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ACKNOWLEDGEMENT FOR COUNTRY

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LatStudios commit to supporting the health and wellbeing of Country, by respecting, valuing and being guided by First Nations people.

Engaging and Respectful Consultation

LatStudios are currently engaged on several projects working with different traditional custodians, working in line with the protocols established by the Australian Institute of Landscape Architects (AILA) Reconciliation Action Plan (RAP). We work with experienced engagement consultants to facilitate a respectful dialogue with a focus on listening and being open to guidance.

AILA RAP summary:

- Acknowledge and respect Traditional Owners across Australia as the traditional custodians of Country
- To honour Elders past, present and emerging and ensure the continuation of culture and traditional practices
- A 'Connection to Country' approach to landscape planning, design and management
- A collaborative journey to better understand and engage with Country in a respectful and consultative way and to build ongoing relationships with Traditional Owners
- Four (4) key areas for development - each area has a number of actions and deliverables which aim to:
 - Actively monitor progress of actions
 - Build internal and external relationships
 - Participate in and celebrate NAIDOC Week
 - Raise RAP awareness
 - Increase employment and supplier diversity
 - Increase educational opportunities
 1. Relationships
 2. Respect
 3. Opportunities
 4. Governance and Tracking

[Link to AILA's RAP here](#)

<https://www.aila.org.au/common/Uploaded%20files/AILA/Governance/Other/AILA%20Reflect%20RAP%202018-19%20-%20RA%20endorsed.pdf>

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BACKGROUND

PURPOSE

As the city continues to grow, more people are seeking to live in proximity to employment opportunities, shops, essential services, greenspace, and lifestyle opportunities. The study area for the Jones Road to Old Cleveland Road Study Area (refer to Figure 1) is strategically located near a major employment hub, sporting fields, community facilities and the public transport network. This makes it an ideal site to support increased density and accommodate infill growth, as sought by the new SEQ Regional Plan (ShapingSEQ 2023) and draft Redlands Housing Strategy.

PSA Consulting, in conjunction with LatStudios has been engaged by Redland City Council (RCC) to prepare a Local Area Plan (LAP) for the Jones Road to Old Cleveland Road Study Area. The Jones Road to Old Cleveland Road LAP is intended to guide development within the area into the future and, subject to Council endorsement, is intended to inform a future major amendment to City Plan.

THIS DOCUMENT

This document contains maps and explanatory text that will allow the community to gain a better understanding of how the study area might change over time. By presenting different 'scenarios', Council is hoping to validate key issues and challenges, as well as understand community attitudes towards key proposals. The feedback received during the consultation period will be used to develop a preferred development scenario for the area, which will underpin the final LAP.

It is noted that the final LAP will be released for a further round of statutory public consultation, subject to Council endorsement.

STUDY AREA

The LAP study area comprises approximately 21.1 hectares of land in the northeast of Capalaba. It is bound by Old Cleveland Road East to the east, and Old Cleveland Road to the south, Jones Road in the north and Anderson Street/Coolhwynpin Creek to the west (refer to Figure 1). The LAP Study Area is made up of 145 land parcels with most of the parcels held in private ownership. Only seven (7) lots are held in public ownership (State reserve).



Figure 1: Jones Road to Old Cleveland Road LAP Study Area

SITE ANALYSIS FINDINGS

Background research and site analysis was undertaken to establish the current conditions, existing constraints and future opportunities for the local area. The following points summarise the key findings for the site and has informed development of the two options.



Opportunity to tie in to Brisbane 2032 Games venue: Future plans for the Birkdale Community Precinct will accommodate the Redland Whitewater Centre as a host for the Brisbane 2032 Olympic and Paralympic Games. Connections from Jones Road to this precinct should be planned.



Low connectivity to community facilities and local shops: Arterial roads and the Coolnwynpin Creek create barriers for pedestrians and vehicles to Capalaba Central Shopping Centre and activity centre.



