



CAPALABA

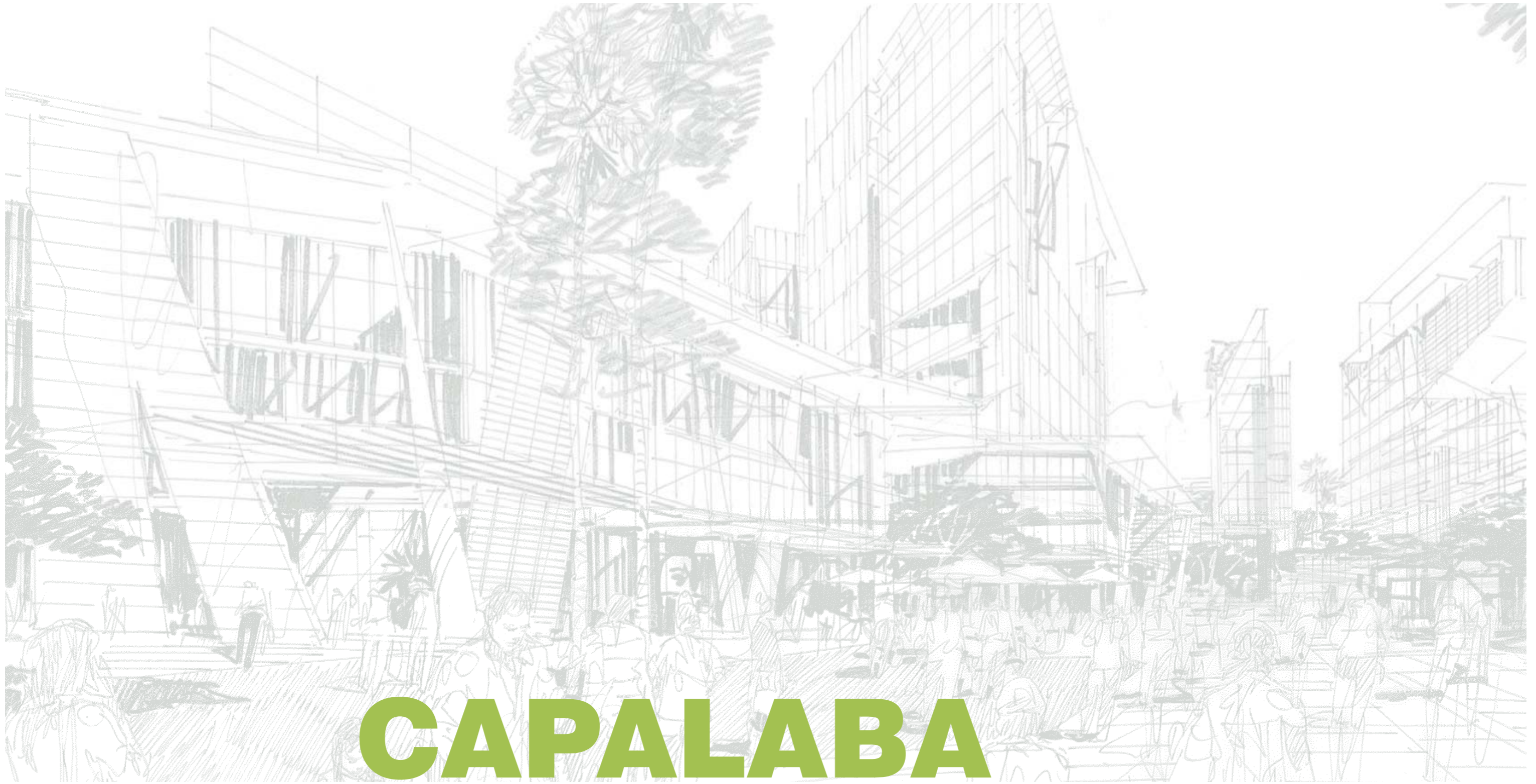
ACTIVITY CENTRE

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CAPALABA

ACTIVITY CENTRE VOLUME 1

Master Plan

FEB 2011 | 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 Purpose of this Master Plan

The aim of the Master Plan is to provide a strategy to guide the sustainable development of the centre over the next 20 years. The primary objective of the plan is to build upon the existing strengths of the centre and to supplement these with a range of new initiatives to reposition Capalaba and activate it as the primary employment, transit and mixed use development node within Redland City. The master plan aims to ensure Capalaba functions as a Principal Regional Activity Centre, which:

- provides opportunities for economic investment and employment generation;
- accommodates higher density mixed use development;
- facilitates the proposed busway to achieve transit-oriented development outcomes;
- creates a distinct and vibrant place which is a focus for government investments in major public transport, health, education, cultural and entertainment facilities;
- provides a network of streets and spaces that act as a focus for community and social interaction;
- manages private travel demand by providing legitimate public and active transport alternatives;
- provides opportunities for synergies between land use and transport to develop; and
- defines a layout and built form which is legible, sustainable, visually attractive and integrates all elements of the centre.

1.2 Report Structure

This master plan, for ease of interpretation, has been broken into two key components as follows:

Volume 1 – Master Plan and Implementation Strategy

- Sections 1 and 2 provide a summary of studies, consultation and analysis that has informed the development of the master plan.
- Section 3 outlines the vision, principles and key features of the Capalaba centre master plan.
- Section 4 provides detailed precinct intents and design guidelines which form a planning and policy basis for realisation of the master plan.
- Section 5 identifies a number of implementation strategies developed to facilitate delivery of the vision for the Capalaba centre.

Volume 2 – Master Plan Development Summary

- Provides an outline of the planning process and various studies undertaken to inform the Master Plan.

Volume 3 – Master Plan Supporting Studies

- Provides the supporting studies in full.

1.3 Study Area

The master plan study area is identified by Figure 1.3. The study area includes the Capalaba CBD designated Principal Regional Activity Centre in the SEQ Regional Plan which accommodates two regional shopping centres, being Capalaba Central and Capalaba Park. Capalaba Place, which houses the Council library, customer service centre and community meeting space, is in close proximity to the City's major bus interchange which is also located within the master plan area. Capalaba Centre includes concentrations of commercial and retail development. Single detached dwellings and light industrial uses are also located within the master plan area. The master plan study area is framed on three sides by Capalaba Regional Park, John Fredrick's Park and Coolwynpin Creek.

Of note is the substantial employment area immediately to the south of the master plan study area. The relationship between the centre and this employment area has been a key consideration during the master planning process and, although outside of the study area, the plan has sought to play a role in physically integrating the centre with this key employment destination.



Figure 1.3 | Capalaba Master Plan Study Area

02 Background + Process

2.1 Overview and Process

The master plan development has followed the process outlined in Figure 2.1. A key component of this process, and opportunity for community input, has been a series of Enquiry By Design (EBD) workshops. Further detail in relation to this process is outlined in Volume 2 of this report.

2.2 Key Reference Documents

The preparation of this master plan is supported by a number of separate studies listed below:

2006 Analysis

- Land Use Analysis Report – June 2006
- Bus Station Options Analysis – July 2006

2008 Analysis

- Urban Context Analysis – October 2008
- Gap Analysis – October 2008

Enquiry By Design Outcome Reports

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

Additional Supporting Studies and Plans

- Capalaba Transport Study – February 2009
- John Fredericks Park Master Plan – October 2006
- Redlands Koala Policy and Strategy – 2007
- SGS Economics and Capalaba Regional Activity Centre Study – 2005
- Capalaba Activity Centre Options Report Volumes 1 & 2 – 2007
- Redland City Centres and Employment Review – 2007
- Capalaba Regional Park Master Plan – Stages 3 & 4 – 2009
- Capalaba CBD Traffic Improvement Study – 2006
- Eastern Busway – Approved Alignment Map – Tingalpa Creek to Moreton Bay Road – 2007
- State Government Agency Workshop – 2008
- Building Strong Communities: Redlands Social Infrastructure Strategy – 2009

Further detail in relation to these inputs is outlined by Volume 2 of this report. The documents are available in full in Volume 3.

2.3 Regional Planning Context

SEQ Regional Plan

The South East Queensland Regional Plan 2009-2031 (SEQ Regional Plan) is the Queensland Government's long-term plan that will shape South East Queensland (SEQ) over the next 20 years. A fundamental component of the SEQ Regional Plan is the establishment of a regional activity centres network.

Activity centres are encouraged to become focal points of SEQ's urban fabric by:

- Creating economic growth by co-locating a mix of land uses.
- Concentrating goods and services more efficiently.
- Providing appropriate locations for government investment in public transport, health, education, cultural and entertainment facilities.
- Providing a focus for community and social interaction.
- Encouraging multi purpose trips and shorter travel distances to reduce demand for private travel.
- Integrating land use and transport to support walking, cycling and public transport.
- Accommodating higher density residential development, employment and trip-generating activities.

Capalaba town centre is identified as a **Principal Regional Activity Centre** by the SEQ Regional Plan. The intent of such centre is:

*"SEQ's principal regional activity centres serve catchments of regional significance and accommodate key employment concentrations. They also serve business, major comparison and convenience retail, and service uses. These centres provide a secondary administrative focus, accommodating regional offices of health, education, cultural and entertainment facilities that have governmental and regional significance. Outside the Brisbane CBD, principle regional activity centres serve as key focal points for regional employment and in-centre regional development. As major trip generators, these centres typically have existing or planned, dedicated public transport, including rail bus or light rail, and comprise key nodes in the regional public transport system. Residential development densities in principal regional activity centres should be around **40-120 dwellings per hectare (net)** or greater."*

The importance of this designation can not be underestimated, with Capalaba being 1 of only 15 principal regional activity centres in SEQ which include prominent centres such as Ipswich CBD, Robina, Carindale and Cleveland. Principal Regional Activity Centres are SEQ's most important centres and opportunities for growth under policies set by the SEQ Regional Plan second only to the Brisbane CBD.

Regional policies set out the 'desired regional outcomes' for activity centres such as Capalaba. Of particular relevance, **Desired Regional Outcome 8 (DRO 8)**, endorses 'compact settlement' as a growth management solution by promoting:

'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.'

This outcome statement is supported by a number of policies necessary to achieve it and which provide a guide to local government in its planning processes and decision making. Accordingly, relevant regional plan policies which underpin this study include but are not limited to:

8.1.2: *Focus higher density and mixed-use development in and around regional activity centres and public transport nodes and corridors.*

8.2.1: 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.

8.3.2: 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.

8.3.3: Ensure all development and appropriate infrastructure, such as public transport stations, incorporate subtropical design principles, including orientation, siting and passive climate control.

8.3.4: Achieve design excellence for all new prominent buildings and public spaces in the Brisbane central business district, regional activity centres and transit communities.

8.4.2: Ensure urban community greenspace is integrated into the urban structure of development areas to provide for land use efficiencies and long-term sustainability.

8.5.2: Provide housing choice through a range and mix of dwelling type, size, and location in residential developments.

8.6.2: Locate major employment and trip generating activities in regional activity centres and on priority transit corridors and other high-frequency transit corridors.

8.8.3: Provide activity centres with attractive, high amenity public areas at locations that encourage and support social interaction, casual meeting and active lifestyles.

8.9.5: Apply transit oriented development principles and practices to the planning and development of transit nodes, having regard for local circumstances and character.

This master plan has been developed in response to Capalaba's designation as a Principal Regional Activity Centre by the SEQ Regional Plan. It seeks to reflect the relevant regional planning policies and provide a framework for Capalaba to achieve its full potential as one of SEQ's Principal Regional Activity Centres.



Figure 2.3 | Regional Context

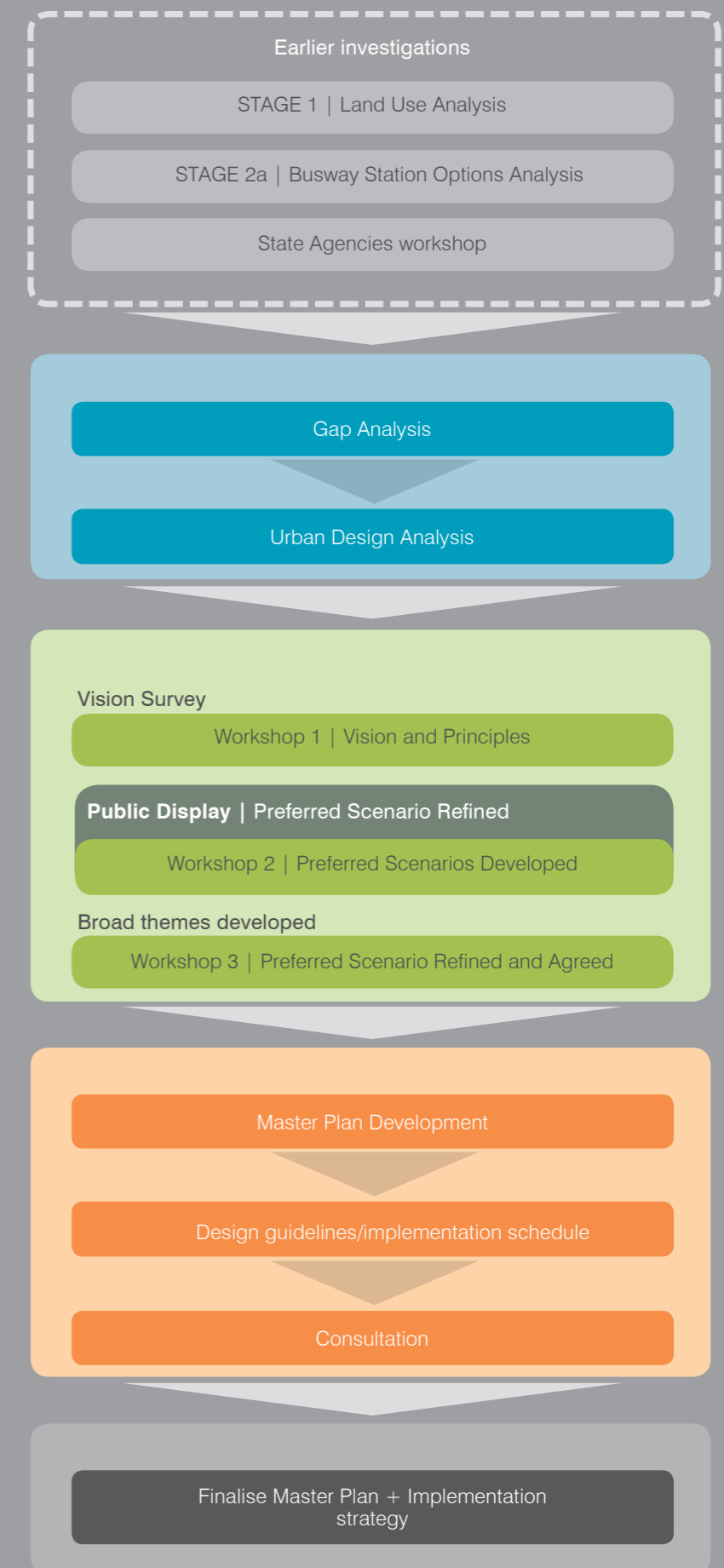


Figure 2.1 | Process Diagram

2.4 Local Planning Context

2.4.1 Redlands Planning Scheme

The study area is included within the Major Centre, Open Space, Conservation and Medium Density Residential Zones of the Redlands Planning Scheme (refer figure 2.4.1). The Major Centre Zone is the principal zone applicable to the study area and provides for uses that:

- enhance the primacy, vitality and vibrancy of the City's Major Centres;
- service the primary retail, commercial, administrative, entertainment, cultural and community needs of the City;
- provide a key source of economic activity and employment;
- provide a major focus for community interaction and civic life;
- highly accessible by private vehicle, public transport and pedestrian and cycle routes.

The specific planning intent for the Capalaba Major Centre specifies:

- *Capalaba as a Principal Centre for south east Queensland and the primary retail and commercial centre in the City serve a catchment greater than 50 000 people;*
- *that administrative functions of Capalaba are secondary to that of Cleveland and are limited to local government support branches and State Government services;*
- *that Capalaba includes residential mixed-use development consistent with the character of the centre;*
- *that Capalaba is a tourist gateway to the City as well as the centre for special events facilitated by traders and the local community;*
- *that Capalaba includes entertainment facilities such as cinemas, nightclubs, restaurants and bowling alleys; and*
- *that Capalaba is a major transport interchange for both private and public transportation.*

Under the current planning framework, the Major Centre Zone Code identifies overall objectives for built form and density to guide future development in Capalaba.

Current planning controls require that development:

- reinforce a "sense of place" established by the centre;
- maintain a mid-rise integrated development appearance;
- does not overwhelm or dominate the centre or adjacent land;
- limits adverse impacts of overshadowing on public and civic places;
- contributes to an attractive high quality and distinctive streetscape when viewed from all road frontages and public or civic places;

- concentrates building mass around the central core, establishing a critical mass through increased building height and identifying the heart of the Centre through physical building form;
- maximises the coherent and efficient use of land;
- provides areas for public and civic places, landscaping and streetscape works; and

The Capalaba Activity Centre Master Plan ultimately provides the basis for review and further refinement of current planning scheme controls relevant to the centre and its development.

LEGEND

- Medium Density Residential
- Open Space
- Major Centre
- Conservation

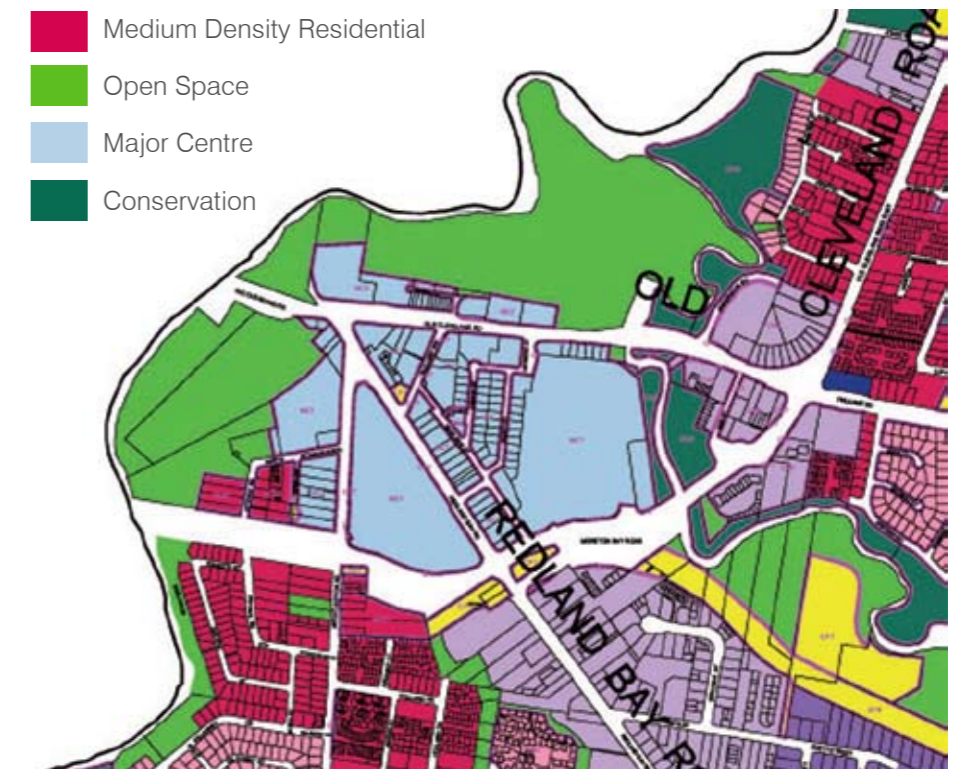


Figure 2.4.1 – Redlands Planning Scheme Zoning

2.5 Engagement and Enquiry by Design

The Capalaba Centre Master Plan has been prepared with on-going community engagement throughout its drafting. A key component of the master plan preparation process was a series of Enquiry by Design (EBD) workshops, which provided a Community Reference Group and other key stakeholders with the opportunity to contribute and provide feedback. The Community Engagement and EBD process is outlined in figure 2.5a.

The EBD workshops brought together people with a wide range of interests in Capalaba to discuss, develop and design possible urban design and planning solutions to make Capalaba a better place to shop, work, live and do business.

