide development with direct transport linkage to established urban areas early in the development. Ensure physical and social infrastructure can be adequately funded and delivered before permitting development of Development Areas. Proponents must demonstrate how necessary infrastructure and services for broadhectare areas outside current state and local government infrastructure delivery programs will be delivered and funded. | The Eastern Busway represents a major viable transport alternative to the private motor vehicle. It will provide a rapid transit option amidst a car-dominated area of Brisbane. By locating residential, commercial and retail uses within the high density transport hub, this increases the likelihood of mass usage of the busway. |
| 8.3 | Design and site development to reflect SEQ's subtropical climate, reinforce local character and achieve innovation and design excellence. | <ul style="list-style-type: none"> Ensure that new development and redevelopment in established urban areas reinforce the strengths and individual character of the urban area in which the development occurs. Ensure that new government buildings respond with high-quality design to the urban context in which they are to be located, and that particular attention is afforded to making high-quality public spaces. Ensure all development and appropriate infrastructure, such as public transport stations, incorporate subtropical design principles, including orientation, siting and passive climate control. Achieve design excellence for all new prominent building and public spaces in the Brisbane central business district, regional activity centres and transit communities. Provide an assessable and high-quality public realm in all Development Areas by allocating or revitalising open space and creating well-designed public places. | The design of new buildings are to be modern and will actively address street frontages. The civic focus will be on the combined town square and busway entrance that has both functional merit and a purpose in orientation throughout the centre. The enquiry-by-design workshops reinforced the subtropical theme that will permeate the centre. |

| | Principle | Policies | Comment |
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| 8.4 | Provide an integrated, high-quality, urban community greenspace network to cater for community and environmental needs in development areas and existing communities. | <ul style="list-style-type: none"> Identify and respond to community needs for urban community greenspace, generated as a result of urban development, especially in activity centres and areas of higher density residential development. Ensure urban community greenspace is integrated into the urban structure of development areas to provide for land use efficiencies and long-term sustainability. Integrate planning and delivery of urban community greenspace networks with regional landscape areas and the regional community greenspace network. Facilitate adequate and timely provision of urban community greenspace through appropriate infrastructure charging and other mechanisms. | The Capalaba Activity Centre Master Plan will provide for numerous new public open spaces, pedestrian corridors and green spaces, as well as updates and continual maintenance to existing open spaces. This is represented by 22,300m ² of new open and recreational space as outlined in the Master Plan. |
| 8.5 | Provide a variety of housing options to meet diverse community needs, and achieve housing choice and affordability. | <ul style="list-style-type: none"> Prioritise the short-to medium-term supply of broadhectare land in SEQ. Provide housing choice through a range and mix of dwelling type, size and location in residential developments. Support an increased provision of affordable housing through community-based, not-for-profit entities and housing cooperatives. Encourage all major development to incorporate affordable housing, including appropriate housing for the entry buyer and low-income housing markets. Consider affordable housing in decisions of the disposal or redevelopment of government property and surplus land. | The Capalaba Activity Centre Master Plan encourages a rich mix of uses and promotes a variety of new residential living options. The Master Plan envisages an upward trend in building heights and overall housing density, whilst maintaining much of the character surrounding the centre. |
| 8.6 | Focus employment, infill housing and community services in well-planned, vibrant and accessible regional activity centres and along high-frequency transit corridors. | <ul style="list-style-type: none"> Ensure that development supports the activity centres networks and the transport system. Locate major employment and trip-generating activities in regional activity centres and on priority transit corridors and other high-frequency transit corridors. Encourage mixed-use development along priority transit corridors and other high-frequency transit corridors. Ensure that new state government facilities for health, education, justice, community and administration and employment activities are located within regional activity centres on priority transit corridors and other high-frequency transit corridors. Exclude out-of-centre land use and development that would detrimentally impact on activity centres. Ensure optimal use of transport and service availability in regional activity centres and corridors by delivering appropriate residential densities and by maximizing business location opportunities. | The Master Plan promotes a transit oriented style development, utilising the new Eastern Busway as a means of rapid transit to service a mix of higher density developments. |

| | Principle | Policies | Comment |
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| 8.7 | Principal and major regional activity centres located on priority transit network and other high-frequency transit corridors should provide for the future growth of a broad range of business uses to support employment growth. | <ul style="list-style-type: none"> Consider whether an activity centre is on an existing or proposed priority transit network or other high-frequency transit corridor when making a decision on a relevant planning scheme amendment or development application. For any extension of more than 10,000 sq m to an existing retail centre in an activity centre, provide sufficient land with street frontage to accommodate non-retail business premises. | It is recognised that the increased accessibility and subsequent increase in development density within the Capalaba Activity Centre has the potential to dramatically lift the local population. Subsequently, the centre will become more pedestrian friendly through the provision of wider footpaths and civic open spaces. |
| 8.8 | Include a broad mix of land uses in activity centres and structure them as mixed-use centres in a predominantly main-street format to best serve their surrounding communities. | <ul style="list-style-type: none"> Provide for a range of land uses to be incorporated into activity centres appropriate to their roles and functions in the network. Develop new activity centres with street-fronting retail layouts instead of enclosed or parking-lot dominant retail formats. Provide activity centres with attractive, high-amenity public areas at locations that encourage and support social interaction, casual meeting and active lifestyles. Transform activity centres that are dominated by enclosed retail into a main-street format as redevelopment occurs by including active street frontages, integrating development with surrounding public spaces and activities, and introducing more employment opportunities and wider range of services. | The Plan provides for a major pedestrian spine permeating the Capalaba Centre, encouraging the activation of frontages and deterring the ownership of private vehicles. |
| 8.9 | Ensure new development utilizes existing infrastructure or can be provided with timely transport infrastructure, community services and employment. | <ul style="list-style-type: none"> Prioritise new broadhectare development sites with access to existing or planned transport infrastructure. Undertake land use and transport planning concurrently and sequence development with timely infrastructure provision. 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. Connect active transport routes to improve accessibility and encourage transport use by a broader range of people. Apply transit oriented development principles and practice to the planning and development of transit nodes, having regard for local circumstances and character. Manage car parking provision in regional activity centres and high-capacity transport nodes to support walking, cycling and public transport accessibility. Ensure all new development within walking distance of a transit node or regional activity centre maximizes pedestrian amenity, connectivity and safety. | With the new Eastern Busway station to be featured underground, there is an opportunity to increase pedestrian penetration throughout the site and limit private vehicular access. The Eastern Busway will be an accessible rapid transit option in place of private vehicles. |

9.3 Summary

In summary it is clear that the aims and principles of the SEQ Regional Plan are appropriately considered and reflected by The Master Plan.

10 Conclusion

This report has sought to outline and summarise the significant volume of work which has been completed to inform development of the Capalaba Master Plan. This report identifies the way in which technical studies, analysis and consultation have combined to inform and shape the Master Plan and identifies how this plan positions Capalaba to achieve its full potential as a Principal Regional Activity Centre. This volume is supported by **Volume 3: Master Plan Supporting Studies**, which contains the studies discussed herein.

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