Environmental features: Significant protected vegetation and environmental areas exists on several lots in the precinct which may impact future development.



Low sense of pedestrian comfort and safety: A lack of continuous footpaths, informal 'goat tracks' through vacant land and low visibility pedestrian links has created a perception of unsafe streets.



Missing active transport links: There is currently no designated cycle link north from Andersen Street. Redlands LGIP identifies a future cycle path to Brewer Street. A pathway is needed north of Jones Road, linking with the existing path on the northern section of Old Cleveland East Road/Birkdale Road.



Legibility of area to key destinations is low: There is a lack of signage to key pedestrian pathways to parks, public transit and local shops.



Fragmented land holdings: Development in the areas is potentially hindered by fragmented land holdings and amalgamation of lots would unlock gentle density and medium density development.



Insufficient buffering between industrial uses and residential areas: Noise and emissions from industrial lots along Jones Road negatively impact adjacent residential lots. Buffering between incompatible land uses needs to be provided.



Opportunities to maximise outlook to nature: Lots on the western and northern boundary of the area have direct and unimpeded views to nature reserves. Due to the sloping site topography to the creek residential lots have the opportunity to maximise visual access to vegetated natural areas.



Low uptake of redevelopment: There has been limited change in the area in the last four years, likely due to land assembly issues and unattractive amenity offerings compared to other MDR zoned land in the region. Improvements to amenity and interfaces may encourage uplift in the area.



Limited access to open space and recreation areas: Whilst close in proximity, a lack of east-west connections limits access to the Sam Sciacca sportfields and other sports and recreation areas for the community.



Servicing and vehicle arrangements: Any road upgrades should not encourage rat running or higher speed vehicle movements through local streets.



Inactive frontages and poor street activation: Existing building design and vacant lots has resulted in poor urban design outcomes.



Potential for flooding and storm tide hazard: Western lots are affected by flooding due to proximity to creek corridor.



02 GUIDING PRINCIPLES

We appreciate that great places are vibrant, attractive, resilient and loved by the communities that use them. They are safe, accessible to all, and activated throughout the day. The following urban design principles should guide the development of the Local Area Plan.



SHADY, GREEN & SAFE PLACES

- Provision of a range of public spaces for all members of the community
- Create subtropical streets that provide desirable, walkable connections
- Implement CPTED measures
- Maintain and create views to 'green'
- Provide shady, subtropical and connected streets for pedestrians and cyclists
- Create safe connections and places to rest
- Enhance connectivity to existing open space and parks network



A CONNECTED COMMUNITY

- Maximise connections to green open space including to surrounding sports fields and recreation areas
- Improve access to Capalaba Central and community facilities
- Improve connections to public transport and bus stops
- Optimise road network for servicing of Bunnings/future mixed use precinct
- Consider emergency vehicle access and impact of street closures
- Minimise rat running through residential streets



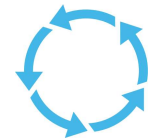
MANAGED INTERFACES & TRANSITIONS

- Active frontages
- Precinct gateways enhanced through architectural significance and visual impact of buildings
- Buffering to incompatible land uses
- Maximise co-location of complementary land uses and transitional zoning
- Maximise amenity to residential areas and minimise impacts of surrounding functions



RESILIENT & CLIMATE RESPONSIVE

- Minimise development within flood affected areas
- Development to consider ideal orientation and climatic factors
- Minimise the introduction of hardstand areas and exposed road or path areas in order to mitigate the urban heat island effect
- Maintain and improve ecological values of the study area
- Green building elements are thoughtfully considered and integrated



ADAPTABLE FOR FUTURE GROWTH

- Zoning allows for future development of the site and flexible land uses
- Consolidated residential core that allows for gentle density and medium density development