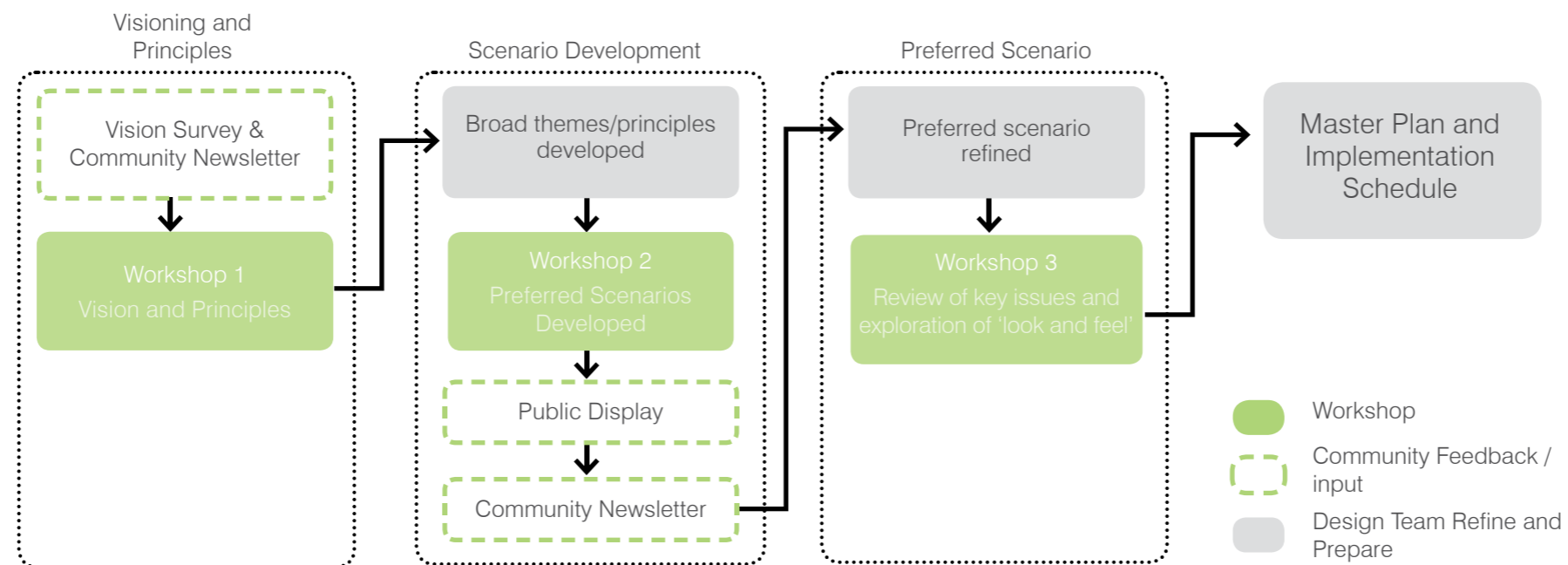


Figure 2.5a | EBD Process

The key outcomes for each workshop are briefly summarised as follows:

Community Newsletters and Visioning Survey Results

Two weeks before Workshop 1 the first community newsletter was sent out to the residents of Capalaba and surrounding suburbs. The newsletter explained the importance of the master plan project, and also included a short survey for residents to provide their input on their vision for Capalaba. Over 150 surveys were received. The feedback provided insight into the communities perception of Capalaba's key strengths, issues and revitalisation ideas, and helped guide the vision and principles workshop.



An additional newsletter was distributed seeking comments on two conceptual options, draft visions and planning and design guidelines following Workshop 2.

Workshop 1

A visioning exercise was undertaken to develop a 'vision' or components of a 'vision' for the future of Capalaba. The key themes to emerge sought improvements to:

- Sustainability
- Connectivity
- Identity
- Economic/Activity

The workshop feedback was used by the design team to formulate a draft vision. The draft vision underwent further refinement and consultation during the EBD process to arrive at the vision presented by this master plan.



Workshop 1 also required teams to develop guiding planning and design principles to inform the development of the master plan which are summarised by Volume 2 of this report and have formed the basis for the development of principles presented by this master plan.

Workshop 2

Workshop 2 culminated in participants developing overall master plan options or scenarios for the centre. These scenarios were developed further and released to the community at a public display in February/ March 2009 for further comment. Community comments received were presented and considered in Workshop 3.

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 community reference group with regard to the overall Look and Feel of a future Capalaba. A synthesis of the key design directions to emerge from the workshop series is provided by Figure 2.5b.



LEGEND

Planned eastern busway alignment:





















-  At-grade
-  Ramp
-  Cut cover tunnel
-  Busway station
-  Park and Ride Facility
-  Major East/West pedestrian spine
-  North / South Pedestrian spine (precise location and design of the crossing at Old Cleveland Road requires further consideration, however the intent is to provide an improved pedestrian / 'green' link through to John Fredrick's Park.)
-  Realignment of Redland Bay Road / Mount Cotton Road intersection
-  Active frontage
-  Town Square
-  Key connections to open space
-  Animated creek side corridor
-  Key sites for taller building forms
-  Green Boulevards that frame the centre
-  Expanded community centre
-  Parkside esplanade
-  Redland Bay Road narrowed to maintain an access function only
-  Pedestrian / vehicle shared zone with opportunity for longer-term closure
-  Gateway
-  Green space



Figure 2.5b | EBD Master plan outcomes framework



03 Master Plan

This section of the report sets out the master plan for Capalaba Town Centre. The plan has been developed utilising a combination of extensive community engagement and iterative design processes. For ease of interpretation the master plan is expressed in a number of ways including:

- An illustrative plan that demonstrates a potential physical outcome for the centre based on the principles and guidelines developed and agreed with stakeholders through the master planning process.
- A summary of the key features of the plan.
- The illustration of several 'layered' strategies for the entire centre. These 'layers' seek to provide clarity about how the plan will be implemented and achieve excellence in relation to access, land use, open space, environmental and built form outcomes.



Figure 3 | Artist Impression – Overlooking Capalaba, view to the South East

3.1 Capalaba Centre 2031 – Vision and Principles

The starting point and ongoing touchstone for the master plan has been the vision that was collaboratively developed with the community for Capalaba. The vision captures a range of themes and ideas and is supported by several key principles that aim to describe the qualities and outcomes sought by the plan. The vision for Capalaba is:

“Capitalising on its strategic location, principal activity centre status, and high quality public transport linkages, Capalaba Centre will be transformed into an exemplar of Transit Oriented Development and emerge as a major sub-regional destination. Exciting new housing and offices will define the core of a compact centre and connect the existing retail centres, re-balancing Capalaba to become the vibrant centre for local civic life.

Contemporary and locally distinctive buildings, a high quality public realm including a new town square, and improved connections to the green spaces surrounding the centre deliver a liveable centre, attractive for both people and business investment. Capalaba town centre will successfully draw together the themes of Connectivity, Social Diversity, Environment and Economic Vibrancy to re-position itself as a truly unique and responsive place.”

3.1.1 A Sustainable Centre

A successful urban place must address issues of how to utilise and preserve the natural environments and ecosystems that exist within and, in the case of Capalaba, around it. The consideration of this is on two levels. On a general level, the achievement of good environmental design focuses on the relationship between land use and transport, the enhancement of green spaces and the preservation of biodiversity. On a more detailed level, design for climate, water recycling and the potential of solar and wind harnessing (amongst others) is now an important part of town and place making. In order to preserve and enhance the environment the master plan will focus on building upon the strong environmental credentials of Redland City by requiring that all new places, buildings and spaces embody a best practice approach to environmental sustainability by:

- Promoting travel by public transport, walking and cycling;
- Clustering a mix of centre related land uses at appropriate densities to enliven the public realm and capitalise on synergies with public transport and ‘in centre’ living;
- Protecting and enhancing the existing green spaces and corridors that currently frame the centre;
- Maximising the use of renewable energy and the adoption of practices / systems that use energy efficiently;
- Promoting effective water demand management practices;

- Promoting construction methods with the least environmental impact; and
- Developing a storm water system that minimises loads on adjoining waterways and that integrates ‘Water Sensitive Urban Design’ principles.

3.1.2 A Connected Centre

The essence of a successful urban environment lies in the integration of streets, buildings, transport modes and public spaces, thus enabling interaction between people finding themselves in the same place for different reasons. It presents the opportunity for face-to-face exchange of information, knowledge, products and money: the essence of ‘in centre’ living. A connected centre is highly legible and permeable and is easily traversed and explored using multiple transport modes (walking, cycling, public transport and private vehicles).

The centre will extend and improve its ‘connections’ by:

- Developing a clear hierarchy of major streets, through streets and local streets;
- Linking streets and public spaces to form a vibrant public domain;
- Strategically locating future land uses around the planned Busway station;
- Upgrading the capacity of intersections in the surrounding network;
- Protecting the strategic alignment through the site which forms part of the future Busway corridor;

- Enhancing the green connections between the urban core and the surrounding parklands;
- Providing for interim bus priority routes;
- Designing pleasant and safe streets to encourage walking and cycling, including intersections that facilitate pedestrian use; and
- “promote connectivity between surrounding existing and future urban areas”.

3.1.3 A Centre with a Clear Identity

Vision is the dominant sense in terms of our experience of an urban environment. The richness and variety of buildings and spaces add greatly to the sensory experience. The key physical characteristics of the Capalaba Centre that will establish its unique identity are:

- Developing a style of architecture and public space design that blends the unique bayside qualities of the city with the environmental and historic rural aspects of the Capalaba locality;
- Enhancing natural and cultural features including the suite of parks and gardens that surround the centre;
- Defining public spaces and streets with locally themed trees and landscaping; and
- Locating new car parking underground to maximize active uses at the street level.

3.1.4 A Vibrant and Prosperous Centre

The mix of land uses that exists in the centre has the potential to provide a high level of activity and variety, attracting a range of people for different reasons. The key challenge in land use terms is not the mix of uses or range of services but rather their relative quantum (retail dominates). The master plan aims, at a fundamental level, to increase the proportion of residential, civic and commercial activity as a way of bringing investment and life to the areas between the two enclosed shopping centres. This approach encourages different activities, at different times, in the same place: the essence of all vibrant urban places. The land use and economic priorities that underpin the master plan include:

- Developing new infrastructure including streets, parks, community facilities, public spaces and transport infrastructure;
- Promoting higher density residential and mixed use development;
- Complementing adjoining urban and parkland uses;
- Promoting a variety of residential dwelling types to encourage a diverse and sustainable community.
- Developing a range of local events complementary of future residential, commercial and educational uses; and
- Promoting linkages to the surrounding business hub (south), residential areas and community uses.

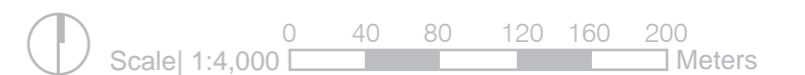
3.1.5 A Focus on Implementation and Delivery

The master plan in essence is intended to operate as a decision-making framework for the Council and community to utilise in managing change in Capalaba. The sequence in which the measures described in the master plan are implemented will have a number of downstream effects on subsequent stages of delivery. In this context, the vision and master plan seeks to provide a flexible framework that is able to adapt to issues as they emerge. Because of this inherent flexibility, and the unknown nature of long term market and policy environments, the master plan is able to be delivered in a variety of ways and should be seen as a ‘living document’ that is sufficiently robust to respond to changing conditions. Ultimately, the vision of a thriving and sustainable activity centre is the objective; the process of its delivery will require some flexibility.

- ① Redland Bay Road partially closed in the long term to support pedestrian movements between shopping centres
- ② Below grade busway tunnel and station
- ③ Key opportunity for gateway development site
- ④ Major east-west pedestrian spine connecting Tingalpa Creek to Coolwynpin Creek
- ⑤ Secondary north-south pedestrian spine connecting the new town square to John Fredericks Park
- ⑥ Develop the northern carpark of the Capalaba Park Shopping Centre – retail/commercial above – incorporating pedestrian access as part of the major east-west pedestrian spine
- ⑦ Parkland Living Precinct – medium density parkside residential development
- ⑧ Mixed use development – retail at ground floor, residential above
- ⑨ Retail development along Redland Bay Road to activate street frontages
- ⑩ Capalaba Place – including library, exhibition and meeting spaces integrated with town square and adjoining open spaces.
- ⑪ Provide pedestrian access through Capalaba Central Shopping Centre as part of the major east-west pedestrian spine
- ⑫ Commercial development integrated into shopping centre
- ⑬ New development along Coolwynpin Creek as small pavilions to activate public realm including bbq facilities, informal meeting facilities etc.
- ⑭ Redlands Youth Plaza
- ⑮ Park and ride facility
- ⑯ Town Centre South / Performance Space
- ⑰ Community recreation facility
- ⑱ Primary north-south pedestrian spine



Figure 3.2 | Illustrative Master Plan



3.2 Illustrative Master Plan

Figure 3.2 sets out the illustrative plan for the town centre at the time of ultimate development. The plan demonstrates a range of built and public space outcomes that will result in a fundamental change to the character, perceptions, and urban quality of the place.

To assist in the interpretation of the Illustrative Master Plan, Section 3.4 provides illustrative sections of the key focus areas of the master plan.

3.3 Key Features of the Plan

Although described in greater detail in sections 3.4 and 4.0, the plan contains a number of key defining features that can be summarised as follows:

A dense and active town centre:

The overriding objective of the plan is to create an active and vibrant place in which the community of residents and businesses are able to live, work, interact and invest. The Illustrative plan demonstrates a physical form and intensity of activity that will deliver this outcome.

Planning for strategic infrastructure:

The master plan has been developed in the context of preserving a corridor for the planned eastern busway alignment. The alignment follows Redland Bay Road underground, has a major interchange / station in the heart of the town centre, and extends further to the south to terminate at a park and ride facility across Moreton Bay Road.

The total re-invention of Redland Bay Road:

Redland Bay Road will be transformed from a barrier between the two main retail centres into an integrative element that facilitates easy crossing by pedestrians and, through improvements to amenity, opportunities for a range of retail,

commercial and residential uses fronting the corridor. A key proposal that will unlock this opportunity is the reprioritisation of the Redland Bay Road / Mount Cotton Road intersection to encourage movement along Mount Cotton Road and the use of Redland Bay Road for destination traffic only. Following the intersection works the width of the Redland Bay Road corridor can be narrowed along its western edge to allow for a thin building that fronts the street and hides service bay activity associated with Capalaba Park Shopping Centre. A section of Redland Bay Road should also be considered for closure in the longer-term once the busway is constructed.

A pedestrian spine that binds the centre together:

Running in a generally east to west alignment, the master plan proposes a unified pedestrian spine that binds together the key civic, retail, and environmental assets of the centre. The pedestrian spine is seen to be the primary organising device for the centre around which development, transit, community and commercial opportunities can emerge.

A focus for civic life: At the heart of the centre and the pedestrian spine is the town square. A physical focus for civic life and the location of the existing (and future underground) busway station.

The square will provide a 'stage set' for local festivals and events and will provide a discernible heart to the centre.

Connectivity between the centre and its green spaces:

The road pattern of the centre has been supplemented by a suite of new connections that provide much stronger visual and physical linkages between the urban activities of the centre and the vast green spaces that surround it. Sub-tropical streets, lanes, courtyards and view slots have been integrated to give the perpetual sense that Capalaba Regional Park, John Fredericks Park, and the Coolwynpin Creek Corridor are accessible from the centre.

An animated creek side corridor:

Coolwynpin Creek is a major environmental and amenity asset for the town centre that is currently inaccessible and dominated by at grade car parking along its western edge. The master plan reorganises vehicular circulation in this precinct to allow a greater setback from the creek corridor and for the construction of several small-scale café and restaurant pavilions scattered along its edge.

A preference for legibility and order:

The current form of the centre does not provide a coherent or legible experience. A core aim of the master plan is to realign buildings and streets to achieve a simple and

logical block pattern that provides development flexibility and a sense of order to the centre.

Green and shaded streets and spaces: All streets and spaces in the centre will be characterised by significant and high quality tree planting to provide shade, visual amenity, and environmental outcomes.

Residential density in the centre:

A major change to the land use profile and physical form of the centre will be the introduction, over time, of a significant amount of medium density housing. This is expected to be delivered as both stand alone development as well as being integrated into mixed-use development schemes. The outcome being sought is a more vibrant street life, and 'after hours' economy, and improved catchments to support increased public transport patronage.

Height in key locations: A number of key sites have been identified as being appropriate for taller building forms. Height is to be concentrated within the core of the centre focused around the new busway station and town square. Building height will gradually decrease from its highest point at the core, to a height that is sympathetic to surrounding areas.

Boulevards that frame the centre: Moreton Bay Road and Old Cleveland Road flank the northern

and southern edges of the centre and provide an excellent opportunity to frame the urban activities of the core with grand green boulevards. The intention of this proposal is to 'wrap' the centre in an additional layer of 'green', reinforcing its environmental qualities and defining the edge of the town centre.

Physical and economic linkages to the south:

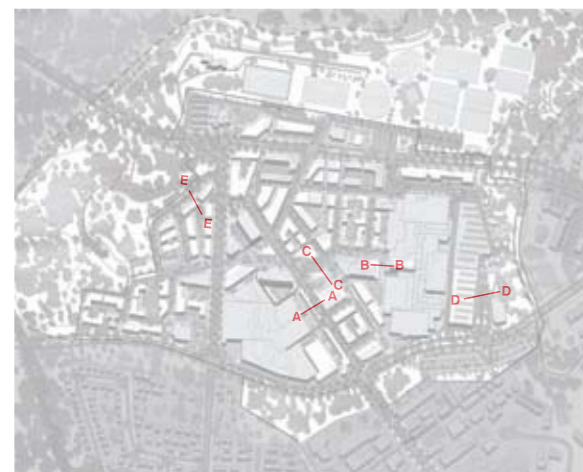
The business activity that occurs to the south of the centre along the Redland Bay Road corridor is a key economic driver for the district and sub-region. The master plan seeks to recognise this by proposing, in the longer term, the extension of the Redland Bay Road landscape treatment (which would not include narrowing) integrates with the businesses located there.

A retained and expanded community centre:

The existing community centre (Capalaba Place) will be retained, improved, and expanded upon. A key element of this will retro-fitting the building to better engage with the town square and pedestrian spine, thus contributing to the life of the public realm in a more significant way.

A parkside esplanade: Capalaba Regional Park will be flanked by a high quality esplanade road that provides improved access to the park, additional car parking and unlocks adjacent parcels for higher and better uses.

