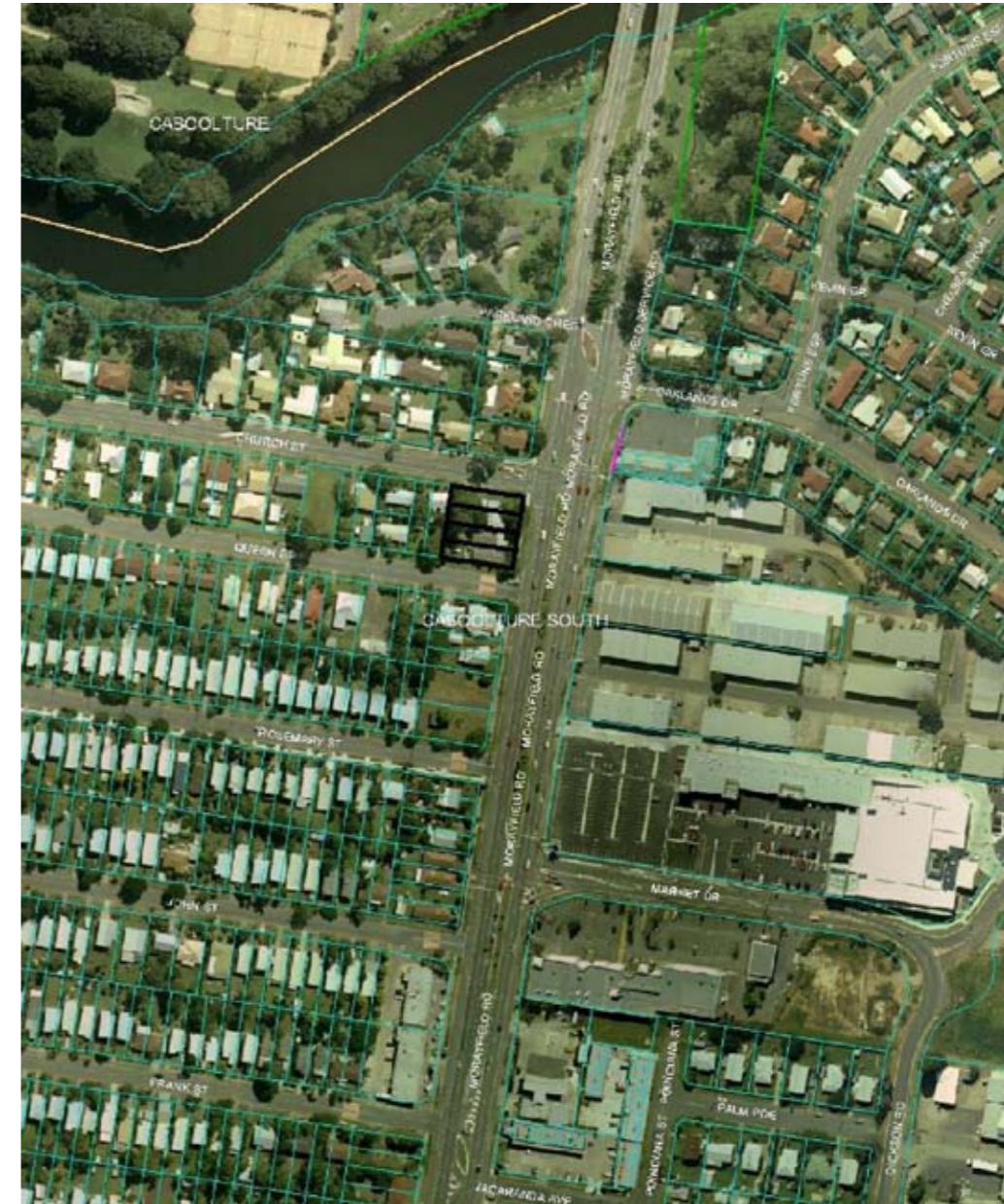


Caboolture South Precinct

Urban Design Analysis and Framework

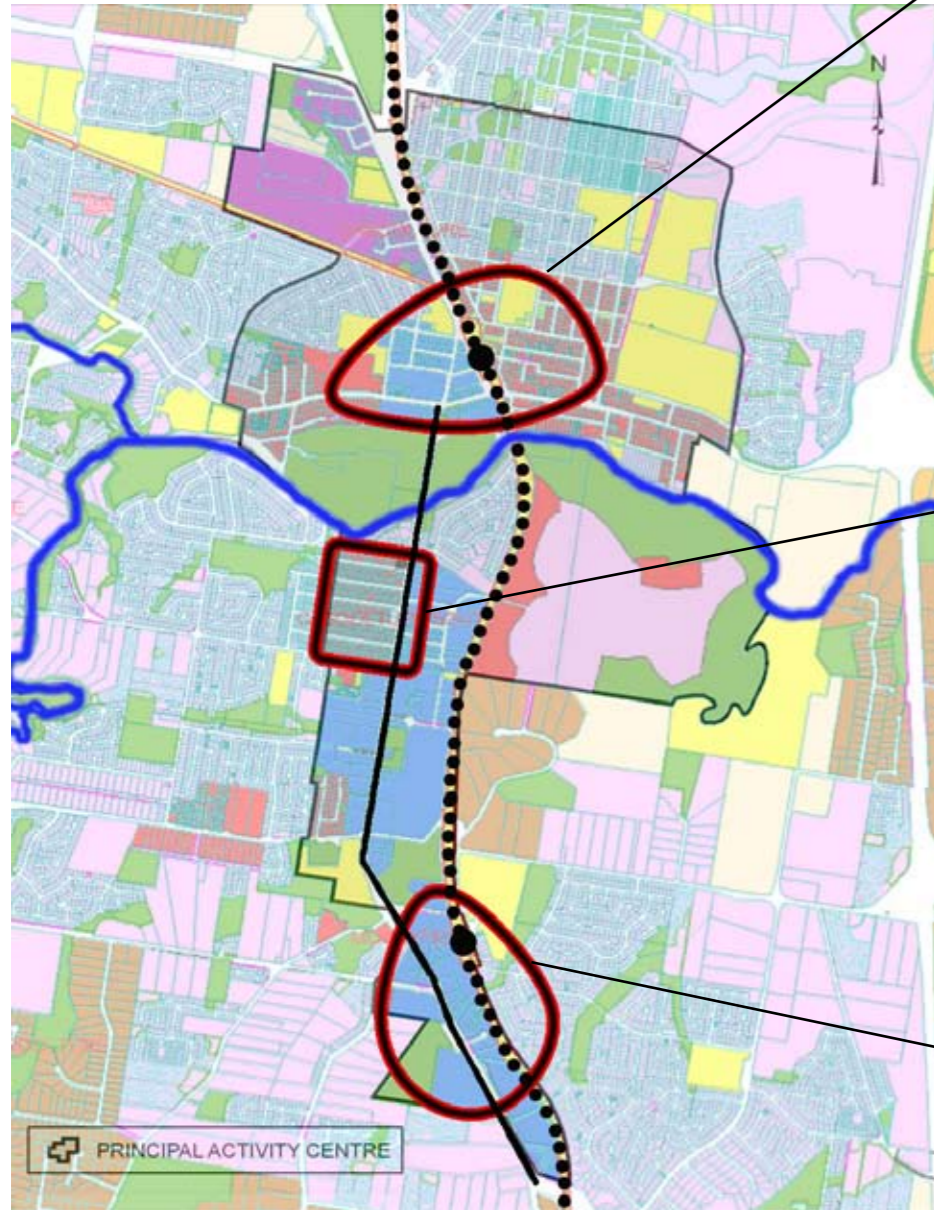


July 2007

Overall Outcomes

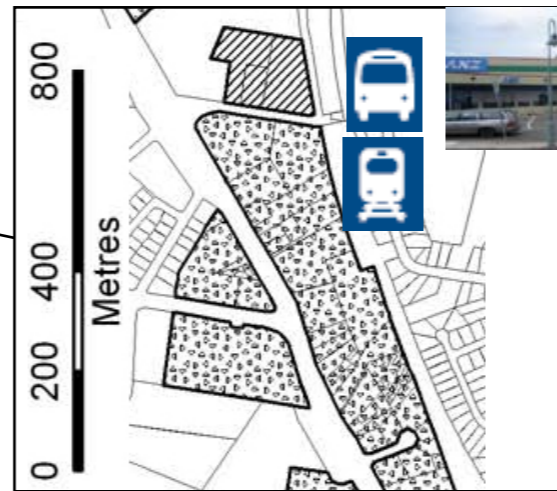
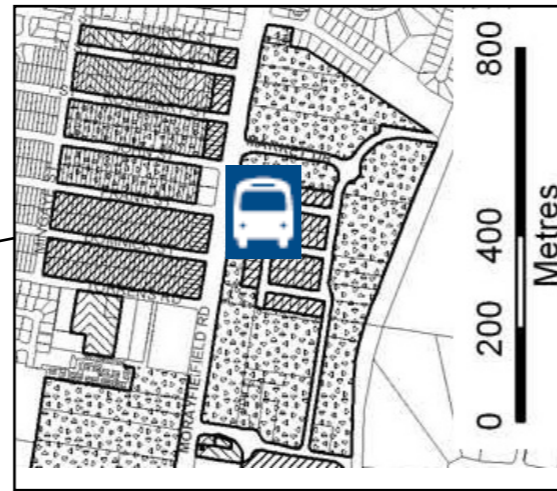
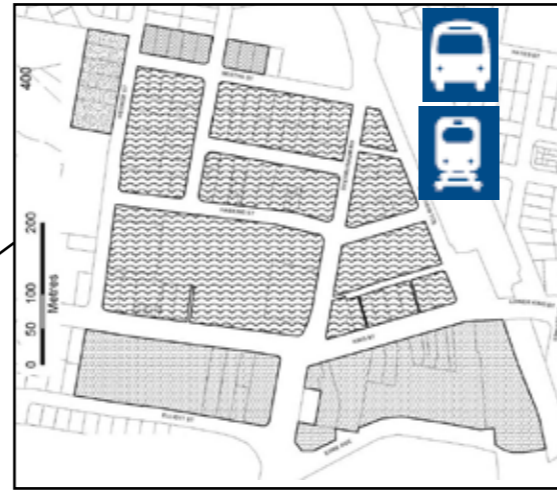
For the Caboolture locality:

Higher density residential development in the form of Transit Oriented Development is located within, and in close proximity to the Caboolture-Morayfield Principal Activity Centre (as shown in figure below) in a way that integrates the uses, promotes pedestrian and cyclist activity and optimises the use of public transport.



Residential uses (for all areas):