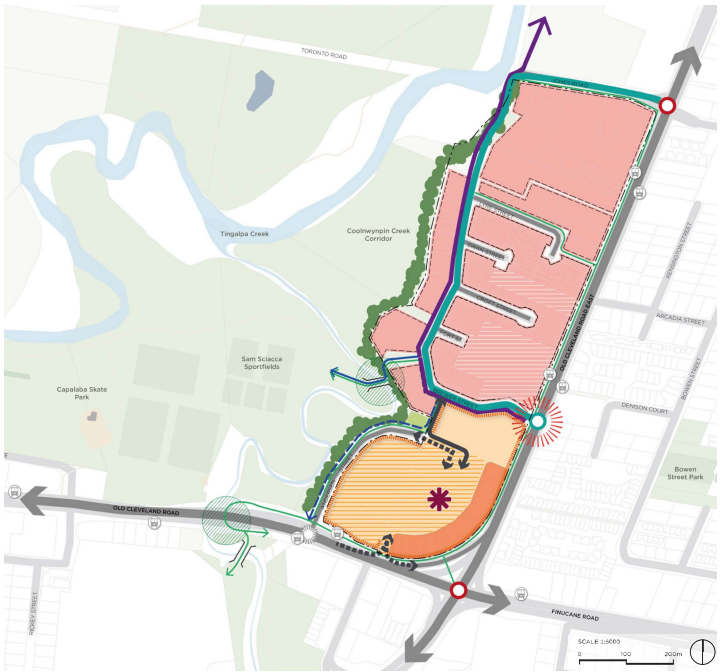
03 SCENARIOS

As part of this report, two scenarios have been developed for consideration.

The first being a medium growth scenario and the second demonstrating a high change scenario.