3.4 Indicative Sections



- LAND USE
- Retail
 - Commercial
 - Community
 - Residential



Figure 3.4a | AA – Redland Bay Road

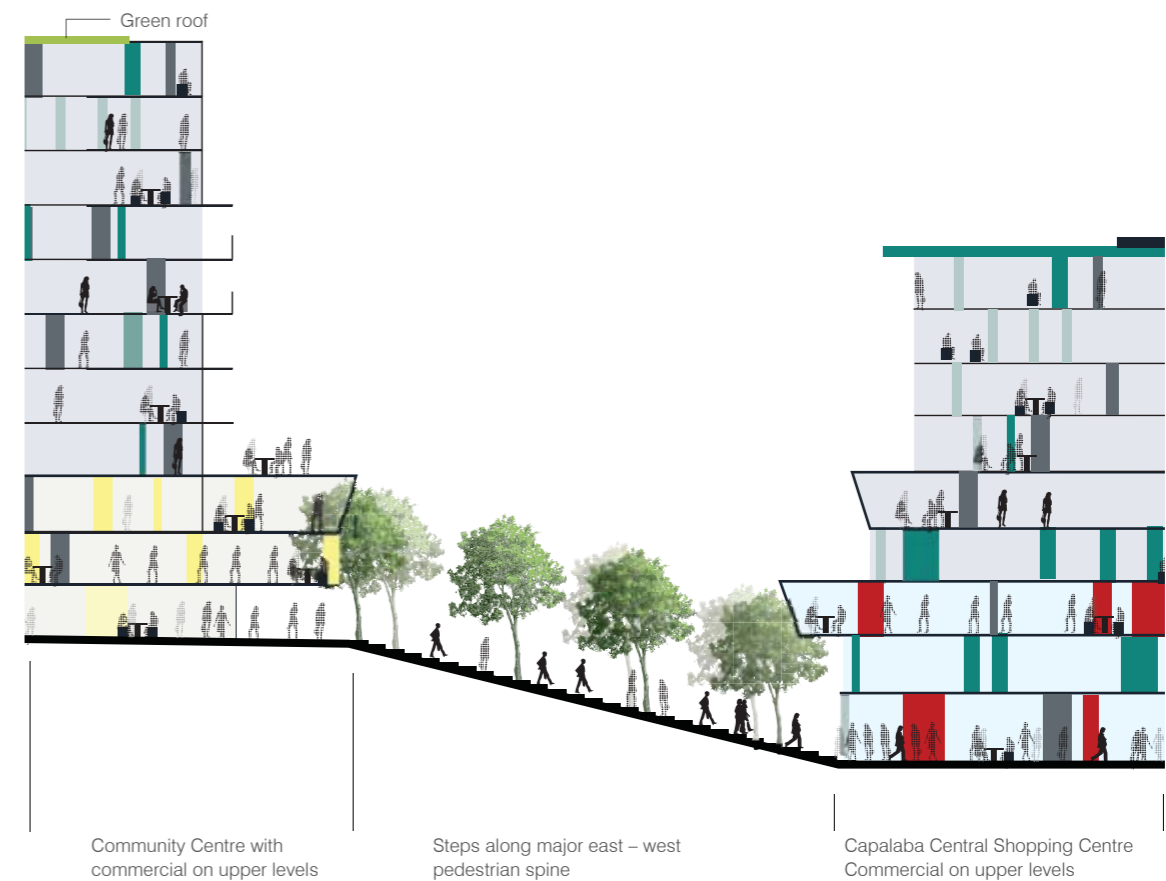


Figure 3.4b | BB – Entry from community centre to Capalaba Central Shopping Centre

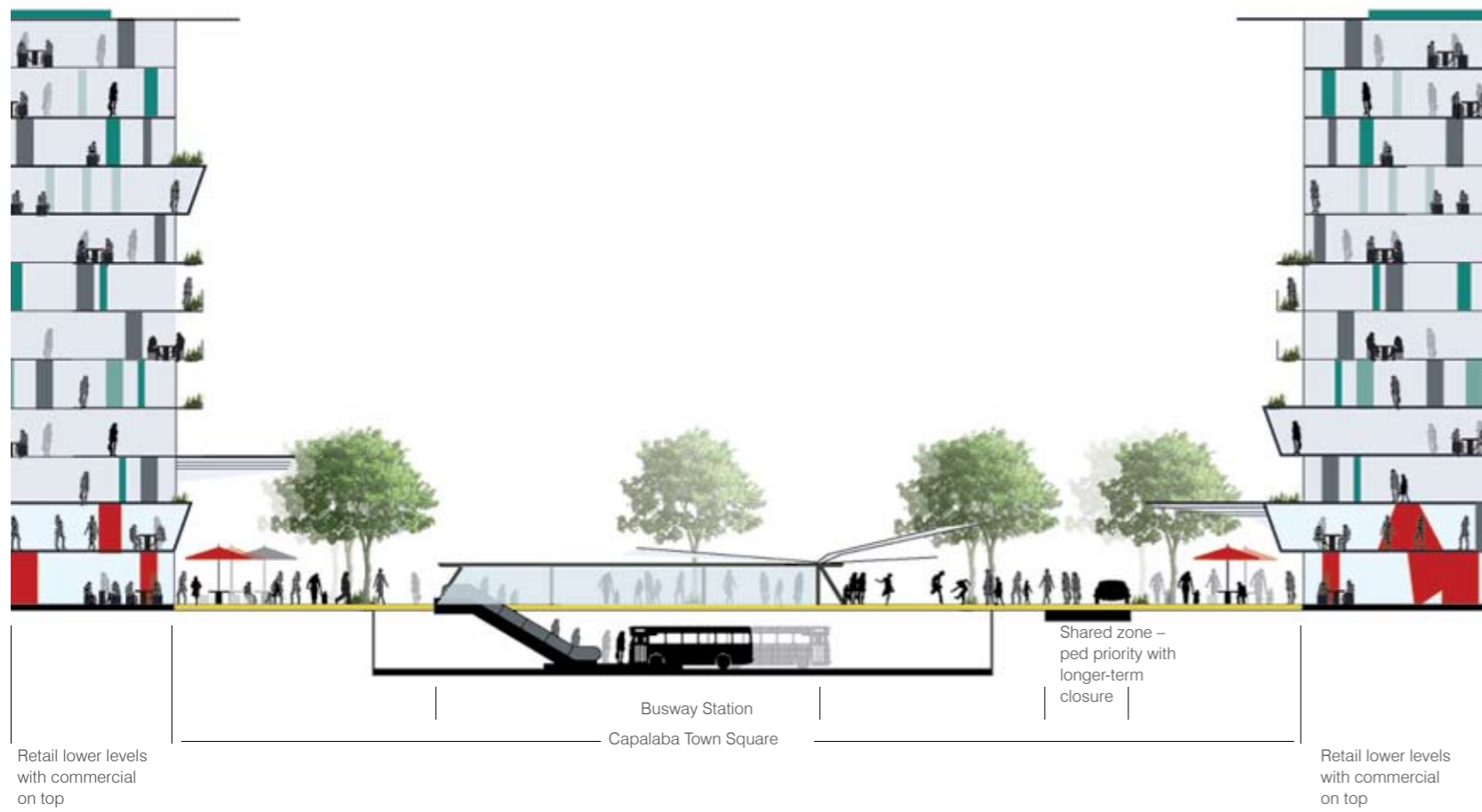


Figure 3.4c | CC – Capalaba Town Square

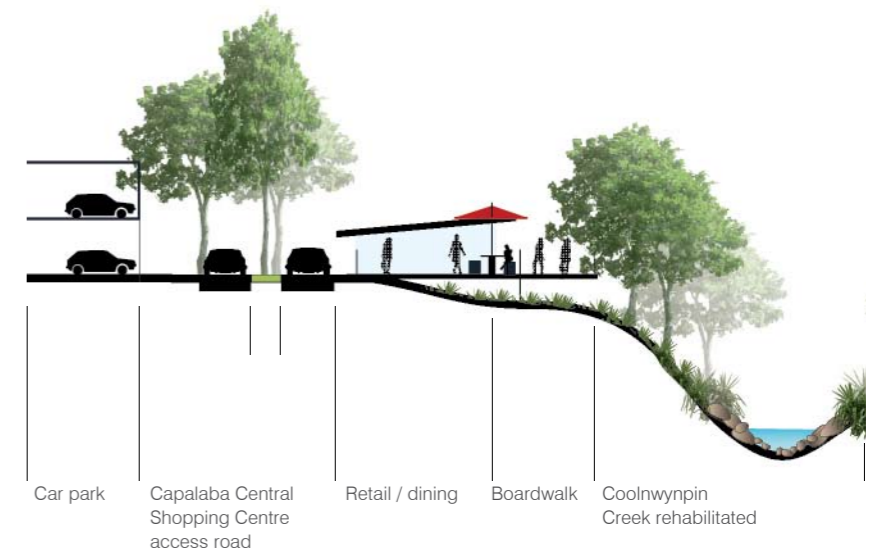


Figure 3.4d | DD – Coolwynpin Creek



Figure 3.4e | EE – Residential Development in Parkland Living Precinct overlooking Capalaba Regional Park

3.5 Centre Wide Concepts

A number of centre wide concepts have guided the development of the Capalaba Master Plan. These have been derived from the EBD and engagement process and have been refined by the design team into the following core concepts.

Access and Mobility

The master plan aims to improve connectivity within the centre itself and to areas surrounding the centre. The key concepts driving the strategy include:

- The realignment and downgrading of Redland Bay Road and longer term partial closure directly adjoining the new town square.
- Establishing a defined and legible east – west pedestrian movement system.
- Creating a network of pedestrian and cycle connections which integrate with surrounding systems and spaces.
- The removal of 'dead end' streets to promote greater legibility.

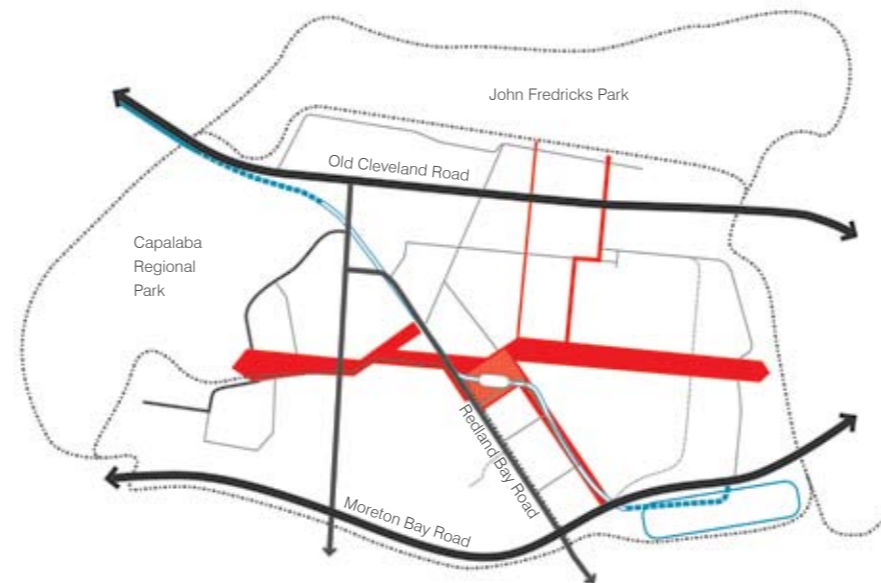


Figure 3.5a | Access and Mobility

LEGEND		
— Main Arterial	○ Park & Ride	— Cut Cover Tunnel
— Redland Bay Road Downgrade	○ Bus Interchange	— Main pedestrian movement
— Trunk Collector	Busway: Shared path
	— At-grade	
	— Ramp	

Landscape and Environment

The master plan aims to connect and enhance the existing landscape and environmental assets which surrounds the activity centre. Key concepts driving the strategy include:

- Creation of a park side esplanade adjoining the Capalaba Regional Park.
- The use of planting and landscape elements to create a boulevard feel along the centres key roads and streets.
- Establishing improved visual and movement links to the surrounding green space network.

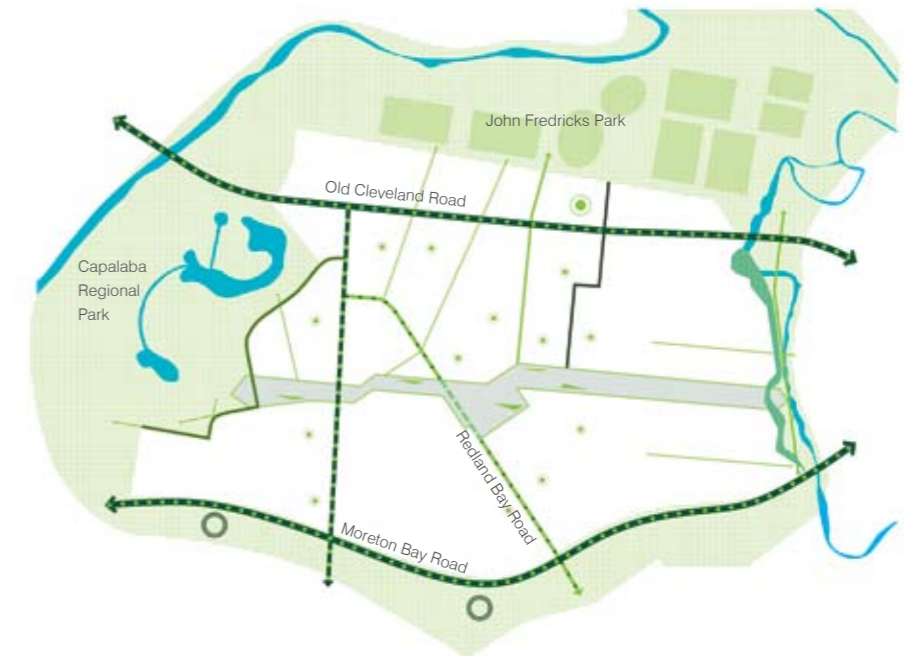


Figure 3.5b | Landscape and Environment

LEGEND	
— Landscaped boulevards / avenue	— Parkside esplanade
— Pedestrianised and landscaped avenue	○ Potential landscape statement opportunity
— Pedestrian priority zone	Existing parkland
○ Indicative green courtyards / podiums and green roofs	— Links to open space
	— North-south pedestrian spine
	Sports field
	Rehabilitated creek edge

Land Use

The land use plan aims to encourage growth, diversity and activity by providing an opportunity for a variety of distinct precincts to emerge whilst providing flexibility within these precincts. The key concepts driving the strategy include:

- Provide access to a full range of services and facilities to meet community needs.
- Capitalising on the mobility and accessibility benefits of the planned Busway station by encouraging commercial uses in its close proximity.
- Reclaiming car parking areas along Coolnwynpin Creek to promote an improved creek environment and retail/dining opportunities.
- Capitalising on the amenity attributes of the surrounding green space network.



Figure 3.5c | Land Use

LEGEND	
■ Retail	■ Residential
■ Commercial (retail on ground floor)	■ Mixed Use (retail/residential)
■ Commercial	■ Community

Building Heights

Buildings and streets have been re-oriented to assist in improved legibility. Height has been proposed in locations that visually reinforce the primacy of the core of the centre, and new development will be required to deliver climatically and locationally appropriate buildings types.



Figure 3.5d | Building Heights

LEGEND	
■ 10-12 Storeys	■ 3-4 Storeys
■ 7-8 Storeys	■ 2 Storeys
■ 5-6 Storeys	■ 1 Storey

Public Space and Streetscape

The master plan aims to create an interconnected network of public spaces and streets that contribute to creating a 'liveable' activity centre. Key concepts driving the strategy include:

- Creation of a town square which establishes an identifiable and significant space that forms the heart and soul of Capalaba.
- Providing connections to adjoining spaces for cultural activities, events and festivals that provide a focus for community and social interaction.
- Creation of lively streets with active building frontages.
- Providing variety in visual and physical experiences through use of light, shade, materials and planting.
- Creation of centre gateway statements through building design and landscaping.
- Development of linkages to open space network to encourage community activity, participation and healthy lifestyles.

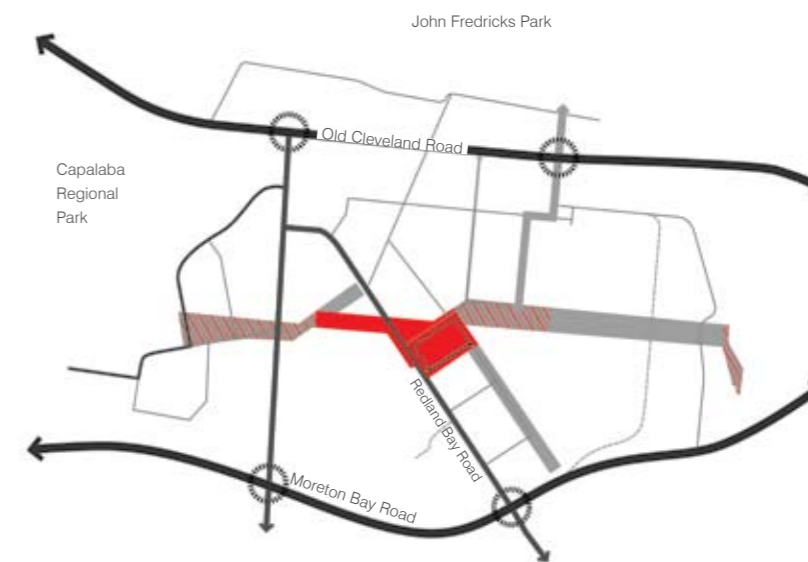


Figure 3.5e | Public Space and Streetscape

LEGEND	
■ Primary civic spaces	— Boulevard
 Secondary civic space	— Avenue
 Major pedestrian route	— Pedestrian shared zone
 Gateway	— Esplanade
	— Road
	— Primary frontage

04 Precinct Intents and Design Guidelines

This section of the master plan provides a detailed package of design and planning information that will guide the development of an attractive, connected, coherent, and successful principal activity centre. Seven precincts have been identified and refined over the course of the master planning process and are:

- Town Centre South Precinct
- Town Centre North Precinct
- Capalaba Park Precinct
- Capalaba Central Precinct
- Coolwynpin Creek Recreation and Environment Precinct
- Parkland Living Precinct
- Old Cleveland Road Recreation and Business Precinct

Determining the Precincts

Figure 4 is the result, directly, of the Enquiry by Design and stakeholder engagement process and identifies, conceptually those areas of the centre that have common land use and development opportunities.

Role of the Precincts

The precincts provide a design framework on an area-by-area basis. Within this section each precinct:

- Supports achieving the vision for the Capalaba Principal Regional Activity Centre;
- Provides more detailed information in relation to the character, function, structure and the amount of change associated with area;
- Illustrates potential physical outcomes; and
- Provides high level design guidance in relation to setbacks and the desired scale of development.

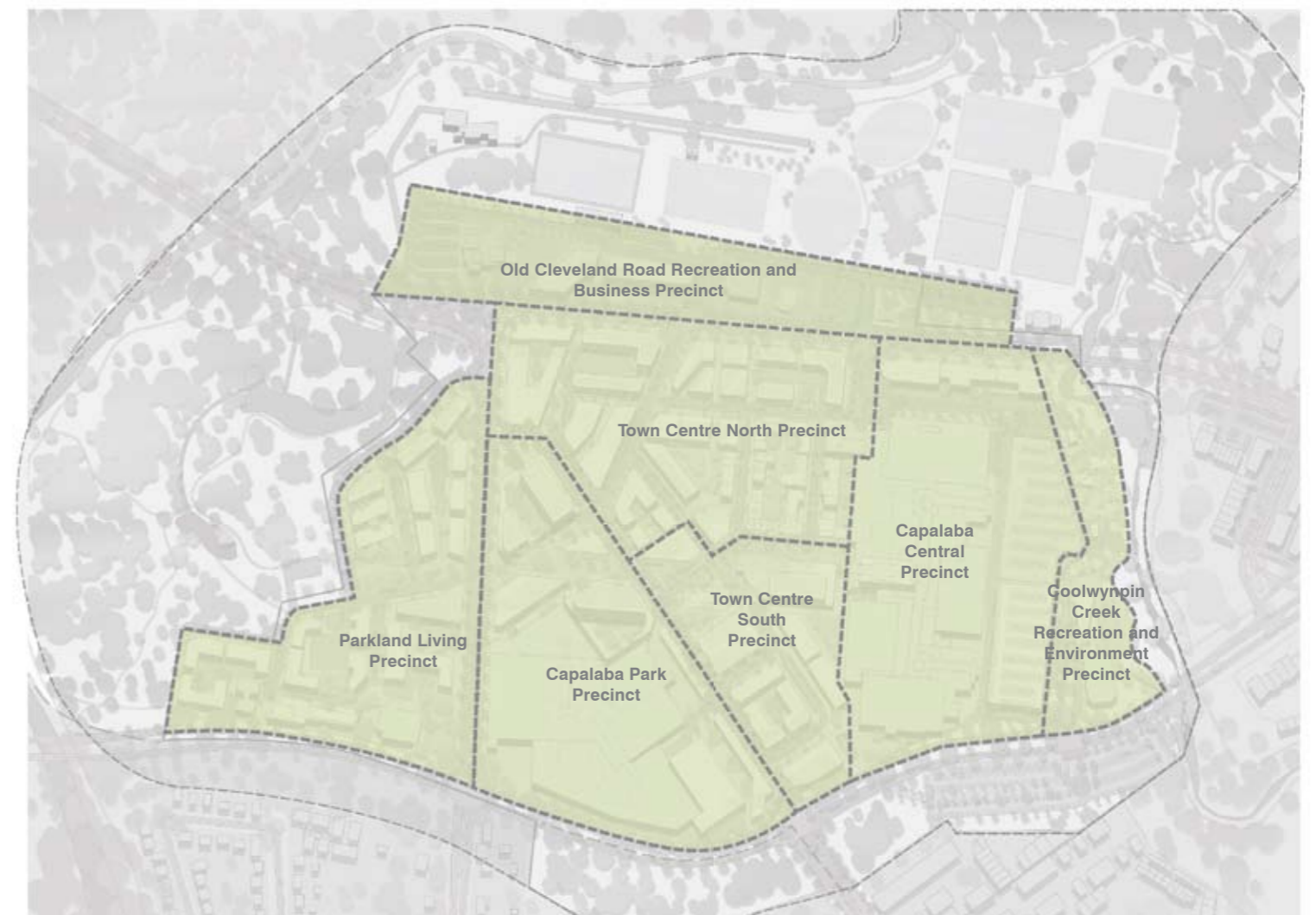
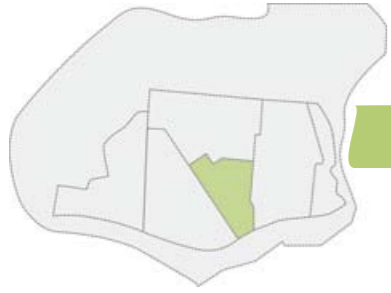


Figure 4 | Capalaba Precincts



Town Centre South Precinct

4.1 Town Centre South Precinct

The Town Centre South Precinct is the most important of all the precincts identified and, because of its central location, cultural and economic significance will be required to deliver exceptional local, city wide and regional outcomes.