Provide a diverse mix of housing, including an affordable housing component, at appropriate localities throughout the area to serve the needs of different households within the community.



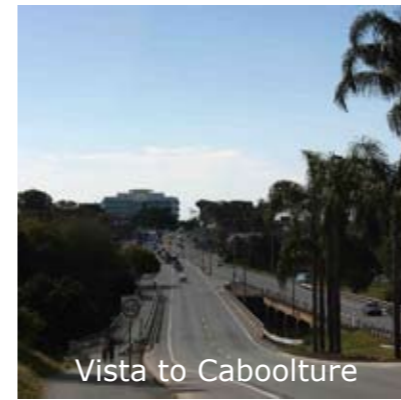
Urban redevelopment constraints and opportunities

Caboolture Town centre (Precinct 1) aims to provide the primary administration, civic and commercial function in the Shire. High density residential, retail and entertainment uses are encouraged. The complexities of amalgamating sites and financing projects within the centre may be more successful closer to the River where views to significant open space offer market advantage.

Caboolture South is characterised by old housing stock that does not meet contemporary market standards for liveability and energy efficiency. Rather than incremental house retrofitting and refurbishment, the traditional gridded street and lot layout is suitable for urban renewal. Through good design, the neighbourhood renewal can achieve higher residential populations and mixed use development as a walkable Transit Orientated development. It currently is not recognised as a precinct within the Metropolitan zone, but is within the Principal Activity Centre designation.

Morayfield town centre (Precinct 2) is characterised by large scale retail shopping complexes. Retailing and entertainment are the dominant uses encouraged for this area. Opportunities for mixed use transit orientated development with significant residential housing is limited due to the shifts needed in property owner's investment and management focus.