1: MEDIUM CHANGE SCENARIO



2: HIGH CHANGE SCENARIO

1: MEDIUM CHANGE SCENARIO

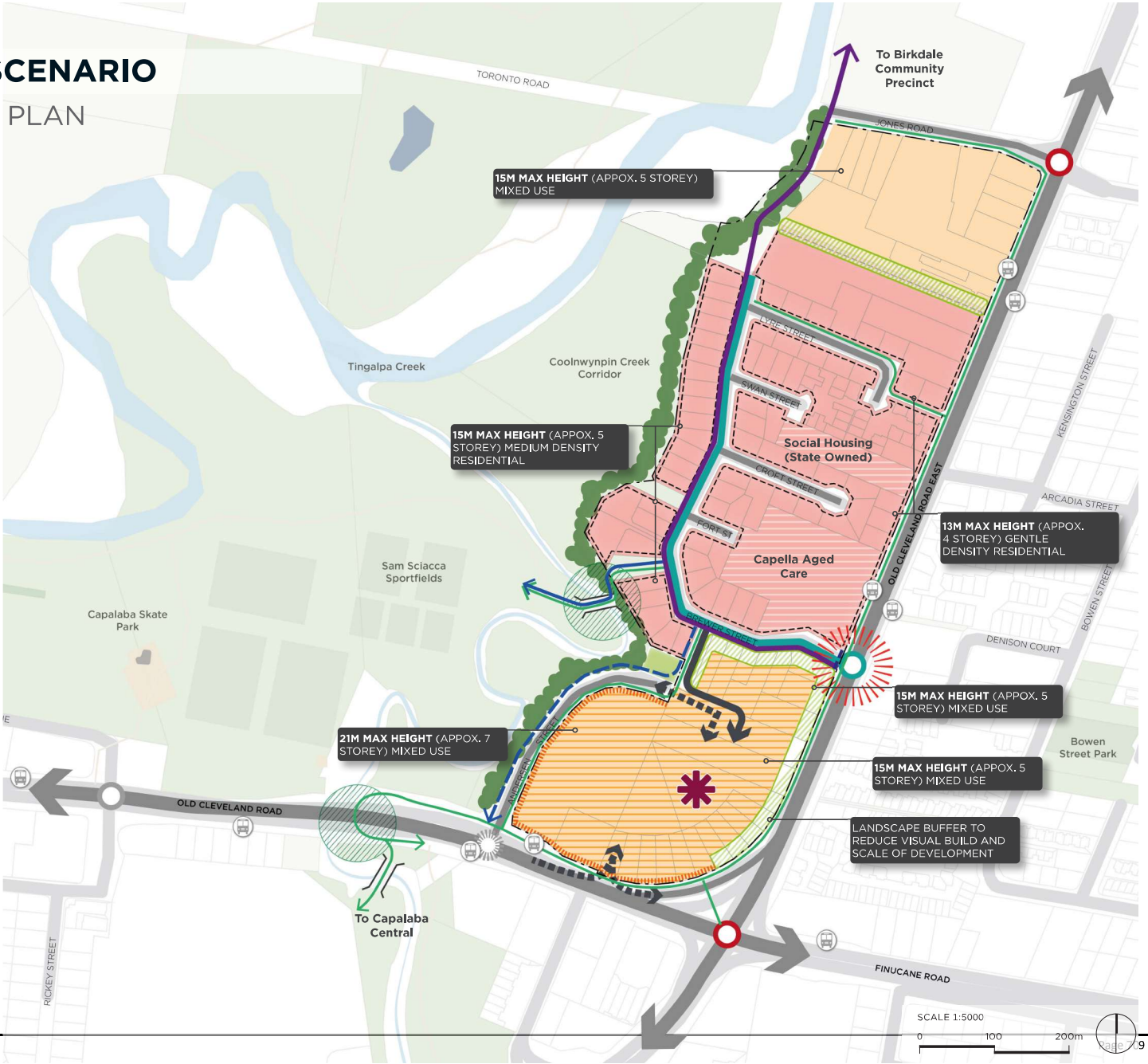
POTENTIAL STRUCTURE PLAN

This scenario explores a medium change to the precinct with a focus on delivering better connections, increasing residential density and managing interfaces between zones.

Road upgrades and new shared path provide enhanced connections to existing open space and parks network. A potential new park is proposed at the end of Andersen Street associated with the mixed use development.

Legend

- Site Boundary
- Subtropical Street (15m)
- Pedestrian Connection
- Potential Shared Path
- Existing Cycle Link
- Potential Cycle Link
- Active Frontage
- Medium Density Residential Zone
- Significant Land Holding
- Mixed Use Zone
- Catalyst Site
- Potential Landscape Buffer
- Potential Underpass Upgrade
- Minor Intersection Upgrade
- Major Signalised Intersection Upgrade
- Minor Signalised Intersection Upgrade
- Gateway Entry
- Bus Stops
- Southern Gateway Site
- Service Access
- Potential Road
- Protected Vegetation



1: MEDIUM CHANGE SCENARIO

OPPORTUNITIES

Strategies Embedded within this Scenario

Adaptable for Future Growth:

- Low density residential zone along Brewer Street (and creek corridor) changed to Medium density residential to facilitate Gentle Density development
- Expansion of southern Mixed use zone (5-6 storeys) to allow for transition of big box retail (potential Bunnings) to residential zone

A Connected Community:

- Tree lined subtropical street along Brewer St (15m corridor) achieved through deep planting in front boundary setback zone
- New all direction road to Mixed use precinct from Brewer Street to internal development
- New service road from Old Cleveland Road East to access southern Mixed use site. Left in, left out only.
- Service only access to Mixed use precinct via Andersen Street
- Potential upgrade to Andersen Street intersection to improve pedestrian safety and improve traffic movements
- Upgrade and connect footpath along Old Cleveland Road East ensuring access to public transport stops
- New signalised intersection at Brewer Street with pedestrian crossing along Old Cleveland Road
- Road upgrades and new shared path provide enhanced connections to existing open space and parks network

Building Heights:

- Approx. 13m height Medium density residential zone
- Approx. 15m height Medium density residential zone: Allow for increased residential density to the west of Brewer Street The creek corridor natural reserve to supplement loss (due to expansion of MU zone along Brewer Street)
- Approx. 15m height Mixed use zone