Figure 4.1a | Artist Impression of the Town Centre South Precinct



Figure 4.1b | Artist Impression of the Town Centre South Precinct

4.1.1 Desired Precinct Outcome

"The Town Centre South Precinct will be the focus for investment and change, accommodating major employment, public transport and cultural developments within a framework of new public spaces and radically improved street environments. The Town Centre South Precinct will, through the redevelopment of key sites, refocus the civic life of the town into a defined heart, facilitate exciting new development that activates the ground level, and be regarded (ultimately) as an exemplar in transit oriented development and sub-tropical design."

4.1.2 Town Centre South Precinct Intents

The specific measures and objectives that are intended to be delivered within the Town Centre South Precinct are:

- To reinforce the primacy of the core as the commercial, entertainment, cultural and civic heart of the centre by focusing the most intense development in this location and by facilitating improved linkages between the two existing retail centres;
- To facilitate and encourage commercial development outcomes as a key catalyst for wider change in the centre;
- To connect the Town Centre South Precinct to the region, sub-region and adjacent precincts through a range of transport and other strategic access initiatives;
- To deliver the highest quality public realm as the framework for pedestrian movement and development;
- To mitigate the impact of the car, promote public transport usage, and create an environment where the pedestrian is given priority.
- To enable the implementation of the Eastern Busway extension in the future by preserving any required corridors or reserves. It is desirable that this infrastructure is delivered in advance of current State Government timelines as a key driver for new development.

- To deliver a new 'town square' environment that will become the spatial heart to the centre. The space will be able to accommodate a wide variety of events, as well exude a green character, achieved through landscaping and green roofs, that is in line with the qualities of Redland City;
- To retain and ultimately expand Capalaba Place as a focus for local community life. This will require the building to be, in parts, reorientated to provide improved activation of the edges of the proposed town square;
- To create new commercial / mixed use development sites to the north and south of the town square which assist in achieving the projected employment floor space requirements and provide suitably active edges to the public realm;
- To create a more active and organised streetscape environment by redeveloping sites fronting Redland Bay Road; and
- To activate the currently inactive outside edges of the shopping centres with the aim of providing additional development opportunities and enlivening the streets and spaces surrounding the retail centre.

4.1.3 Key Design Concepts

In addition to the precinct intents noted above figures 4.1.4a and b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct. The key design concepts plan is supported by the following observations:























- Many of the additional routes and streets proposed are essentially part of a process of 'repair' that seeks to 'reintroduce' or 'complete' the city grid of streets and to provide greater pedestrian permeability throughout the Town Centre South Precinct;
- The connectivity improvements proposed are part of an interdependent network to deliver desirable public realm and public transport outcomes whilst retaining the capacity for the anticipated level of private vehicle movements to occur;
- All development is presumed to have a mixed-use theme although will likely be dominated by commercial uses.

- Within this mixed-use context, the sites immediately fronting the proposed town square will have a stronger retail focus at ground level and to the south will focus upon providing commercial foyers and ancillary retail at ground floor.
- The entire Town Centre South Precinct will have the highest intensity of land use.
- The existing pattern of streets forms the backbone of the public realm strategy, with the aim being to transform these corridors into shaded and attractive thoroughfares that are flanked by a high level of activity and that emphasise the importance of the pedestrian.
- Opportunities to facilitate new connections have been seized based on existing but un-formalised connections, and on locations where they are seen to improve function of the overall mobility network.
- A major new town square will be the primary nodal space in the Town Centre South Precinct and will be supported by several new smaller urban spaces that will punctuate the pedestrian experience of the precinct.

4.1.4 Town Centre South Precinct Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.

Town Centre South Precinct Design Parameters	
Issue	Guideline
Public Transport	<ul style="list-style-type: none"> The Busway station is ultimately located below grade in the Town Centre South Precinct. In the interim the surrounding street and road networks are designed to continue to allow for the requirement of the public transport services.
Street Design	<ul style="list-style-type: none"> Ground floor retail development is concentrated into continuous active frontages with minimum street setback. Footpath widths support expected traffic, in particular links to the interim 'park and ride' facility are protected and supported. Street planting provides for shade, buffering and street enclosure. Traffic treatments such as islands and crossings are provided to help pedestrians manoeuvre through the site and improve pedestrian conditions. Wide building frontages with a single use are limited (for example foyers to commercial offices) to maintain activated edges. Street design caters for emergency vehicle access.
Public Spaces	<ul style="list-style-type: none"> The public realm is characterised by its coherence and, through design, emphasises the priority of the pedestrian throughout the centre. Promote the establishment of informal public spaces for young people. Development is oriented to face the town square and maximise view to the open space. Planting and landscape elements engage the senses and build a strong sense of local place. The town square provides an attractive space for resting and meeting as well as a platform for major civic events.
Building Design	<ul style="list-style-type: none"> Landmark buildings typically utilise a tower and podium form to maintain air and light between buildings whilst providing a generous public realm at the street level through setbacks. Buildings are designed to express their primary use and address their primary street frontage. Energy use is minimised through maximising opportunity for natural lighting and ventilation. Energy use is also mitigated through the use of renewable energy sources such as roof-mounted solar devices. Buildings are designed to adapt and accommodate a range of uses over time. Buildings are designed to maximise water recycling opportunities and minimise use of potable water.
Land Use	<ul style="list-style-type: none"> A rich mix of land uses is encouraged within the Town Centre South Precinct that extend the hours of activity within the centre. Uses include office, commercial, retail and community. Active uses surround the Busway station in particular convenience shops, cafes and other day to day services and uses that stay open for extended periods that can enhance the liveliness of the space.
Car Parking	<ul style="list-style-type: none"> Limited on street parking is provided and is supplemented by below ground or sleeved podium level car parking.

LEGEND	
LANDUSE AND STRUCTURE	
	Precinct boundary
	Commercial (Retail on ground floor)
	Commercial
	Community
	Town square
	Pedestrian linkage
	Major east-west pedestrian spine
	Boulevard with landscape treatment
	Avenue with landscape treatment. Redland Bay Road will be narrowed to maintain an access function only.
	Pedestrian priority zone with closure longer-term
	Road
	On-street parking
	Busway station
	Primary frontage
	Secondary frontage
	Indicative landscaped courtyard
	Community Facility
	Key vehicular entry
HEIGHTS	
	3-4 Storeys
	5-6 Storeys
	7-8 Storeys
	10-12 Storeys

Town Centre South Precinct – Concepts and Guidelines

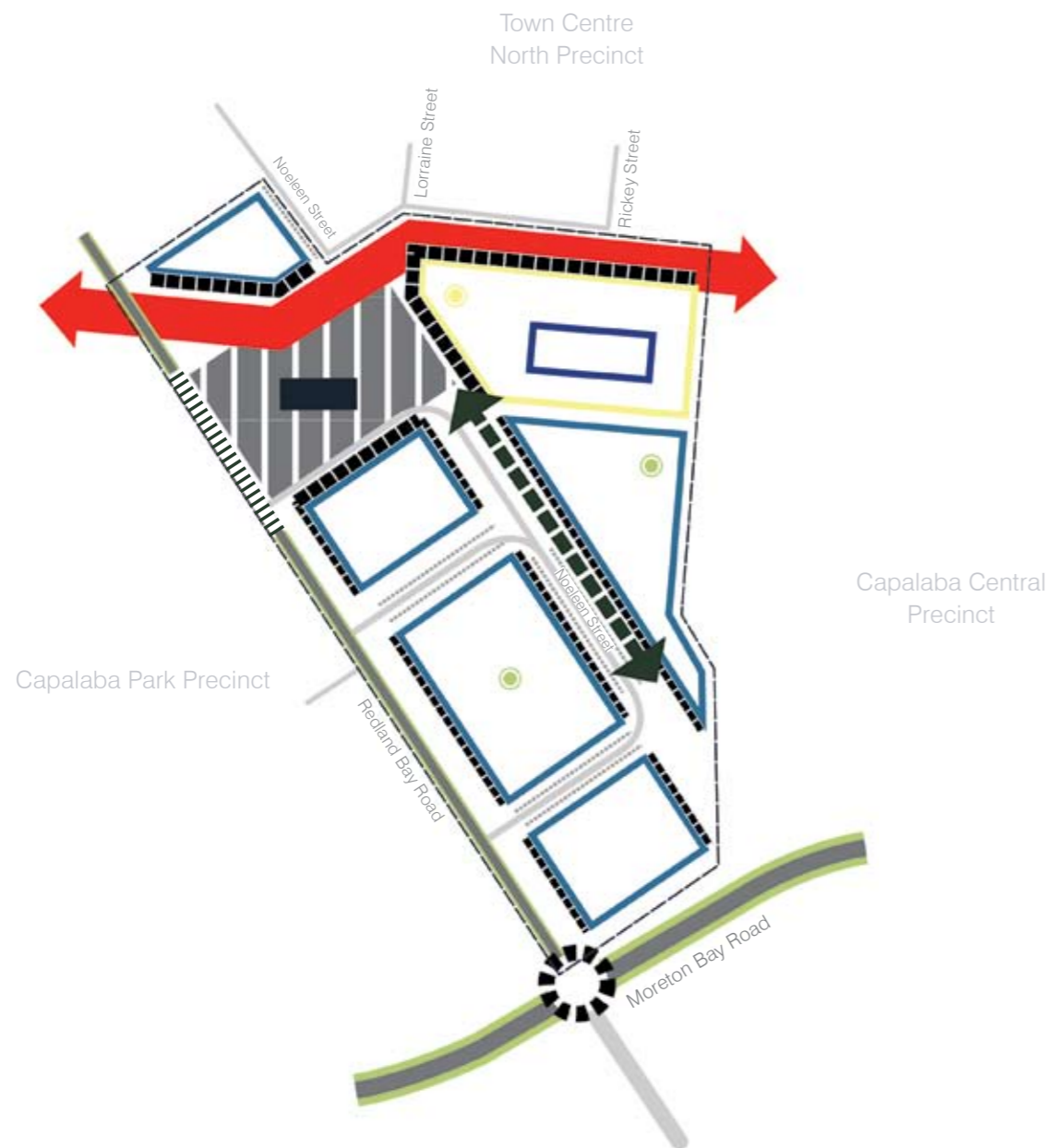


Figure 4.1.4a | Town Centre South Precinct – Landuse and Structure

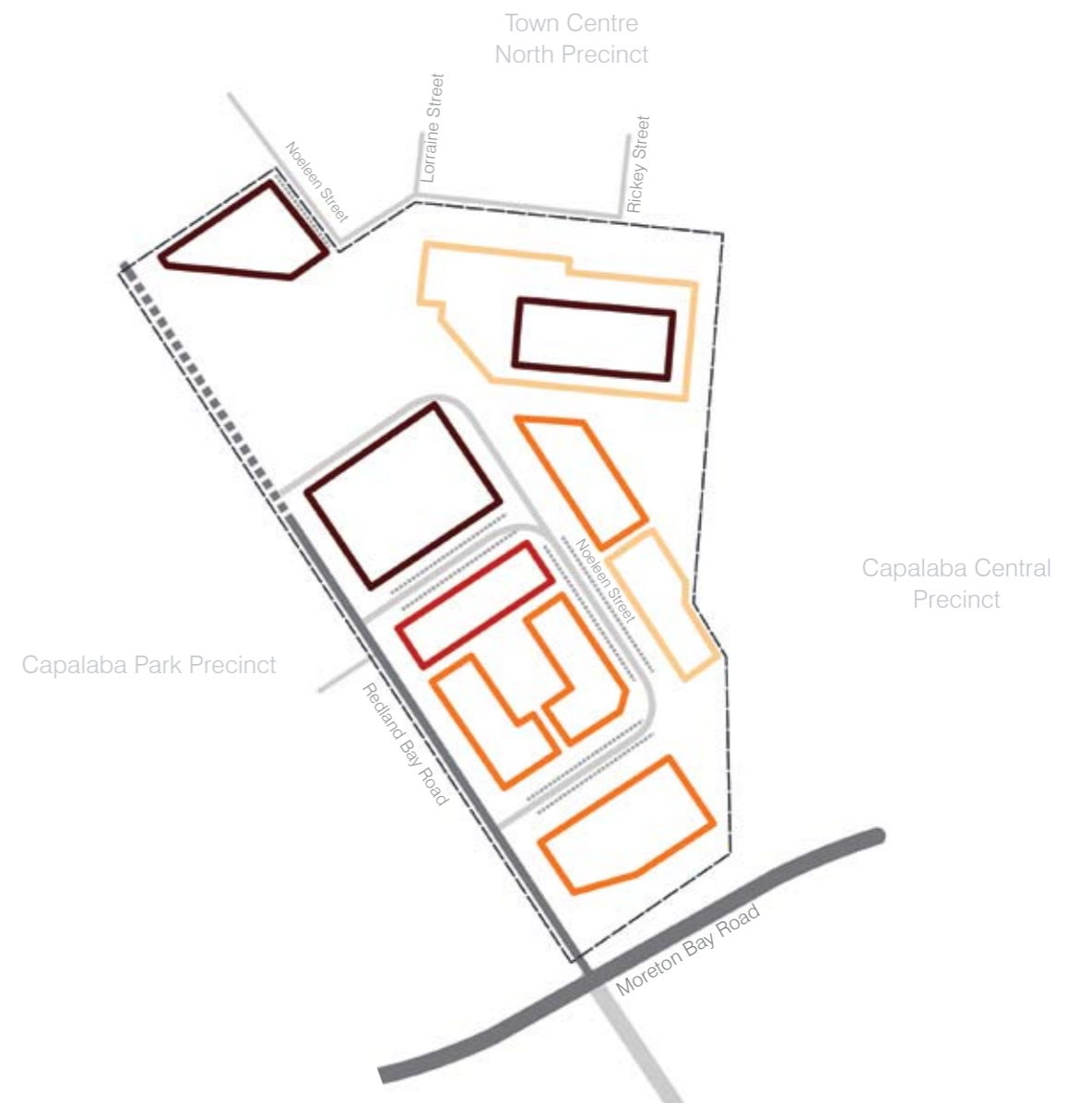
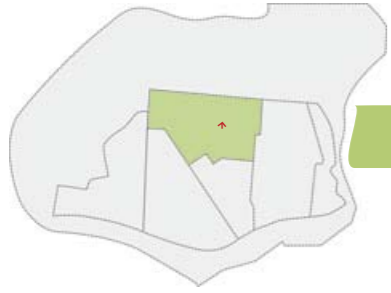


Figure 4.1.4b | Town Centre South Precinct – Indicative Building Heights



Town Centre North Precinct

4.2 Town Centre North Precinct

The mixed-use precinct forms a natural northward extension to the Town Centre South Precinct and because of proximity and established block structure will play a critical ongoing support function to the wider centre. The relatively unconstrained development potential (subject to land assembly) of the area, combined with medium to long term opportunity for exceptional public transport provision through the planned extension of the Eastern Busway and creation of a town square nearby, set the scene for the creation of an exemplary new medium to higher density community of residents and businesses.



Figure 4.2 | Artist Impression of the Town Centre North Precinct

4.2.1 Desired Precinct Outcome

"The Town Centre North Precinct will be incrementally transformed into an exemplary urban environment characterised by a legible grid of sub-tropical streets and a visually diverse mixed use architecture. The precinct will contribute to the prosperity of the Town Centre South Precinct by providing additional space for intense employment, residential and supplementary retail development."

4.2.2 Town Centre North Precinct Intents

The key measures, initiatives and objectives that form the basis of the master plan and that will drive the Town Centre North Precinct toward meeting its full potential are:

- Utilise the existing framework of streets, and supplement these as required to facilitate connectivity, to develop a quality public realm able to accommodate a high density residentially led mixed use community;
- Create a sense of transition and connection between John Fredericks Park and the Town Square by creating green linkages and view corridors between the two;
- Encourage and provide incentives for the assembly of land to create more comprehensive development proposals;
- Provide an 'urban' edge to Old Cleveland Road by allowing commercial development to front the street;
- Reinforce the block pattern by ensuring buildings address the street and are serviced from the centre of the block.
- Allow for the possibility of a Health campus within the precinct;
- Link the ends of Rickey and Loraine Streets with Noeleen Street with a new low speed esplanade road, that fronts the proposed pedestrian spine, as a way of improving connectivity and allowing buildings to front the Town Centre South Precinct;
- Encourage perimeter block style development as a way of improving the relationship of development with the streets in the precinct and allowing for the creation of green courtyards and centre block servicing arrangements;
- Sleeve the Western Edge of Capalaba Central Shopping Centre with mixed use development fronting onto Rickey Street;
- Deliver a mix of uses throughout the precinct, both horizontally across and, where possible, vertically within buildings;
- Utilise the axes associated with Loraine Street and Dollery Road to create improved visual and physical linkages between John Fredericks Park and the centre;
- Land fronting Old Cleveland Road and Redland Bay Road is generally seen to be more suitable, because of its exposure, for commercial office development. Blocks and sites that sit behind this edge are more suited to residentially led mixed-use development;

- Create a sense of high quality pedestrian amenity along the streets of the precinct through tree planting and landscaping and supplement these key routes with intermittent through block linkages;
- Utilise a strong built form to create distinctive urban arrival nodes at the intersections of Redland Bay Road and Old Cleveland Road, Dollery Road and Redland Bay Road, Old Cleveland Road and Faccio Street, and the intersection of the proposed new esplanade road and Noeleen Street.

4.2.4 Key Design Concepts

In addition to the precinct intents noted above, figures 4.2.4a and b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct. The key design concepts plan is supported by the following observations:

- The current circulation network has been retained with a variety of new connections having been made to improve the overall permeability of the precinct to provide sufficient servicing capability for the higher densities of development proposed there;
- The precinct fronts the proposed pedestrian spine, which is the primary east – west connective device for the centre.
- Linkages, both visual and physical, to John Fredericks Park have been improved
- A generally mixed-use theme with opportunities for concentrations of residential development in the centre and south of the precinct and commercially led development to the north and west.
- Retail, cafe type uses will be ancillary to the major retail centres with the aim of concentrating them to the south along the pedestrian spine area as a means of providing consistent activation of this key movement corridor.
- The delivery of primary (retail led) active frontages to the new esplanade connection road, Lorraine Street, Redland Bay Road and Noeleen Street.
- The provision of secondary active frontages (commercial and residential foyers with ancillary retail) to all other streets in the precinct.
- An extensive network of pedestrian priority / shared laneways that break down the scale of the blocks to improve pedestrian permeability; and
- A presumption for all streets within the area to be radically improved and to provide a level of amenity commensurate with the proposed intensity of development.