Urban Design Analysis



Railway corridor a significant barrier to future western residential development

- Area 1: Open space and river
- Area 2: Low density housing
- Area 3: Urban renewal - Metropolitan intensification
- Area 4: Urban renewal - Medium to high density housing and mixed use development

Urban quality principles

- Healthy places
- Responsible places
- Liveable places
- Memorable places

Precincts of different land uses and building form should interface (change) at the rear or side boundary. This means that for allotments fronting Morayfield Road, their future land uses and building form ought to be similar to that desired on the eastern side of Morayfield Rd (High intensity metropolitan mixed uses).

To improve walkability and connectivity, a network of pedestrian friendly streets, mid block paths and building forecourts are provided through redevelopment and contributed assets.

Buildings are designed for human scale, solar access to public spaces and streets and adaptability.

The height or scale of residential development also relates to the orientation to existing scenic river views to the north of the precinct. A height limit of 8.5m and 2 storeys OR 21m AHD whichever is the lessor; over the existing Residential A zone aims to maintain upper storey views from the block bounded by Church and Queen Streets.

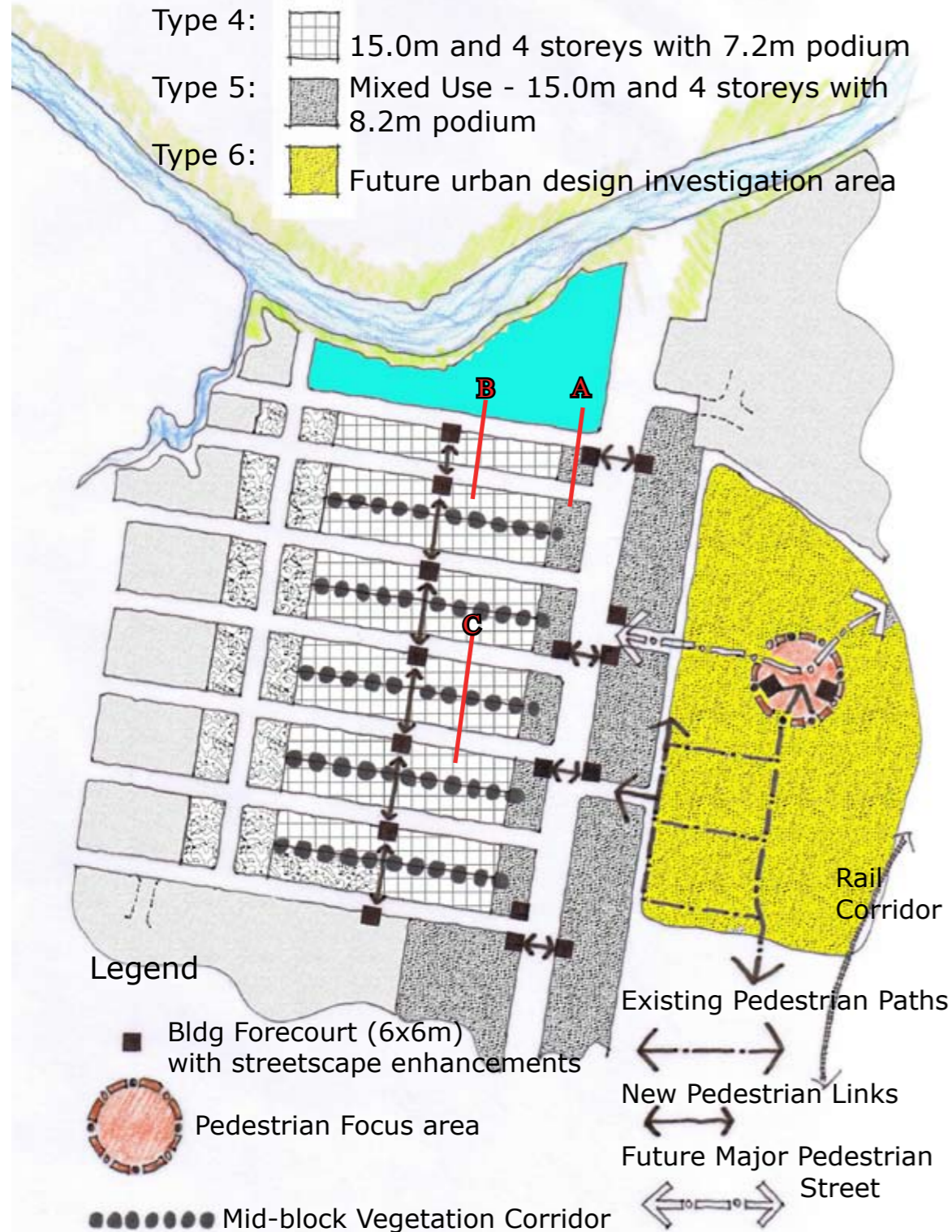
Enrich the existing character and provide people choice in places and housing.