Managed Interfaces & Transitions:

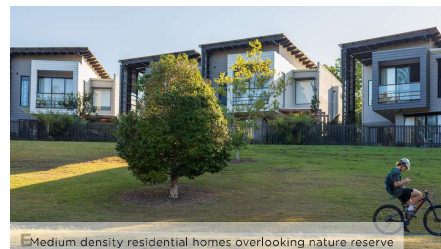
- Undergrounding of electrical network along Brewer Street to be considered
- Manage intended development uses to Mixed use lots along Brewer Street to transition large scale retail (potential Bunnings development) to residential zone
- Provide outward facing active frontages in Mixed use zone to Brewer Street, Andersen Street and Old Cleveland Road
- Provide landscape buffer between northern Mixed use and residential zones
- Opportunity to deliver a gateway building on the southern catalyst site that signifies precinct entry through architectural significance and visual impact
- Landscape buffer provided to catalyst site to reduce visual bulk and scale of future development

Shady, Green and Safe Places:

- Provision of a continuous pedestrian green spine linking Capalaba Central and potential future metro busway station with Birkdale Community Precinct
- Upgrade footpath connections along Andersen Street
- Improve bridge connection from Brewer Street to Sam Sciacca Park by providing a wider shared path that addresses poor visibility and CPTED issues
- Create a new local park adjacent to service the mixed use precinct and improve legibility of through connection from Andersen to Brewer Street
- Improve pedestrian underpass along Old Cleveland Road to provide a safe, accessible and legible connection from Andersen Street to the Capalaba Central

Resilient and Climate Responsive:

- Protect biodiversity of the area through management of environmental areas and retention of significant vegetation
- Celebrate site's natural surroundings and strengthen connections to Sam Sciacca Park and Birkdale Community Precinct through improved path network.