4.2.5 Town Centre North Precinct Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.

Town Centre North Precinct Design Parameters	
Issue	Guideline
Street Design	<ul style="list-style-type: none"> The precinct is defined by an inter-connected arrangement of streets with incorporated footpaths and cycle paths. Streets join activity rather than being boundaries between different uses and densities. Block size and shape fosters accessibility by promoting fine grained streets which connect the Town Centre North precinct with John Fredericks Park, Capalaba Park and Central Shopping Centres and the Town Centre South Precinct. Street planting provides shade, buffering and street enclosure. Planting and landscape elements engage the senses and build a strong sense of local place. Street design manages traffic and creates a low speed traffic environment within the centre of the precinct. Street design caters for emergency vehicle access.
Public Spaces	<ul style="list-style-type: none"> Development is oriented to face public streets and maximise any views to the town centre or John Fredericks Park. Ground floor land uses within buildings abutting streets and public spaces in the precinct activate local streets. Uses that 'spill out' on to the street such as cafés are encouraged. Water sensitive design principles to manage stormwater are incorporated in a unique way to contribute to local identity. Promote the establishment of informal public spaces for young people.
Building Design	<ul style="list-style-type: none"> Buildings are designed to express their primary use and address their primary street frontage. Energy use is minimised through natural lighting and ventilation and the use of roof-mounted solar devices. Buildings are designed to adapt and accommodate a range of uses over time. Buildings are designed to maximise water recycling opportunities and minimise use of potable water.
Land Use	<ul style="list-style-type: none"> Land uses are mixed vertically (such as shop-top housing) and horizontally (where uses are beside each other.) Housing density is maximised within the character and amenity constraints of the precinct to make best use of amenity attributes without conflicting with incompatible land uses.
Car Parking	<ul style="list-style-type: none"> The street cross-section allows for an adequate level of on-street car parking. Land uses that generate high vehicular traffic volumes are not located on local streets. Basement parking should be identified to serve residences in the precinct with on-street car parking for visitors.

LEGEND

LANDUSE AND STRUCTURE

- Precinct boundary
- Commercial (Retail on ground floor)
- Commercial
- Mixed use (retail/residential/community)
- North – south pedestrian spine / green link (Precise location and design of crossing requires further consideration)
- Key pedestrian link
- Primary frontage
- Secondary frontage
- Boulevard with landscape treatment
- Avenue with landscape treatment
- (Redland Bay Road narrowed to maintain an access function only)
- Pedestrian priority zone
- Road
- On-street parking
- Centre Gateway
- Indicative landscaped podium/roof/courtyard
- Key vehicular entry

HEIGHTS

- 3-4 Storeys
- 5-6 Storeys
- 7-8 Storeys
- 10-12 Storeys

Town Centre North Precinct – Concepts and Guidelines

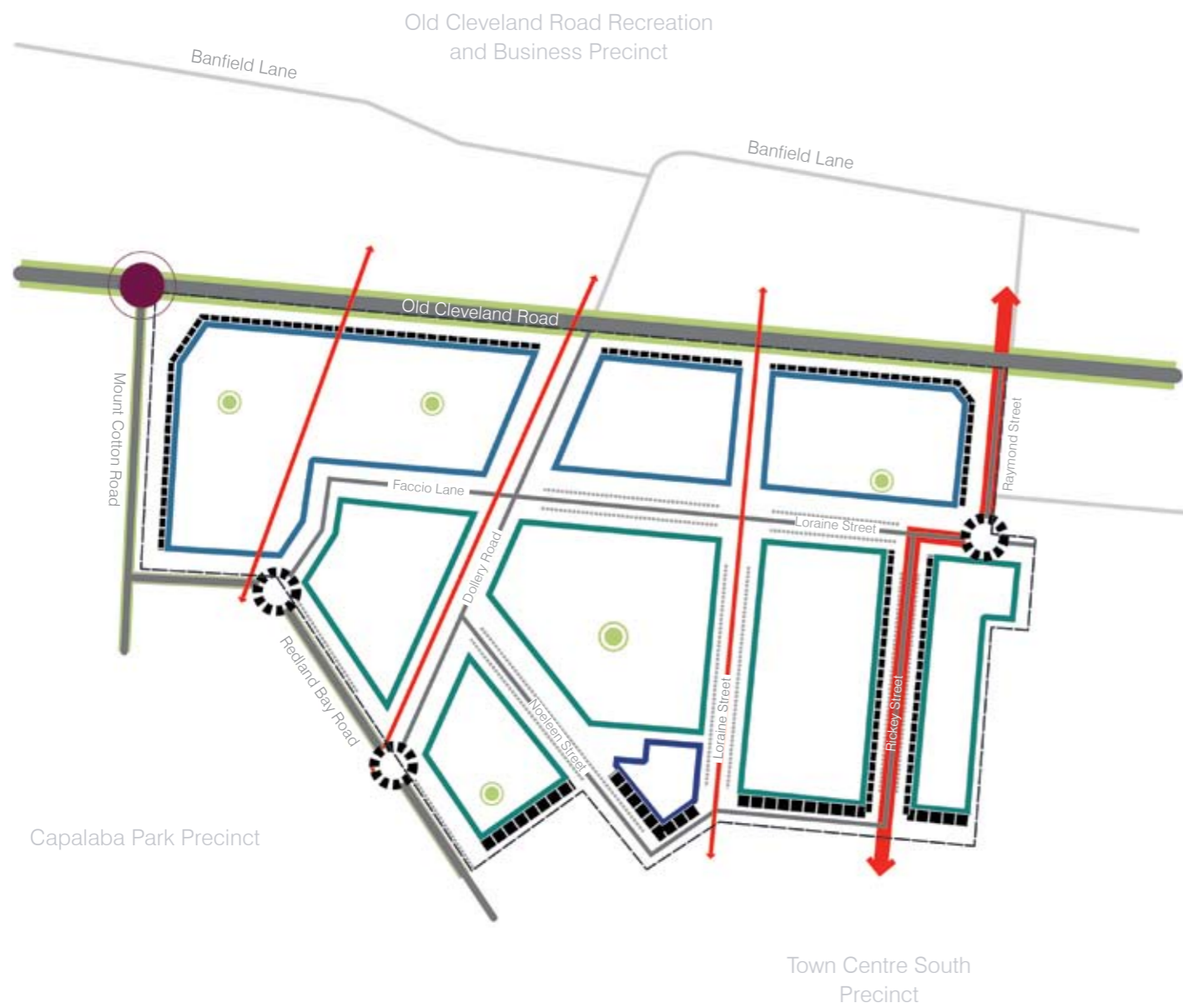
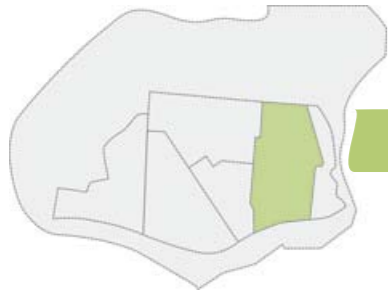


Figure 4.2.5a | Town Centre North Precinct – Landuse and Structure



Figure 4.2.5b | Town Centre North Precinct – Indicative Building Heights



Capalaba Central Precinct

4.3 Capalaba Central Precinct

The Capalaba Central Precinct is immediately to the east of the Town Centre South Precinct and is characterised by the Capalaba Central regional shopping centre, a large format internalised retail centre that runs in a generally north – south direction. This precinct presents an important opportunity to integrate, and to some degree, externalise, the activities that occur within the centre with the public spaces and facilities that occur outside it.



Figure 4.3 | Artist Impression | View down Ricky Street showing intended 'sleeving' of the Capalaba Central Shopping Centre

4.3.1 Desired Precinct Outcome

"The Capalaba Central Precinct will retain its current role and function as one of two major retail destinations within the centre. Its position between the proposed civic activities of the town square and the environmental attributes of the Coolwypin creek corridor allow it to play an important role in the centre of the future. It will act as a key anchor for pedestrian movement along the east spine of the town centre as well as being a conduit for pedestrian movement, through the shopping centre, toward the reinvented Creek Corridor."

4.3.2 Capalaba Central Precinct Intents

The intent of the master plan is for the Capalaba Central Precinct to achieve the following outcomes and objectives:

- To engage the essentially internalised activities of the shopping centre with the public spaces of the town centre and to provide connections to the proposed busway station and town square;
- To, where technically possible, humanise the edges of the centre by introducing new buildings and uses that 'sleeve' the main centre and provide a sense of activity and urban life;
- To align the proposed pedestrian spine to the east – west axis of the centre and promote, as a medium term initiative a direct internal linkage, through the centre, to the creek corridor beyond, having regard to CPTED best practice;
- To facilitate the development of new commercial office floor space above the existing centre in a location that is structurally and commercially suitable;
- To reduce the amount and visual impact of at-grade car parking by expanding existing decked parking structures to the east of the centre.

- To activate the currently inactive outside edges of the shopping centre with the aim of providing additional development opportunities and enlivening the streets and spaces surrounding the retail centre. Within this precinct the opportunity exists for this form of development to the north of the shopping centre fronting Old Cleveland Road;
- To tie the shopping centre into the planned wider circulation network of the centre by aligning the primary east – west pedestrian spine with the main eastern entrance;
- To extend the proposed pedestrian spine directly through the retail centre toward the Creek Corridor. This will require intervention into the main building envelope – the aim being to better connect the Town Centre South Precinct to the creek corridor;
- To facilitate commercial office development over the centre, where structurally and commercially feasible, to meet projected demand for employment floor space in the town centre and provide an additional layer of activity to support transit oriented development outcomes;

- To, over time, reduce the visual dominance and inefficiency associated with at grade parking to the east of the centre. This will require the expansion of existing multi-deck parking facilities. This will release creek side land to be rehabilitated and accommodate low-key pavillion style development.

4.3.3 Key Design Concepts

In addition to the precinct intents noted above figures 4.3.4a and b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct. The key design concepts plan is supported by the following observations:

- Physical and visual linkages between the centre and the proposed town square and busway station will be of primary importance if the vision of achieving transit oriented development is to be achieved.
- Current vehicular access and servicing arrangements will be maintained with only minor intervention proposed to facilitate the creation of new development sites.

- The existing role and function of the centre is not envisaged to change but will be supplemented by a range of new commercial and ancillary retail activity aimed at delivering activity to the outside edges of the main building.
- The scale of new development should be complementary to the use already established within the precinct and that are planned to occur in the Town Centre South precinct.
- The relationship of the retail centre to the proposed pedestrian spine is the major public realm component of the precinct.
- New sleeving development to Old Cleveland Road seeks to 'repair' the street frontage and activate the public realm.
- All frontages should be activated with servicing based to the rear of buildings or time managed to prevent visual and acoustic impacts.
















4.3.4 Capalaba Central Precinct Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.





Capalaba Central Precinct Design Parameters	
Issue	Guideline
Public Spaces	<ul style="list-style-type: none"> Loading bays and site storage and access points for waste collection are located away from public spaces, streets and residential areas to minimise amenity conflicts.
Building Design	<ul style="list-style-type: none"> Capalaba Central facilitates convenient and direct pedestrian movement between the Creek Precinct and the Town Centre South Precinct. This is envisaged to occur through maintaining access through the centre of the existing shopping centre. Use of natural light in internal public spaces is maximised to create 'pedestrian streets' that integrate more easily with surrounding external movement networks.
Land Use	<ul style="list-style-type: none"> The edges of Capalaba Central are 'wrapped' with smaller scale uses that have active frontages limiting further blank walls, car parks or service bays from facing streets and public spaces. Development along Old Cleveland Road sleeves the existing shopping centre and brings visual activity to the street edge.
Car Parking	<ul style="list-style-type: none"> A more compact car parking area is promoted by allowing for expansion of the existing ground level car park to a multi-deck car park. Expansion of the car park facilitates delivery of the east – west pedestrian spine through the car park to Coolwynpin Creek.

LEGEND

LANDUSE AND STRUCTURE

-  Precinct boundary
-  Commercial
-  Commercial (Retail on ground floor)
-  Retail
-  Servicing zone
-  Major east-west pedestrian spine
-  Key pedestrian link
-  Primary frontage
-  Secondary frontage
-  Boulevard with landscape treatment
-  Road
-  Shopping centre service road
-  Centre Gateway
-  Pedestrian entry
-  Key vehicular entry

HEIGHTS

-  2 Storeys
-  3-4 Storeys
-  5-6 Storeys
-  7-8 Storeys

Capalaba Central Precinct –
Concepts and Guidelines

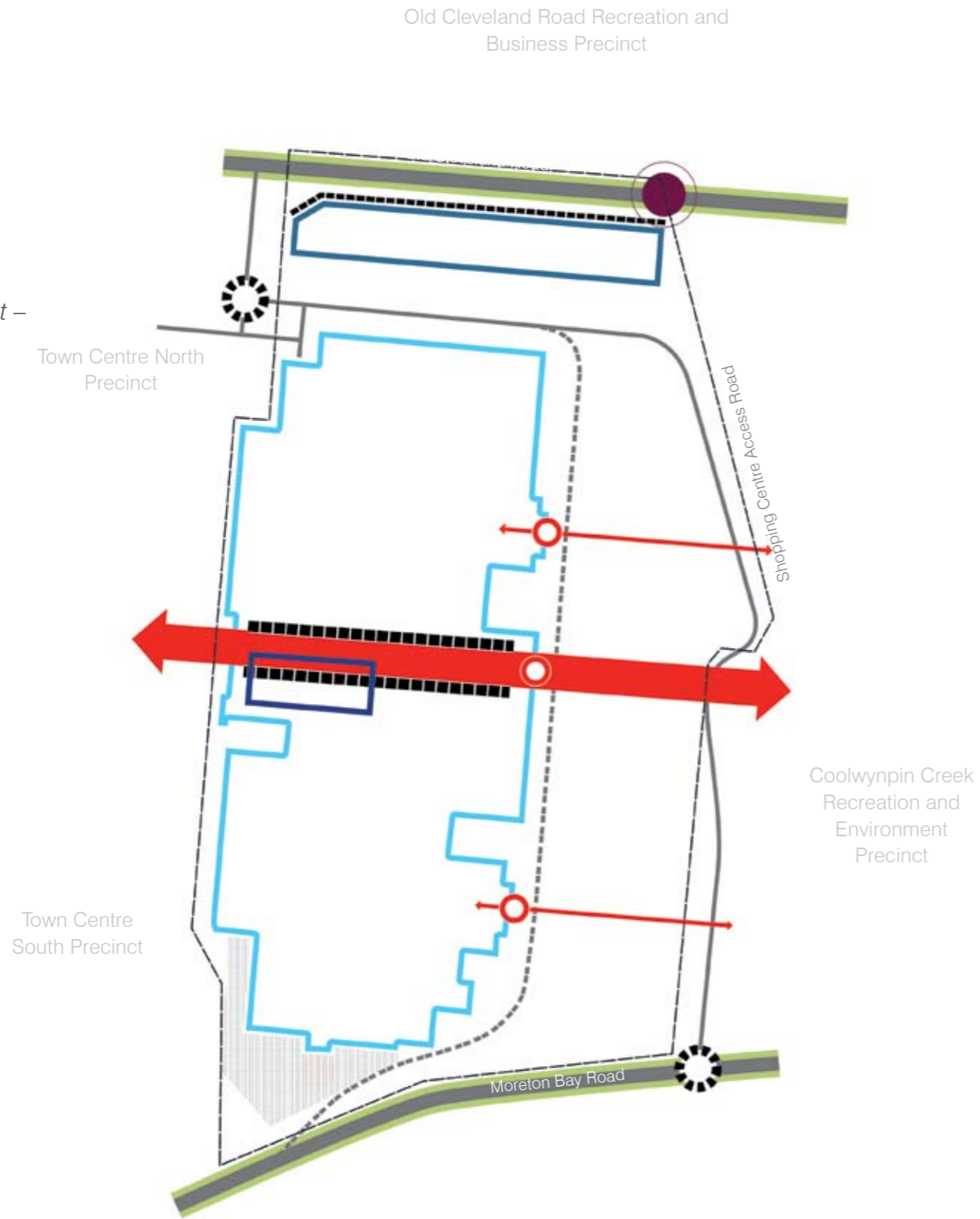


Figure 4.3.4a | Capalaba Central Precinct – Landuse and Structure

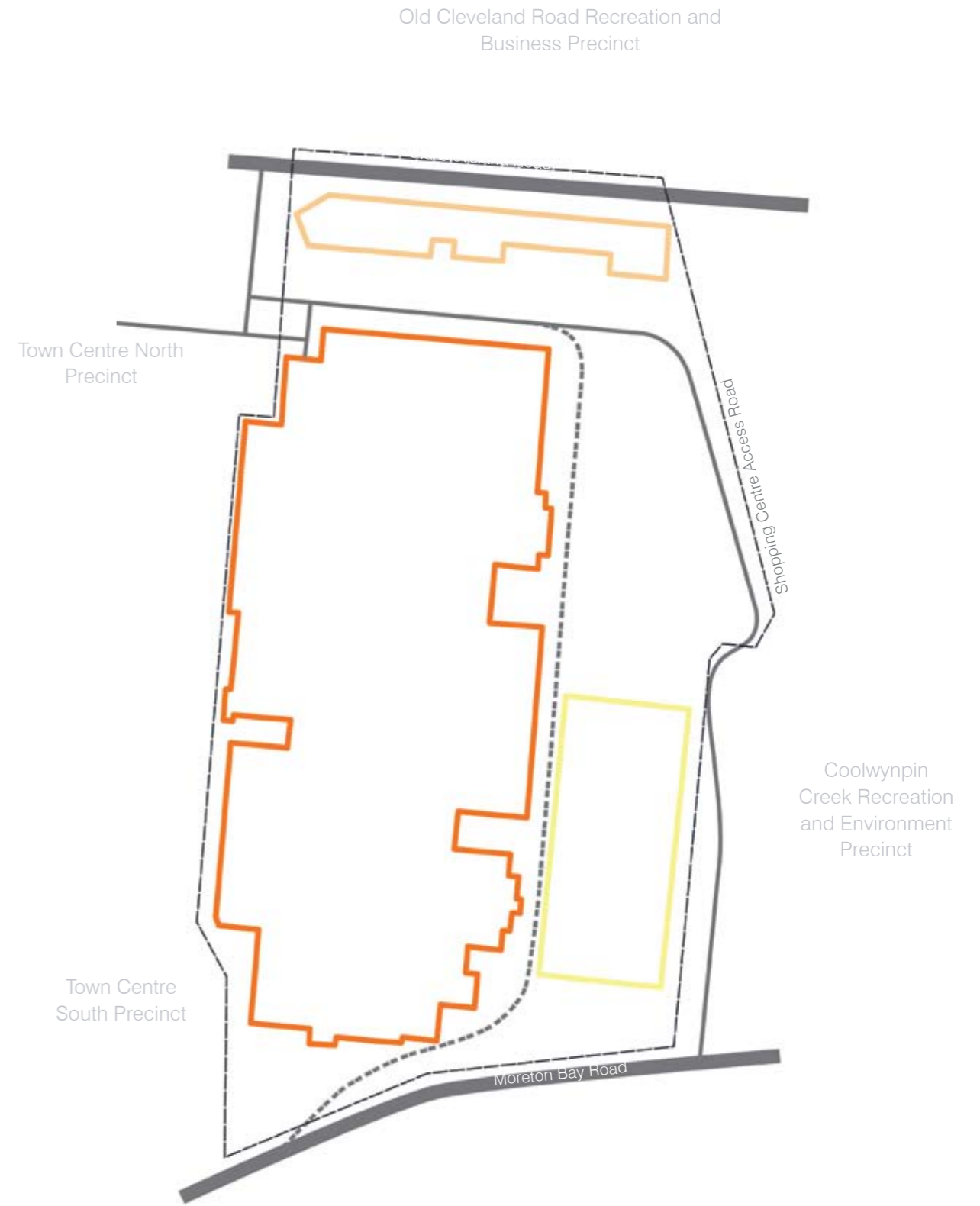
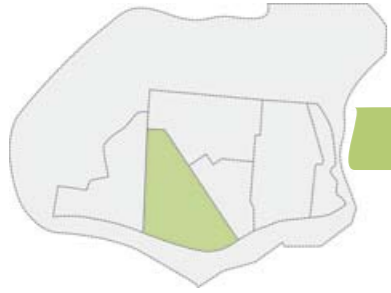


Figure 4.3.4b | Capalaba Central Precinct – Indicative Building Heights



Capalaba Park Precinct

4.4 Capalaba Park Precinct

The Capalaba Park Precinct is immediately to the west of the Town Centre South Precinct and is characterised by the Capalaba Park regional shopping centre, a large format internalised retail centre that runs along the alignment of Redland Bay Road, Mount Cotton Road, and Moreton Bay Road. This precinct presents an important opportunity, similar to the Capalaba Central precinct, to integrate, and to some degree, externalise, the activities that occur within the centre with the public spaces and facilities that occur outside it.