Urban renewal requires a comprehensive approach with concurrent improvements to public spaces and streetscaping; transport services; social housing and economic

Desired Building Form: Structure

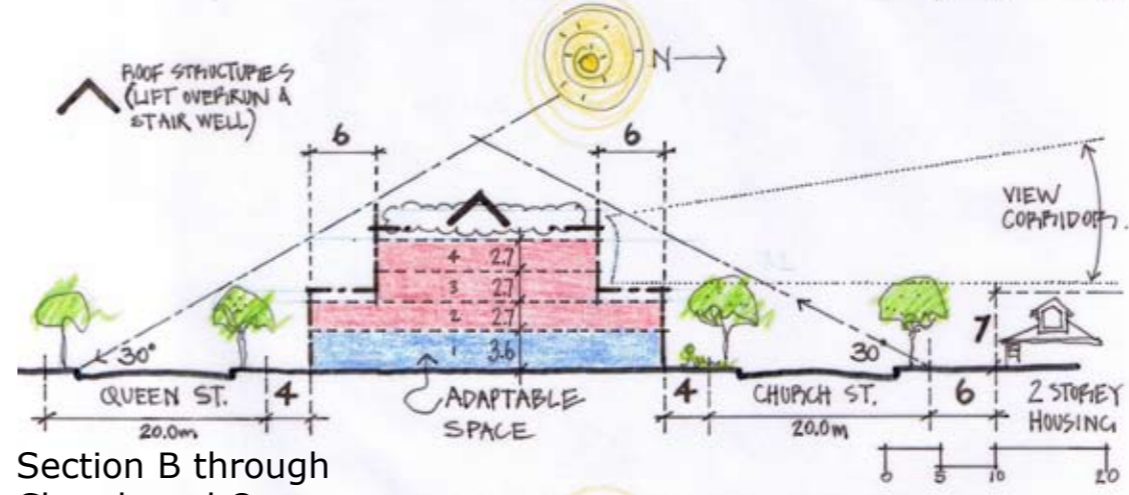
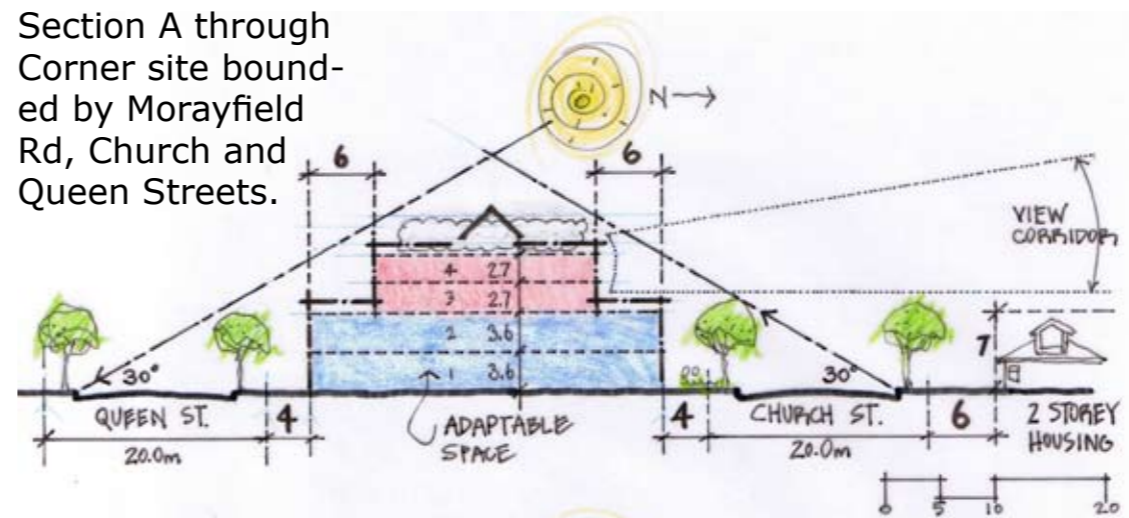
Max Height inclusive of roof structures/lift overrun