2: HIGH CHANGE SCENARIO

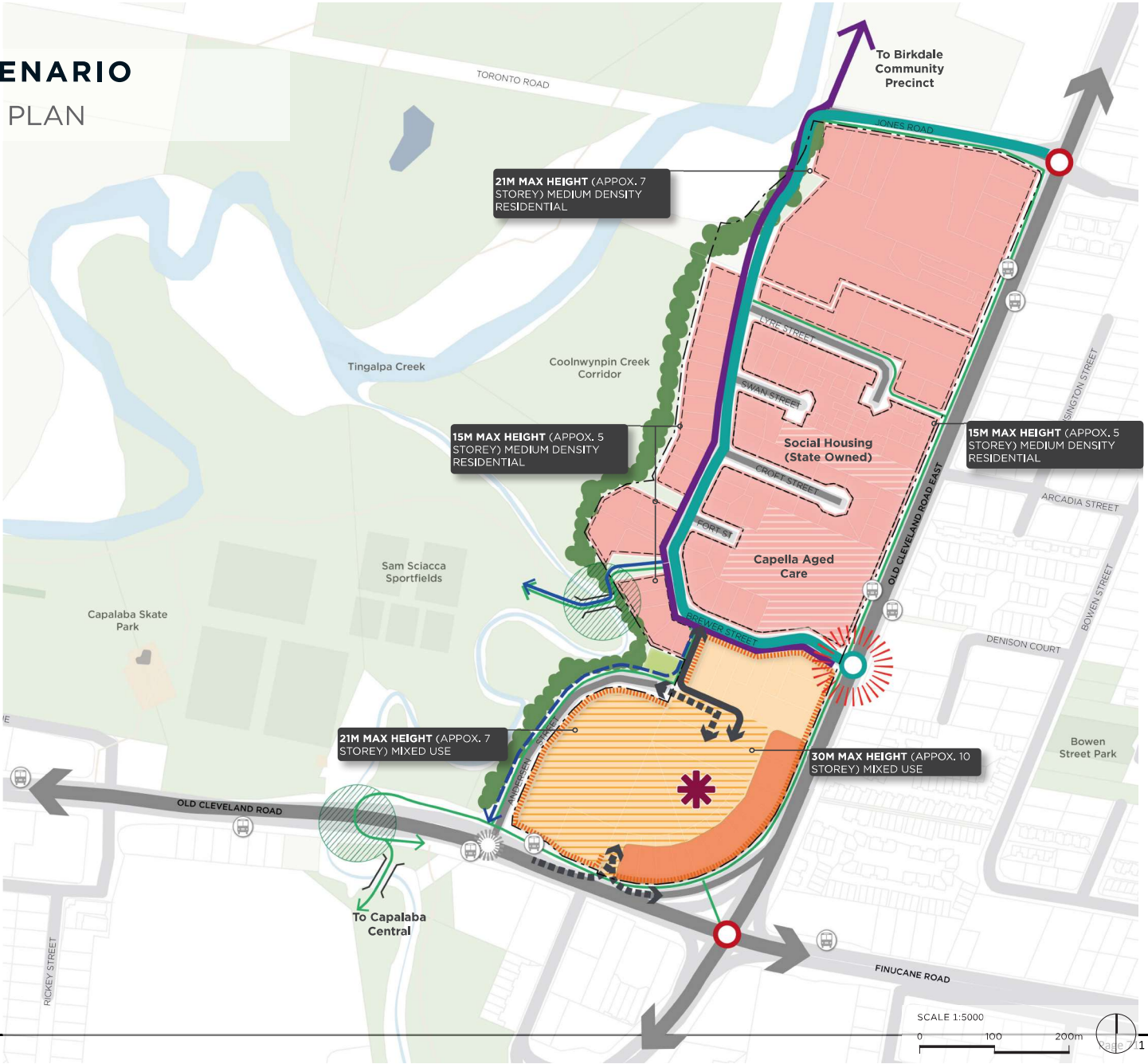
POTENTIAL STRUCTURE PLAN

This scenario achieves the qualities and intent of the guiding principles, however does so with the combination of a slightly higher built form density. This urban arrangement is supported with greater network of road frontage and a larger contribution of open space to support the likely increase in population.

Concerns of overshadowing or bulk and scale would be managed through detailed setback or height limit arrangements.

Legend

- Site Boundary
- Subtropical Street (23m)
- Pedestrian Connection
- Potential Shared Path
- Existing Cycle Link
- Potential Cycle Link
- Active Frontage
- Medium Density Residential Zone
- Significant Land Holding
- Potential Open Space
- Mixed Use Zone
- Catalyst Site
- Activated Ground Level Retail
- Potential Underpass Upgrade
- Minor Intersection Upgrade
- Major Signalised Intersection Upgrade
- Minor Signalised Intersection Upgrade
- Gateway Entry
- Bus Stops
- Southern Gateway Site
- Service Access
- Potential Road
- Protected Vegetation



2: HIGH CHANGE SCENARIO

OPPORTUNITIES

Strategies Embedded within this Scenario

Adaptable for Future Growth:

- Low density residential zone along Brewer Street (and creek corridor) changed to Medium density residential.
- Expansion of southern Mixed use zone to allow for transition of big box retail (potential Bunnings) to residential zone. Subject to the delivery of high-quality architectural outcomes, Council may choose to support moderate increases in height.
- Retail tenancies along Old Cleveland Road East to activate frontage
- Northern Mixed use zone transitions to Medium density residential frontage conservation area along Jones Road

A Connected Community:

- Road widening along Brewer Street (23m) to allow for tree lined, subtropical street with traffic calming measures and shaded footpath
- Potential new road and shared path connecting Brewer Street to Jones Road improving precinct connectivity and providing a through-connection to the future Birkdale Community Precinct.
- New all direction road to Mixed use precinct from Brewer Street to internal development
- New service road from Old Cleveland Road East to access southern Mixed use site. Left in, left out only.
- Service only access to Mixed use precinct via Andersen Street
- Potential upgrade to Andersen Street intersection to improve pedestrian safety and improve traffic movements
- Upgrade and provide shaded 2.5m pedestrian path along Old Cleveland Road East ensuring access to public transport stops and retail frontages
- New signalised intersection at Brewer Street with pedestrian crossing along Old Cleveland Road
- Road upgrades and new shared path provide enhanced connections to existing open space and parks network