Figure 4.4 | Artist Impression of the Capalaba Park Precinct

4.4.1 Desired Precinct Outcome

"The Capalaba Park Precinct will retain its current role and function as one of two major retail destinations within the centre. Its position between the proposed civic activities of the town square and the recreational attributes of Capalaba Regional Park allow it to play an important role in the centre of the future. Existing under utilised car parking to the north of the precinct, will be redeveloped to accommodate additional commercial activities. The surrounding public realm is activated through ground level retail uses which help establish a desire line along the east – west pedestrian link. It will act as a key anchor for pedestrian movement along the east – west spine of the town centre as well as be an important part of the strategy to activate and humanise Redland Bay Road."

4.4.2 Capalaba Park Precinct Intent

The intention of the master plan is to ensure that the following key actions, initiatives and objectives are secured as the basis for the revitalisation of the area:

- To engage the essentially internalised activities of the shopping centre with the public spaces of the town centre and to provide connections to the proposed busway station and town square.
- To, where technically possible, humanise the edges of the centre by introducing new buildings and landscape elements that 'sleeve' the main centre, in particular the northern and eastern facades and loading docks to provide a sense of activity and urban life. The downgrading of Redland Bay Road will allow for additional land to be made available for a thin retail or commercial development that encloses the loading bays on the eastern face of the centre. This will be supplemented by, if required, capacity for a new multi-deck car park.
- To align the proposed pedestrian spine to run along the northern edge, and past the main entrance, of the existing centre and onward to Capalaba Regional Park.

- To facilitate the development of new mixed use complex of the buildings on the northern most portion of the precinct that act to define and enliven the proposed series of pedestrian routes.
- To deliver a major new mixed use development on the northern portion of the site comprising basement and or podium parking, an active ground floor, and commercial office and or residential uses above. This development will create a new gateway to the centre from the north and will define a number of important pedestrian spaces and views lines to its south.
- The creation of two pavilion buildings (possibly containing lifestyle and fresh food market concepts) as destinations along the east – west pedestrian spine.
- To allow for the development of a significant commercial office building over the existing centre on its north-east corner. This will assist in providing the required quantum of employment in proximity to transit and will act as key landmark for Capalaba Park.
- To utilise landscape elements to create a boulevard frontage for the centre along Moreton Bay Road.

4.4.3 Key Design Concepts

























In addition to the precinct intents noted above, figures 4.4.4a and b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct. The key design concepts plan is supported by the following observations:

- Physical and visual linkages between the centre and the proposed town square and busway station will be of primary importance if the vision of achieving transit oriented development is to be achieved.
 - Current vehicular access and servicing arrangements will be maintained (with some time management stipulations that are to be further defined) with only minor intervention proposed to facilitate the creation of new development sites.
 - The existing role and function of the centre is not envisaged to change but will be supplemented by a range of new commercial and ancillary retail activity aimed at delivering activity to the outside edges of the main building.
- The scale of new development, because of its role in defining the edge of the Town Square and as a gateway to the centre from the north, is envisaged, generally, to be significantly greater than already established within the precinct.
 - The relationship of the retail centre to the proposed pedestrian spine is the major public realm component of the precinct.
 - New sleeving development to Redland Bay Road and along the retail centres northern frontage seeks to 'repair' the street frontages and activate the public realm.
 - All ground level frontages in new buildings should be transparent and contain 'active' uses with servicing based to the rear of buildings or time managed to prevent visual and acoustic impacts.

4.4.4 Capalaba Park Precinct Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.

Capalaba Park Precinct Design Parameters	
Issue	Guideline
Street Design	<ul style="list-style-type: none"> Capalaba Park is designed to address and provide a new active frontage to the 'down graded' and revitalised Redland Bay Road which draws in the Town Centre South Precinct. The northern entry to Capalaba Park is refocused to link with and bring visual connectivity and activity to the proposed plaza and pedestrian mall. Street design caters for emergency vehicle access.
Public Spaces	<ul style="list-style-type: none"> Loading bays and site storage and access points for waste collection are located away from public spaces, streets and residential areas to minimise amenity conflicts.
Building Design	<ul style="list-style-type: none"> Capalaba Park facilitates convenient and direct pedestrian movement through the site to adjoining precincts. Roof space is utilised for other smaller scale commercial tower developments.
Land Use	<ul style="list-style-type: none"> A range of commercial and retail uses are introduced to the northern edge of the precinct to promote a mix of land uses and limit single use development. The edges of Capalaba Park are 'wrapped' with smaller scale uses that have active frontages limiting further blank walls, car parks or service bays from facing streets and public spaces.
Car Parking	<ul style="list-style-type: none"> Car parking is predominantly located at basement level to maintain high quality pedestrian connections between the precinct and the rest of the centre.

LEGEND	
LANDUSE AND STRUCTURE	
	Precinct boundary
	Commercial (Retail on ground floor)
	Commercial
	Retail
	Servicing zone
	Major east-west pedestrian spine
	Key pedestrian link
	Primary frontage
	Secondary frontage
	Boulevard with landscape treatment
	Avenue with landscape treatment
	Pedestrian priority zone with longer-term closure
	Road
	On-street parking
	Centre Gateway
	Indicative landscaped podium/roof/courtyard
	Key pedestrian entry
	Civic focus
	Key vehicular entry
HEIGHTS	
	2 Storeys
	3-4 Storeys
	5-6 Storeys
	7-8 Storeys
	10-12 Storeys

Capalaba Park Precinct – Concepts and Guidelines

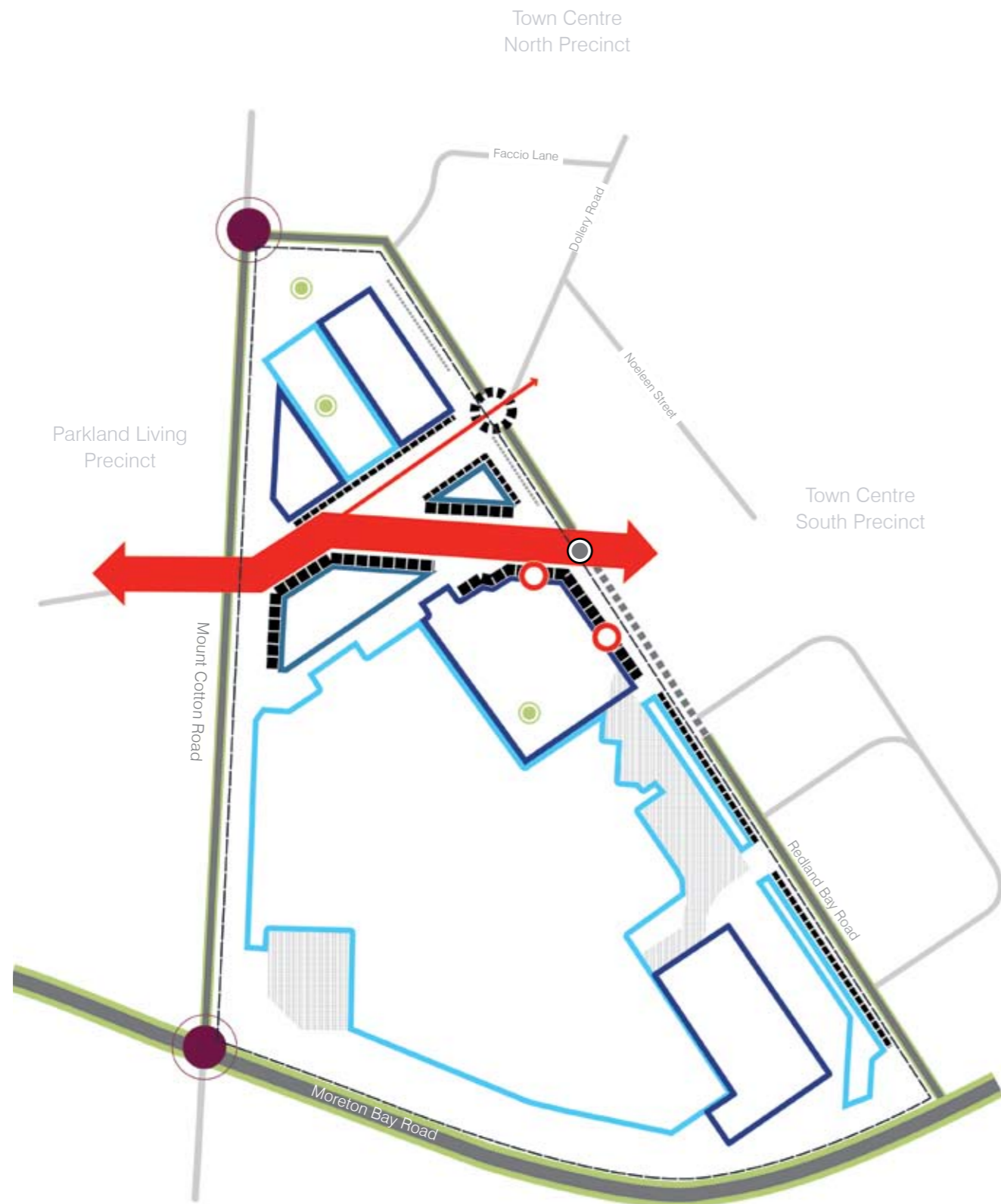
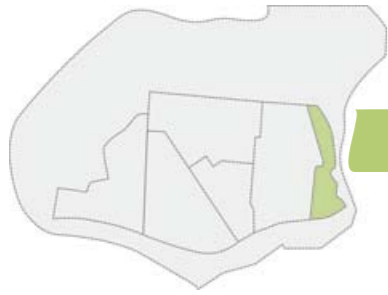


Figure 4.4.4a | Capalaba Park Precinct – Landuse and Structure



Figure 4.4.4b | Capalaba Park Precinct – Indicative Building Heights



Coolwynpin Creek Recreation and Environment Precinct

4.5 Coolwynpin Creek Recreation and Environment Precinct

The Coolwynpin Creek Recreation and Environment Precinct is a linear area that is perched on the western banks of Coolwynpin Creek in close proximity to Capalaba Central Shopping Centre and the eastern end of John Fredericks Park. This precinct, although degraded in some areas, offers an important opportunity to activate the creek edge and continue the process of environmental rehabilitation and enhancement.

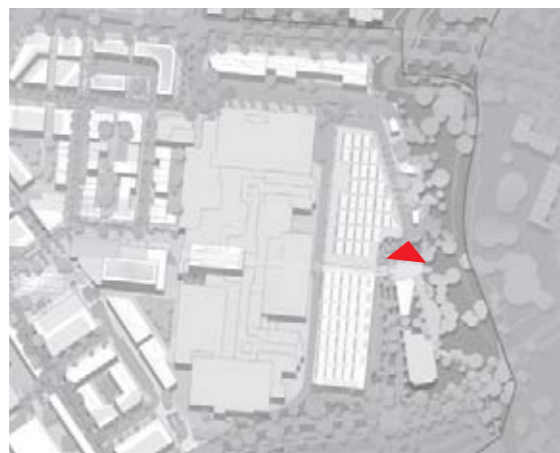


Figure 4.5 | Artist Impression of the Coolwynpin Creek Recreation and Environment Precinct

4.5.1 Desired Precinct Outcome

"The Coolwynpin Creek Recreation and Environment precinct will capitalise on its attractive and elevated water side position to develop a series of small pavilions that activate the corridor, provide surveillance, and offer an alternative, and environmentally themed experience for users of the town centre."

4.5.2 Coolwynpin Creek Recreation and Environment Precinct Intents

The intent of the master plan is to achieve the following projects, initiatives, outcomes and objectives for the Coolwynpin Creek Recreation and Environment Precinct:

- To provide an environmentally themed experience that anchors the western end of the centre and provides a distinctive and alternative experience for residents, visitors and businesses.
- To reinvigorate the key location currently occupied by the existing tavern and to provide a new opportunity for a commercial building which helps activate the public realm within this precinct.
- To re-organise circulation and car parking in order to pull back the line of the existing car park away from the creek corridor in the northern areas of the precinct.
- The realignment of the car park circulating road to run along the frontage of the existing multi-deck car park associated with Capalaba Central shopping centre. This realignment will require the construction of additional parking capacity (potentially as an extension to the existing multi-deck facility) prior to its implementation.

- The 'pulling back' of the line of the existing 'at grade' parking that is cantilevered over the creek corridor. The existing structure can be retained and its edge profile modified to create a series of 'peninsulas' for individual pavilions to be built on that provide activity and surveillance to the corridor and build on the function of the existing tavern.
- To protect and enhance the environmental attributes of the creek corridor. The rehabilitation and enhancement of the creek corridor will form part of an ongoing works and management program.
- The creation of a new 'space' to the north of the existing tavern and south of the proposed pavilions will link the precinct into the wider pedestrian circulation network associated with the Creek corridor. This will provide a natural terminus to the east – west pedestrian spine as well as access to the pathway network currently associated with the creek corridor.
- The cladding (or greening) of the eastern façade of the multi-deck parking structure as the backdrop to the precinct.

4.5.3 Key Design Concepts

In addition to the precinct intents noted above figures 4.5.4a and b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct. The key design concepts plan is supported by the following observations:

- Any extensions or additions to the multi-deck parking structures should be designed to maximise the ability for pedestrians to move from inside Capalaba Central shopping centre to the creek edge in a safe and active environment.
- Realignment to car park circulation will be required to release the land required to implement the intended outcomes for the precinct.
- Linkages to the existing network of pathways through adjacent open spaces are required.
- Opportunities exist to activate the edge of the corridor with low scale and small format retail / restaurant uses;
- The creek edge should be public, or publicly accessible, green space through the provision of boardwalks.

4.5.4 Coolwynpin Creek Recreation and Environment Precinct Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.

Coolwynpin Creek Recreation and Environment Precinct Design Parameters	
Issue	Guideline
Street Design	<ul style="list-style-type: none"> Tree planting is extended along the interior street network to provide shade and improve the environment. Street design caters for emergency vehicle access.
Public Spaces	<ul style="list-style-type: none"> Attractive, well located spaces for meeting and resting are provided. Opportunities for people to sit and watch public space activities and circulation are maximised. Ensure that lighting is a quality 'white light' that will help extend the usage times of public spaces. Seating, shade and playgrounds are provided where possible.
Building Design	<ul style="list-style-type: none"> Retail pavilions are located with generous setbacks to Coolwynpin Creek. Pavilions provide verandahs for weather protection. Development is oriented to face the Coolwynpin Creek.
Land Use	<ul style="list-style-type: none"> Retail pavilions adjoin the creek corridor and are boarded by retail and commercial development at respective ends.
Car Parking	<ul style="list-style-type: none"> Car parking is provided for by the adjoining multi-deck car park. Additional on-street car parking is provided along the north-south boundary street connection and does not intrude on pedestrian links.

LEGEND

LANDUSE AND STRUCTURE

-  Precinct boundary
-  Commercial
-  Retail
-  Creek corridor rehabilitation
-  Major east-west pedestrian spine
-  Key pedestrian link
-  Active frontage
-  Cladding to facade
-  Walkable park front
-  Boulevard with landscape treatment
-  Avenue with landscape treatment
-  Road
-  Civic space

HEIGHTS

-  2 Storeys
-  5-6 Storeys

Coolwynpin Creek Recreation and Environment Precinct – Concepts and Guidelines



Figure 4.5.4a | Coolwynpin Creek Recreation and Environment Precinct – Landuse and Structure

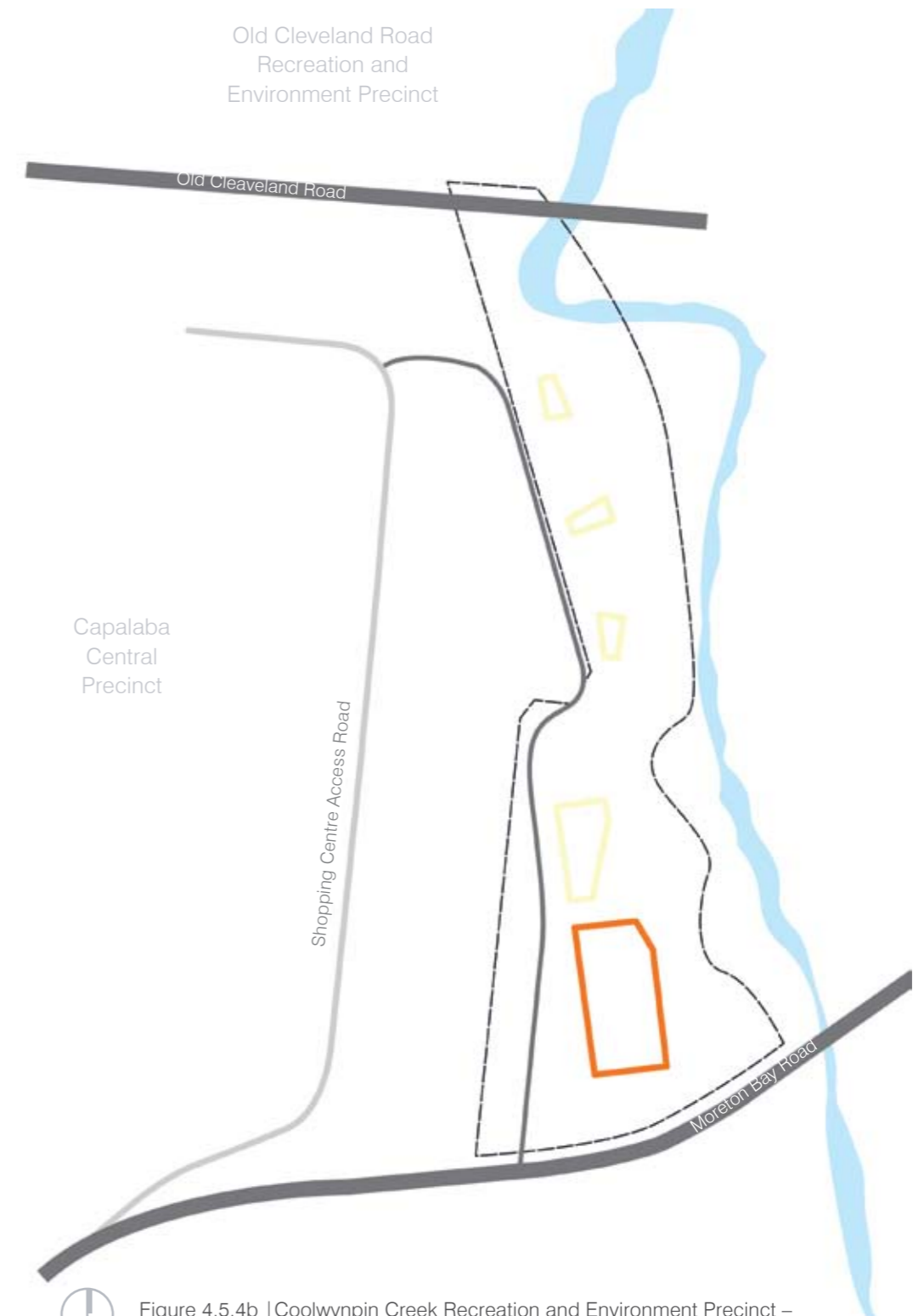
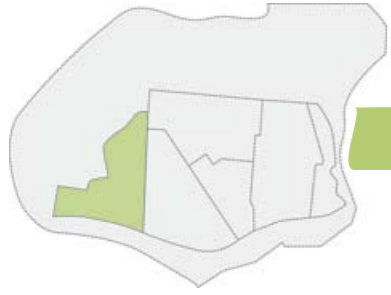


Figure 4.5.4b | Coolwynpin Creek Recreation and Environment Precinct – Indicative Building Heights



Parkland Living Precinct

4.6 Parkland Living Precinct

The Parkland Living Precinct lies to the south of the study area and enjoys a strong relationship with Capalaba Regional Park. The precinct has already begun a process of residentially led redevelopment and the master plan seeks to reinforce this pattern and supplement it with high quality residential development that capitalises on its attractive location.

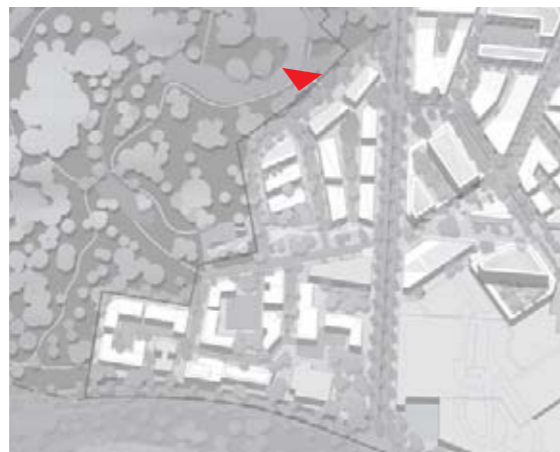


Figure 4.6 | Artist Impression of the Parkland Living Precinct

4.6.1 Desired Precinct Outcome

"The Parkland Living Precinct offers a range of medium to higher density housing types set along the fringes of one of the City's most attractive parks and in proximity to the services and transit options provided by the Town Centre South Precinct."