- Type 1: View Corridor - 8.5m and/or 2 storeys OR 21m AHD whichever the lessor.
- Type 2: 8.5m and 2 storeys
- Type 3: 12m and 3 storeys
- Type 4: 15.0m and 4 storeys with 7.2m podium
- Type 5: Mixed Use - 15.0m and 4 storeys with 8.2m podium
- Type 6: Future urban design investigation area

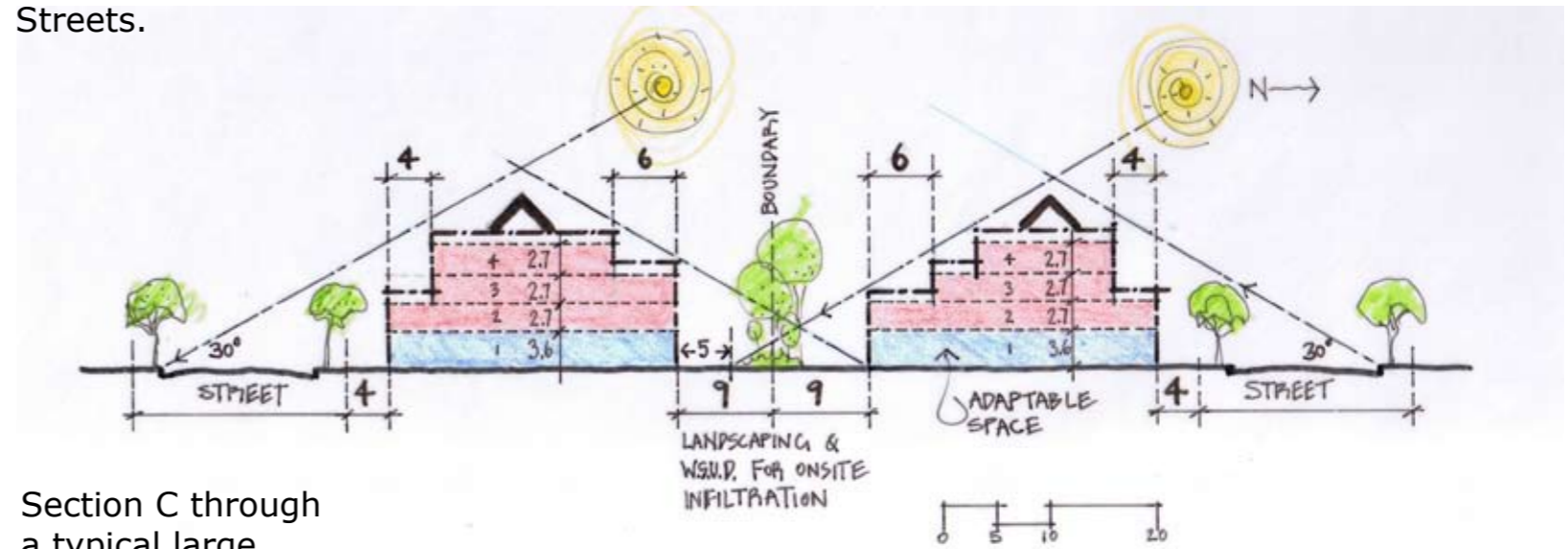


Key Sections - Solar access and Human scale analyses

Section A through Corner site bounded by Morayfield Rd, Church and Queen Streets.



Section B through Church and Queen Streets.



Section C through a typical large street block.

Caboolture South:
 Latitude: 27°05' 41.75"
 Longitude: 152°56' 50.36"

Time	Solar Altitude	Azimuth
9.00	24.69°	42.56°
12.00	38.74°	356.54°
15.00	21.03°	313.14°

The Ave. "Altitude" True angle for 9.00 and 15.00 on winter solstice (parallel to the block cross-section) is 30°.

The optimal angle for peripheral vision and human scale is 30°.

This means that for the cross-section analyses, an angle of 30° can be applied to achieve:

- human scaled buildings; and
- solar access to buildings and public spaces during winter solstice between 9.00 + 15.00.