4.6.2 Parkland Living Precinct Intents

The intention of the master plan is to ensure that the following key actions, initiatives and objectives are secured as the basis for the revitalisation of the area:

- To develop the land in the precinct for primarily residential uses and allow existing land owners to realise appropriate commercial returns as an incentive to land use change.
- To provide an area of high amenity and high density living that is able to support the ambition of creating transit oriented development in the town centre.
- The creation of a new parkland esplanade aligned generally along the northern and western edge of the existing Bunnings site. This will facilitate improved access to the park and redevelopment for higher and better uses in the medium term.
- The extension of the east – west pedestrian spine across Mount Cotton Road and through the centre of the precinct toward Capalaba Regional Park.
- The creation of a strong sense of 'landscape' within sites and between buildings as a signal of the precincts relationship with the Regional Park.

- The orientation of buildings outward and toward the park (rather than inward facing complexes) to improve the relationship of the centre with the Regional Park and encourage surveillance, access and views into the space.
- The delivery of a variety of housing types and architectural forms that is reflective of the environmental credentials of the city and the aspirations of the master plan.

4.6.3 Key Design Concepts

In addition to the precinct intents noted above figures 4.6.4a and b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct. The key design concepts plan is supported by the following observations:

- The east – west pedestrian spine is the main elements of connectivity associated with the precinct. After its crossing of Mount Cotton Road it is intended to take on a more informal character that marks the transition between the town centre and Regional Park.

- The esplanade road will provide a more public edge to the park and will also allow for the creation of bays of car parking that will allow, over time, the removal of the large bitumen car park opposite the Bunnings Site.
- Buildings should be sited and oriented to provide the maximum level of surveillance over the park and to define its edge in a clear way.
- Parking for each development should be contained within the envelope of the building or behind the primary building line in an internal courtyard.





4.6.4 Parkland Living Precinct Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.

Parkland Living Precinct Design Parameters	
Issue	Guideline
Street Design	<ul style="list-style-type: none"> The precinct is defined by an inter-connected arrangement of streets with incorporated footpaths and cycle paths. Streets join activity rather than being boundaries between different uses and densities. Block size and shape fosters accessibility by promoting fine grained streets which connect the precinct with Capalaba Regional Park. Street planting provides shade, buffering and street enclosure. Planting and landscape elements engage the senses and build a strong sense of local place. Street design manages traffic and creates a low speed traffic environment within the centre of the precinct. Street design caters for emergency vehicle access.
Public Spaces	<ul style="list-style-type: none"> Development is oriented to overlook parkland, footpaths and roadways to ensure a safe pedestrian environment. A planting scheme and landscape elements engage the senses and build a strong sense of local place. Planting extends the Capalaba Regional Park 'feel' into the Residential Precinct and to connect to the east – west pedestrian spine.
Building Design	<ul style="list-style-type: none"> Small sites are amalgamated into larger sites to facilitate better and more efficient building design results. Siting, mass and articulation of buildings need to respect valued elements of the desired parkland appearance. Site design delivers high quality subtropical landscape amenity that promotes shaded, light and cool spaces. Multiple individual entrances to residential development are provided along street frontages. Energy use is minimised through maximising opportunity for natural lighting and ventilation. Energy use is also mitigated through the use of renewable energy sources such as roof-mounted solar devices. Buildings are designed to adapt and accommodate a range of uses over time. Buildings are designed to maximise water recycling opportunities and minimise use of potable water.
Land Use	<ul style="list-style-type: none"> Commercial activities are concentrated along the Moreton Bay Road and Mount Cotton Road frontages.
Car Parking	<ul style="list-style-type: none"> The street cross-section allows for an adequate level of on-street car parking. Land uses that generate high vehicular traffic volumes are not located on local streets. The proposed esplanade road treatment can be located on Council parkland in areas already developed.

LEGEND

LANDUSE AND STRUCTURE

-  Precinct boundary
-  Residential
-  Commercial
-  Retail
-  Major east-west pedestrian spine
-  Key pedestrian link
-  Parkside outlook
-  Boulevard with landscape treatment
-  Esplanade with landscape treatment
-  Road
-  On-street parking
-  Indicative Landscaped podium/roof/courtyard
-  Key vehicular entry

HEIGHTS

-  5-6 Storeys

Parkland Living Precinct – Concepts and Guidelines

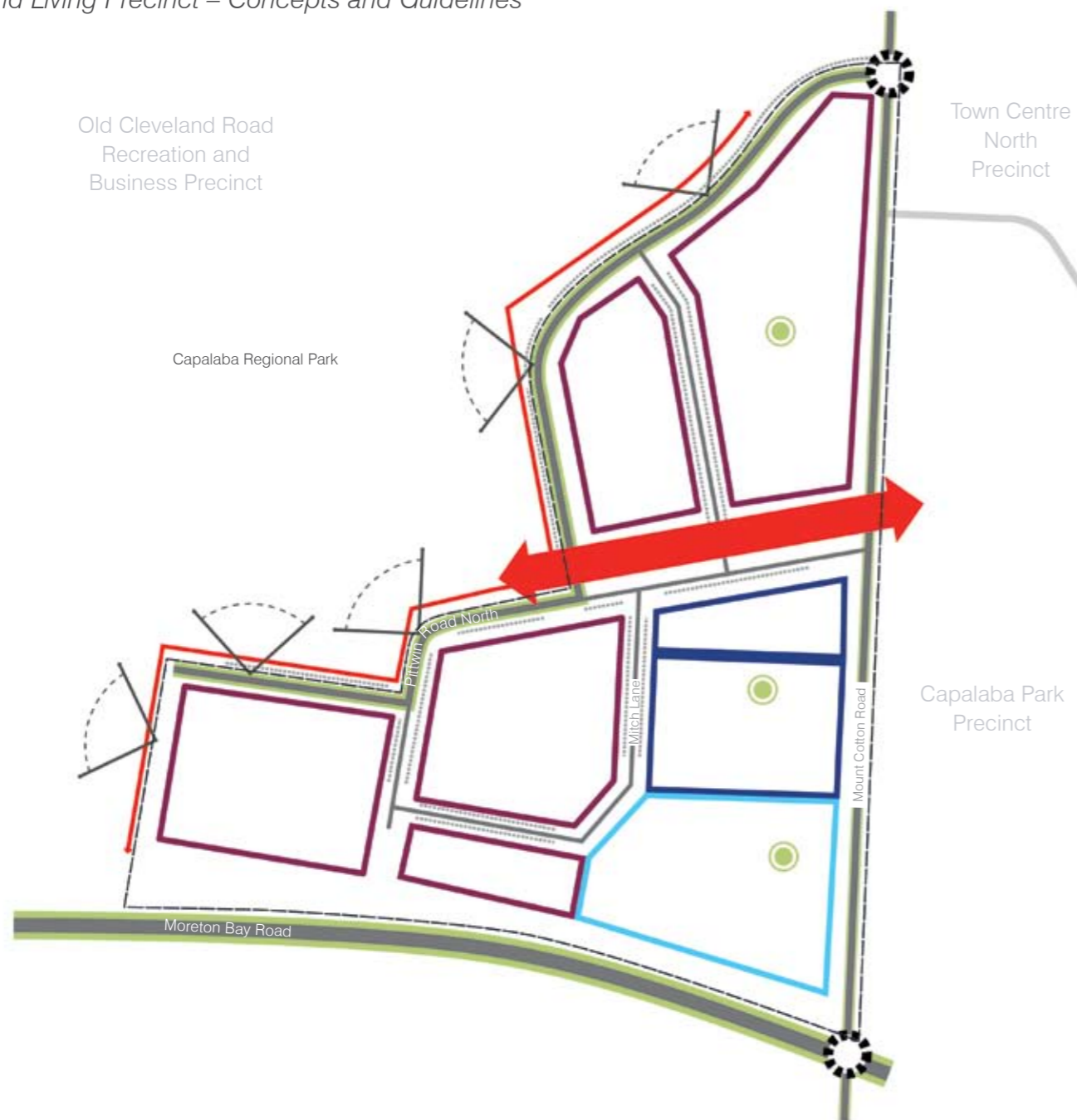
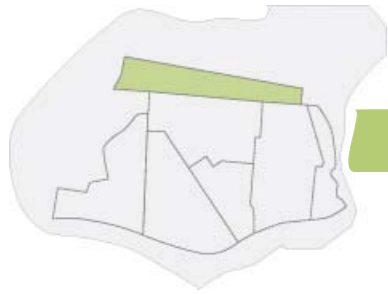


Figure 4.6.4a | Parkland Living Precinct – Landuse and Structure



Figure 4.6.4b | Parkland Living Precinct – Indicative Building Heights



Old Cleveland Road Recreation and Business Precinct

4.7 Old Cleveland Road Recreation and Business Precinct

The Old Cleveland Road Recreation and Business Precinct plays an important role in 'framing' the town centre and providing its residents and businesses with accessible recreational and open space amenity.



Figure 4.7 | Artist Impression of the Old Cleveland Road Recreation and Business Precinct

4.7.1 Desired Precinct Outcome

"The Old Cleveland Road Recreation and Business precinct provides an attractive and accessible environment which accommodates new businesses and provides a seamless transition between the town centre and the northern recreation and open space assets."

4.7.2 Old Cleveland Road Recreation and Business Precinct Intents

The objectives and intents that have been formulated to underpin this vision and that, in broad terms, explain the rationale for the precinct are as follows:

- Facilitate improved use of the precinct by creating greater opportunities to access the open spaces and recreational elements contained within it. This will include the implementation of the north-south pedestrian link along the alignment of Lorraine Street through to John Frederick's Park. Precise location and design of the crossing of Old Cleveland Road requires further consideration.

- Deliver new buildings and facilities that support the function of John Frederick's Park along Old Cleveland Road and between the alignments of Redland Bay Road and Dollery Road. This facility could include sports related uses, conferencing and ancillary retail that are able to provide a level of activity, amenity and surveillance for recreational users of the park.
- The creation of a grand green boulevard and establishing a pedestrian friendly environment along Old Cleveland Road as a means of bringing the landscape of the parkland toward the town centre and facilitating access to the parkland.

4.7.3 Key Design Concepts

In addition to the precinct intents noted above figures 4.7.4a and 4.7.4b outline the key structural components of the concept, including providing more clarity in relation to the connectivity, function, and public realm structure of the precinct.














4.7.4 Old Cleveland Road Recreation and Business Precinct Design Guidelines

This section provides design guidance specific to the precinct. Key parameters are noted in the schedule following.




Old Cleveland Road Recreation and Business Precinct Design Parameters	
Issue	Guideline
Open Space Design	<ul style="list-style-type: none"> The established open spaces of the centre are protected and enhanced. John Fredericks Park develops as a formally laid out active recreation precinct that benefits from the activity and surveillance of development along its southern edge. Water sensitive design principles to manage stormwater are incorporated.
Building Design	<ul style="list-style-type: none"> View corridors to the open space 'loop' which encompasses the centre are maximised – both along street corridors and in designed 'gaps' in buildings.
Car Parking	<ul style="list-style-type: none"> Car-parking is provided in an 'esplanade' format that does not overly dominate the open space environment with basement parking provided to service businesses and services located above.

LEGEND

LANDUSE AND STRUCTURE

	Precinct boundary
	Retail
	Mixed use (retail/residential)
	Community
	North-south pedestrian spine (Green Link)
	Key pedestrian link
	Boulevard with landscape treatment
	Esplanade with landscape treatment
	Road
	On-street parking
	Intersection
	Community facility
	Centre gateway

HEIGHTS

	1 Storey
	2 Storeys
	3-4 Storeys

Old Cleveland Road Recreation and Business Precinct – Concepts and Guidelines

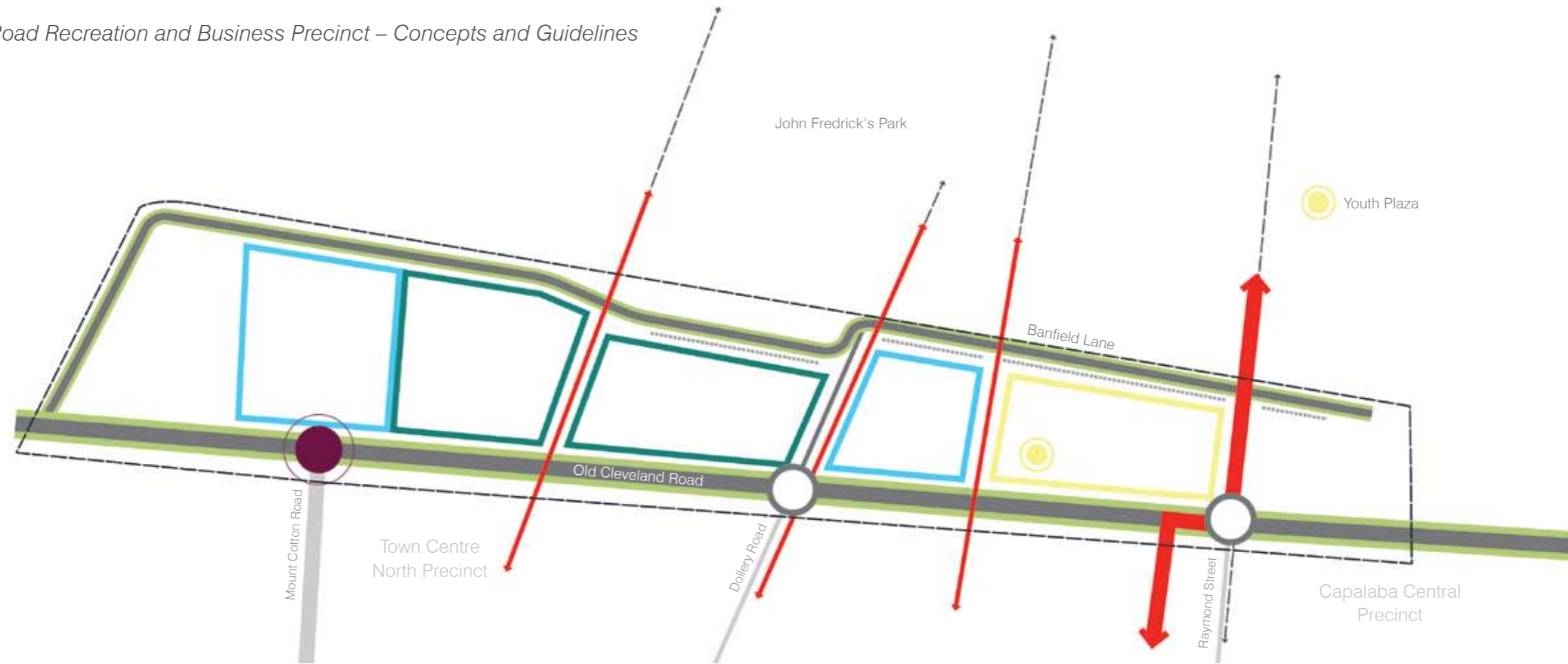


Figure 4.7.4a | Old Cleveland Road Recreation and Business Precinct – Landuse and Structure

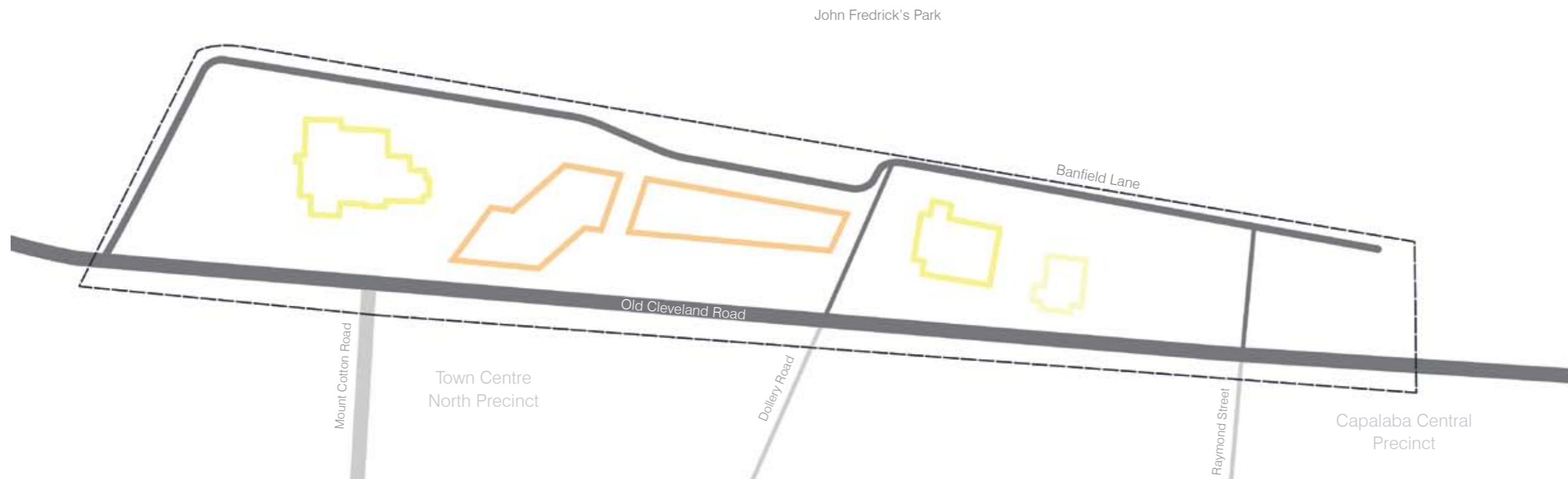


Figure 4.7.4b | Old Cleveland Road Recreation and Business Precinct – Indicative Building Heights

05 Implementation Strategy

This 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 the previous section 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 Section 3.0. 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:

- **1 – 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

- **2 – Private:**
 - Through contribution of works and finance ie infrastructure charges
 - Take-up of redevelopment opportunities
- **3 – State:**
 - Through contributions toward future analysis, planning
 - Delivery of the Eastern Busway.
 - Commitment to new State facilities ie health, education, administration

Critically, momentum for the revitalisation of Capalaba will be directly linked to the delivery of the Eastern Busway to Capalaba. Its delivery before the planned 2026 delivery timeframe is therefore considered a necessity. Development of the Busway Station in the heart of the activity centre, will provide the infrastructure necessary for the Master Plan to achieve envisaged outcomes.

This investment however will ultimately need to also be supported by government commitment in the first instance to a catalyst development in the centre such as research, health or education facility to promote and drive the take-up of private investment opportunities promoted by the master plan.

For each of these layers this implementation strategy provides strategies tabulated as follows:

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Identifies a specific initiative proposed by the master plan	<ul style="list-style-type: none"> • Identifies the specific actions needed to deliver the master plan initiative. These actions are categorised into five categories including: <ul style="list-style-type: none"> - Catalyst projects: these are projects that should be initiated to drive change in the area. - Advocacy: are initiatives that need to be actively championed and driven. - Policy and Regulatory Review: are initiatives that require some form of policy review such as a planning scheme amendment. - Ongoing Management: ongoing implementation and management of an existing policy document. - Analysis: the Place Manager will coordinate a review of the Master Plan and Implementation Strategy at the short and medium term milestones of the Implementation Strategy. 	<p>Short: initiative to be completed within 5 years</p> <p>Medium: initiative to be completed within 5-10 years</p> <p>Long: initiative to be completed within the master plan planning horizon (2031)</p>	Identifies the agency charged with leading the initiative delivery.

5.1.1 Place Management

Fundamental to realising the master plan vision will be its implementation. Place management aims to provide an approach to take the individual steps needed to achieve a holistic outcome. The implementation strategy for place management is supported by the initiatives set out in the following schedule.

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Place Management	<p>Advocacy: A 'place manager' is to be engaged to drive delivery of the master plan vision. The role of the place manager will be to broker, facilitate and manage the resources and actions needed to achieve the vision for Capalaba. This would likely involve the appointment of a dedicated officer to co-ordinate and drive the delivery of the master plan.</p> <p>Analysis: The Place Manager will coordinate a review of the Master Plan and Implementation Strategy at the short and medium term milestones of implementation.</p>	<p>Short</p> <p>Short to Medium</p>	<p>RCC and State Government</p> <p>RCC</p>

5.1.2 Access and Mobility

The master plan aims to improve connectivity to the centre, and within, Capalaba Town Centre and illustrates a range of accessibility projects that, once implemented, will improve overall legibility and circulation, the variety of transport choices available to residents and visitors, and seamlessly link together the main destinations of the centre. The implementation strategy for access is supported by the initiatives set out in the following schedule.

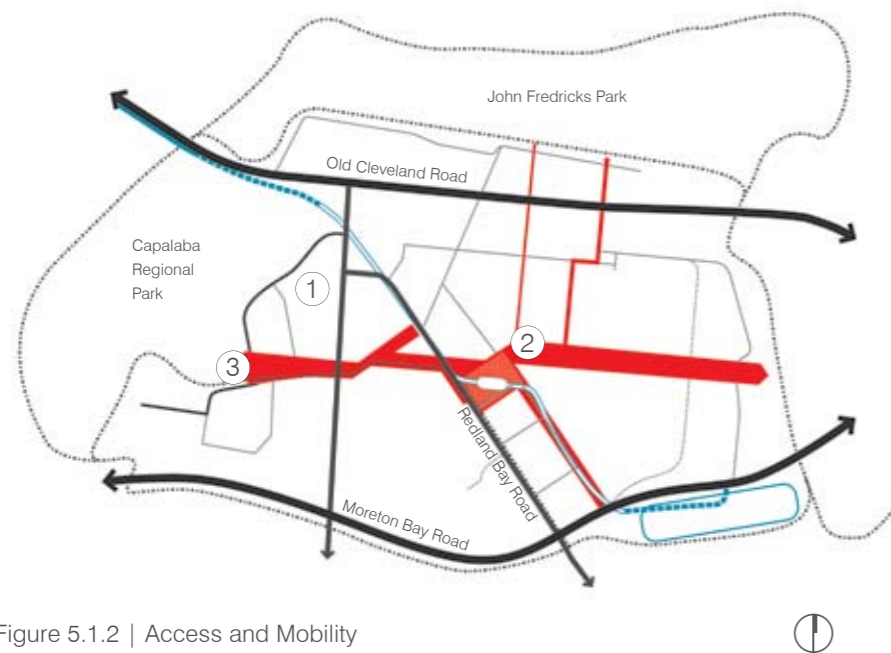


Figure 5.1.2 | Access and Mobility

LEGEND		
Main Arterial	Park & Ride	Cut Cover Tunnel
Redland Bay Road Downgrade	Bus Interchange	Main pedestrian movement
Trunk Collector	Busway:	Shared path
	At-grade	
	Ramp	

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Redland Bay Road and Mount Cotton Road	<ul style="list-style-type: none"> Catalyst Project 1: Reorganise the Mount Cotton Road / Redland Bay Road intersection with the aim of reducing 'through traffic' and allowing the re-invention of Redland Bay Road to occur. This action should be guided by the Capalaba Traffic Study 2009. 	Short	RCC and DT&MR
Busway Station / Transit Node	<ul style="list-style-type: none"> Advocacy: Council to continue to lobby the State and Commonwealth Government to bring forward the planned delivery of the Eastern Busway to Capalaba. Analysis: Incorporate bus priority measures in the design and upgrade of intersections required to facilitate the downgrading and longer-term Redland Bay Road closure. 	Short to Medium Medium to Long	RCC RCC and Translink
Park and Ride	<ul style="list-style-type: none"> Advocacy: Council is to work with Translink to finalise the park and ride and interim express bus stops on Moreton Bay Road delivery as a matter of priority. Analysis: Identify opportunities for improved pedestrian connectivity between the proposed park and ride and the existing bus station. Analysis: Explore opportunities to co-locate end of trip cycle facilities. 	Short Short Short to Medium	RCC and Translink RCC and Translink RCC and Translink
Pedestrian Spine	<ul style="list-style-type: none"> Catalyst Project 2: Create a direct east – west alignment through the centre as an extension of the proposed pedestrian spine concept. The pedestrian spine will bind together the key civic, retail, and environmental assets of the centre. Integration of cycle network opportunities should also be considered as part of this initiative. 	Medium to Long	RCC and Landowners
Street Network and Visual Connectivity	<ul style="list-style-type: none"> Analysis: Review waste collection/and service vehicle movement methods within the centre to accommodate preferred centre design outcomes including proposed road changes and shared zone. Policy & Regulatory Review: Formalise the street network and hierarchy proposed by the master plan through a series of guiding plans which would form part of a planning scheme amendment. The plan would provide an opportunity to integrate visual connectivity outcomes as sought by the master plan. 	Short Medium	RCC RCC
Cycle and Pedestrian Network	<ul style="list-style-type: none"> Policy & Regulatory Review: Develop a detailed pedestrian and cycle route plan which identifies hierarchy, design, and future needs. Such a plan should precede and form part of any planning scheme amendment. The pedestrian and cycle route plan should also identify the end trip cycling facilities (bicycle storage, changing facilities etc) required to support cycle/bus travel. Analysis: Undertake a feasibility study of grade separating the east-west pedestrian spine where it crosses Mount Cotton Road. Opportunities to integrate a grade separated pedestrian path with future development on either side of Mount Cotton Road should be identified. 	Medium Medium	RCC RCC
Parkside Esplanade	<ul style="list-style-type: none"> Catalyst Project 3: Implement the proposed esplanade road linkage in partnership with current land owners between Pittwin Road and Mount Cotton Road as the first stage of unlocking the precinct for development. 	Long	RCC and Landowner/s
Road Network	<ul style="list-style-type: none"> Analysis: Undertake future traffic modelling in partnership with the DTMR of the arterial road network in Capalaba. Analysis: Consult with state emergency services on changes to the road network. 	Long Medium	RCC RCC and DT&MR
Universal Design	<ul style="list-style-type: none"> Policy & Regulatory Review: Recognise and apply universal design principles in development of statutory planning instruments. 	Short	RCC

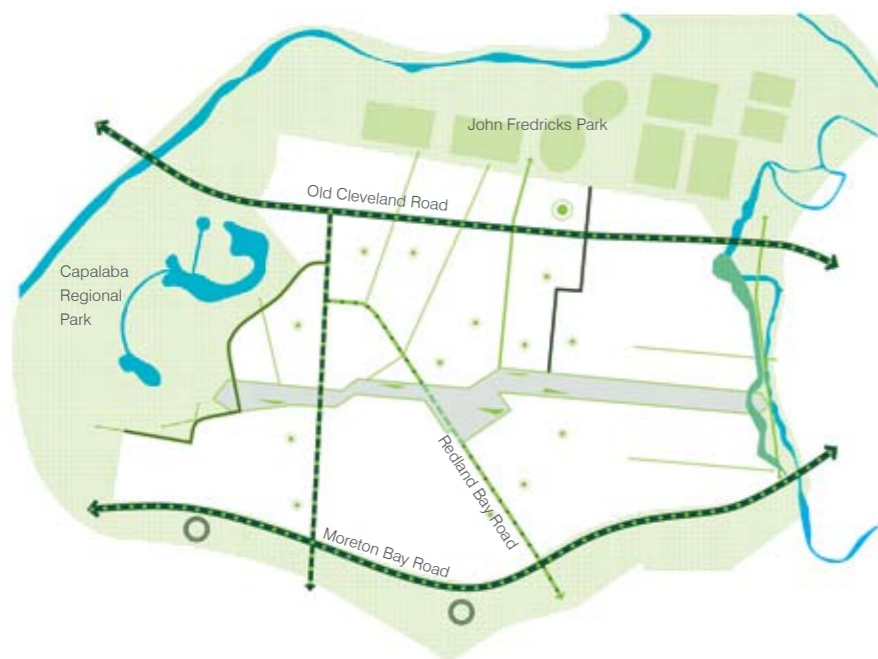


Figure 5.1.3 | Landscape and Environment

LEGEND

- Landscaped boulevards / avenue
- Pedestrianised and landscaped avenue
- Pedestrian priority zone
- Indicative green courtyards / podiums and green roofs
- Parkside esplanade
- Potential landscape statement opportunity
- Existing parkland
- Links to open space
- North-south pedestrian spine
- Sports field
- Rehabilitated creek edge

5.1.3 Landscape and Environment

Capalaba Town Centre is in proximity to a range of key open spaces and environmental assets and also enjoys relative proximity to the ‘bay and bushland’ attributes that define Redland City. Although not perceived as having great environmental values today, the master plan envisages a town centre that protects and enhances the existing ecological attributes of the centre (open space and creek corridor) and supplements these with a host of new environmental measures. It is worth noting that all of the layered strategies, at some level, contribute to the ‘sustainability’ of the plan by encouraging public transport use, promoting good economic outcomes, and insisting that all new development reach higher standards in energy consumption. The implementation strategy for landscape and environment is described in the following schedule.

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Open Space Connectivity and Green Linkages	<ul style="list-style-type: none"> Analysis: Develop a detailed master plan and management plan for the ‘green loop’ which encircles the Capalaba Activity Centre. The plan would form a single management and delivery plan for all open space/ recreation areas within the ‘green loop’. 	Short	RCC
Coolwynpin Creek Corridor	<ul style="list-style-type: none"> Policy and Regulatory Review: Undertake a rehabilitation management plan for the Coolwynpin Creek Corridor to guide enhancement and rehabilitation and mitigate impacts of the development. Analysis: Undertake detailed design and environmental analysis to inform the development of planning scheme provisions that guide the future outcome within and adjoining this corridor. 	Short	RCC
Capalaba Regional Park	<ul style="list-style-type: none"> Advocacy: Promote Capalaba Regional Park as a unique recreational destination which provides a space for celebration and recreation through implementation of Stage 3 and 4 of the Regional Park master plan. 	Short	RCC
John Fredericks Park	<ul style="list-style-type: none"> Ongoing Management: Continue implementation of John Fredericks Park Master Plan 2006 until its integration into a ‘green loop’ master plan. 	Short to Medium	RCC
Building Performance	<ul style="list-style-type: none"> Policy and Regulatory Review: Integrate sustainable building design best practice into the development of future planning scheme provisions. 	Short	RCC
Green Amenity	<ul style="list-style-type: none"> Policy and Regulatory Review: Explore opportunities to include design initiatives in new policy documents which reflect the desired ‘green’ character of the town centre. Initiatives such as green boulevards, courtyards, podiums and green roofs should be explored further. 	Short	RCC

5.1.4 Land Use and Economics

For the master plan to be a success it will need to encourage a mix of desirable land uses, incentivise the transition of incompatible uses to more suitable locations, and encourage the economically sustainable redevelopment of key sites. The strategy for land use and economics aims to better integrate the existing retail centres and to supplement their destinational qualities by introducing new land uses and social activity in the most mutually beneficial way. The following schedule describes the key land use and economic implementation strategies that will be delivered by the master plan.



Figure 5.1.4 | Land Use

LEGEND	
■	Retail
■	Commercial (retail on ground floor)
■	Commercial
■	Residential
■	Mixed Use (retail/residential)
■	Community

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Redlands Planning Scheme amendment	<ul style="list-style-type: none"> Policy & Regulatory Review: undertake necessary amendments to the Redlands Planning Scheme to align with the Master Plan. 	Short	RCC & State
Retail Cores	<ul style="list-style-type: none"> Advocacy: Badge the centre with a quality image, logo and physical sign posts to identify it as a single destination. 	Short	RCC
Mixed Use Development	<ul style="list-style-type: none"> Catalyst Project 4: Mixed-use development within the Town Centre North Precinct is delivered as key gateway to the centre. It is envisaged that renewal of this area (at the intersection of Old Cleveland Road and Mount Cotton Road) may be driven through the attraction of large commercial office space tenants such as decentralised State Government offices, education facilities or like activities. 	Short/ Medium	RCC
Commercial Uses	<ul style="list-style-type: none"> Advocacy: Develop office accommodation promotion material to present to local and regional businesses with a particular focus on education, government, health and sport and recreation industries. Advocacy: To take an entrepreneurial approach to invigorating the Capalaba Centre through recruiting business, education and service providers. Advocacy: Develop initiatives to encourage a range of housing options in Capalaba to position it as a thriving regional centre. Analysis: Undertake a Redland City Council future office accommodation audit and determine opportunities for location of space within Capalaba. Analysis: Undertake a large format bulky goods study for Redland City. This study will assist with identifying approaches to transitioning of existing large format bulky goods within the centre to more suitable locations at the edge of the centre. 	Short Short/ Medium Short Short/ Medium Short	RCC RCC RCC RCC RCC
In Centre Residential	<ul style="list-style-type: none"> Catalyst Project 5: Medium density living is delivered on this strategic site as an exemplar of the outcomes envisioned in the Parkland Living Precinct. To assist in delivering this outcome, a large format bulky goods study will be undertaken for the city. This study will investigate more suitable locations at the periphery of the centre for the re-location of the existing large format bulky goods on the site. Advocacy: Negotiate with the Queensland Department of Communities, private developers and community housing providers to establish a program of actively locating quality affordable housing units within the centre. Advocacy: Promote the sale or redevelopment of existing Council or State owned land in strategic locations for medium and higher density housing, mixed use development and human services. 	Short/ Medium Short/ Medium Short/ Medium	RCC & Private RCC RCC
Civic and Community Facilities	<ul style="list-style-type: none"> Catalyst Project 6: Reinvigorate, expand and reposition the Capalaba Place (existing Library) to better address the proposed pedestrian spine and Town Square and explore potential for public/private partnerships to achieve this outcome. Catalyst Project 7: Develop feasibilities for, and implement the proposed health hub / campus on the land between Loraine, Noeleen, Dollery and Faccio Streets. This will act as a key early investment driver and encourage the co-location of similar uses in the precinct. Advocacy: Develop a program of events involving schools, local cultural and entertainment groups, sporting groups etc. 	Medium Medium Short	RCC RCC RCC
Linkages to adjacent Precincts	<ul style="list-style-type: none"> Advocacy: Engage with the local business and commerce group to develop projects and services that will benefit the trading environment. Analysis: Undertake precinct planning in the medium term for the Redland Bay Road business district. Analysis: Undertake precinct planning in the medium term for the area bounded by Moreton Bay Road, Old Cleveland Road and Coolwypin Creek. 	Short/ Medium Medium Medium	RCC RCC RCC

5.1.5 Physical Character

The master plan seeks to achieve a quantum shift in the overall physical character of the centre. Buildings and streets have been re-oriented to assist in improved legibility, building heights up to 12 storeys have been proposed in locations that visually reinforce the primacy of the core of the centre, and new development will be required to deliver climatically and locationally appropriate buildings types. More detail in relation to the character of each precinct is in section 4 of this report. The implementation strategy is described by the following schedule.



Figure 5.1.5 | Building Heights

LEGEND

 10-12 Storeys	 3-4 Storeys
 7-8 Storeys	 2 Storeys
 5-6 Storeys	 1 Storey



MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Gateways	<ul style="list-style-type: none"> Policy and Regulatory Review: The illustrative master plan identifies two gateway development site opportunities. These are sites that present opportunities for land mark buildings in terms of their design and land use. Incentives for such development should be explored and facilitated by way of a planning scheme amendment. 	Short	RCC
Building Heights	<ul style="list-style-type: none"> Policy and Regulatory Review: Amalgamation of sites will be required to achieve the building heights envisaged by the master plan. Planning policy to facilitate this outcome will need to be prepared accordingly. 	Short	RCC
Density and Intensity of Use	<ul style="list-style-type: none"> Analysis: Ensure adequate provision of water/power/telecommunications infrastructure to meet the needs of proposed development in the centre. 	Short	RCC
Architectural Form	<ul style="list-style-type: none"> Policy and Regulatory Review: Review and develop an architectural style template for inclusion in policy amendments such as planning scheme codes. 	Short	RCC
Sub-Tropical Design	<ul style="list-style-type: none"> Policy and Regulatory Review: Implement sub-tropical design codes for buildings and public spaces in development of planning scheme amendments. 	Short	RCC
Character and Visual Themes	<ul style="list-style-type: none"> Policy and Regulatory Review: Develop a public realm strategy for the city centre (i.e. streetscape manual). This may be assisted through the development of a public realm design competition. 	Short	RCC

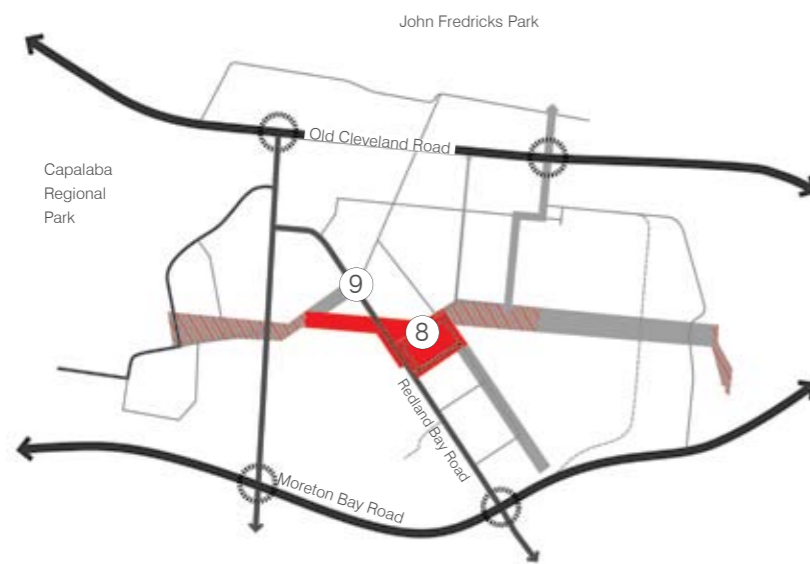


Figure 5.1.6 | Public Space and Streetscape

LEGEND	
 Primary civic spaces	 Boulevard
 Secondary civic space	 Avenue
 Major pedestrian route	 Pedestrian shared zone
 Gateway	 Esplanade
	 Road
	 Primary frontage

5.1.6 Public Space and Streetscape

Great streets and spaces make great towns. The emphasis of this master plan, based on the community engagement process, on the creation of attractive and functional public spaces demonstrates the wide understanding of the resident and business community of the social, environmental, and economic benefits that this level of ‘green infrastructure’ is able to provide. This layered strategy aims to direct the creation of an interconnected network of public spaces and streets that, through their quality, contribute to the appeal and ‘liveability’ of the centre, encourage walking and cycling, and provide more opportunities for public activities such as markets, festivals, and events. A key objective for Capalaba Town Centre is to create attractive sub-tropical streetscapes and spaces that offer high levels of visual amenity. The implementation strategy for public spaces and streetscapes is supported by the actions nominated in the following schedule.

MASTER PLAN INITIATIVE	INITIATIVE DELIVERY	TIMING	RESPONSIBILITY
Town Square	<ul style="list-style-type: none"> Catalyst Project 8: Implement, potentially in a staged manner, the new Town Square environment. This will need to take account of the existing bus station arrangement and future bus station and busway alignment. The town square will form the first stage of the wider east-west pedestrian spine. Delivery of the town square will be explored through more detailed urban design analysis which will consider staging, design and delivery. 	Medium	RCC and Land Owners
Pedestrian Spine	<ul style="list-style-type: none"> Analysis: Undertake detailed design to provide a framework for the delivery of attractive pedestrian routes linking the centre. 	Short	RCC
Redland Bay Road	<ul style="list-style-type: none"> Catalyst Project 9: Convert Redland Bay Road, for the length of the existing bus station in a staged manner into a pedestrian environment, which allows for emergency or service vehicle access and closure in the long-term. This will occur after the realignment of the Redland Bay Road and Old Cleveland Road intersections and delivery of the Eastern Busway Station. 	Medium – Long	RCC
Green Courtyards, podiums and roofs	<ul style="list-style-type: none"> Policy and Regulatory Review: Ensure planning policy and controls effectively promote the development of ‘green’ courtyards, podiums and roofs. 	Short	RCC
Views toward open space	<ul style="list-style-type: none"> Policy and Regulatory Review: Location and development of buildings are to maintain strategic views to features such and open space and key view lines. 	Short	RCC

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