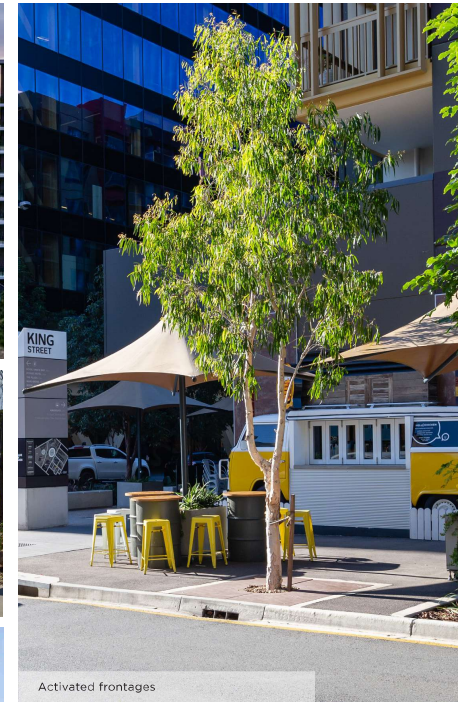
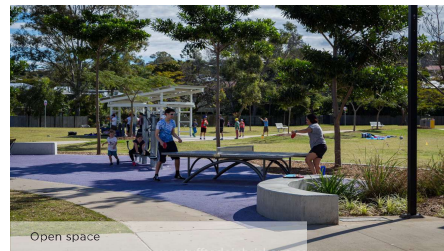
Building Heights:

- Approx. 15m height Medium density residential zone
- Allow for increased residential density to the west of Brewer Street. The creek corridor natural reserve to supplement loss (due to expansion of MU zone along Brewer Street)

- Approx. 15m high Mixed use zone
- Bunnings site: Subject to the delivery of high-quality architectural outcomes, Council may choose to support moderate increases in height.

Managed Interfaces & Transitions:

- Undergrounding of electrical network along Brewer Street to be considered
- Manage intended development uses to Mixed use lots along Brewer Street to transition large scale retail (potential Bunnings development) to residential zone
- Provide outward facing active frontages in Mixed use zone to Brewer Street, Andersen Street and Old Cleveland Road



04 OPPORTUNITIES

As part of this report, two scenarios have been developed for the southern catalyst site, for consideration.

The first being a consolidated mixed use scenario and the second being a maximum yield outcome with integrated residential towers.



2A: CONSOLIDATED MIXED USE SCENARIO



2B: MAXIMUM YIELD OUTCOME SCENARIO

SOUTHERN CATALYST SITE

2A: CONSOLIDATED MIXED USE SCENARIO

POTENTIAL STRUCTURE PLAN

This scenario explores a mixed use development with internal pedestrian retail spine. The big box retail site is sleeved by activated retail and commercial frontages to Old Cleveland Road. A landscape buffer is provided to improve amenity to the streetscape and create a shaded pedestrian path to bus stops.

Legend

- Site Boundary
- Shared Path
- Pedestrian Connection
- Pedestrian Retail Street Spine
- Landscaped Pedestrian Link
- Existing Cycle Link
- Future Cycle Link
- Active Frontage
- Mixed Use Zone
- Covered Retail Plaza
- Car Parking
- Green Space
- Medium Density Residential
- Mixed Use Catalyst Site
- Development Street Front Door
- Existing Signalised Intersection
- Bus Stops
- Key Corner Block Requiring Architectural Treatment
- Service Road
- New Road
- Easement
- Car Parking



SCALE 1:2000

0 50 100m



SOUTHERN CATALYST SITE

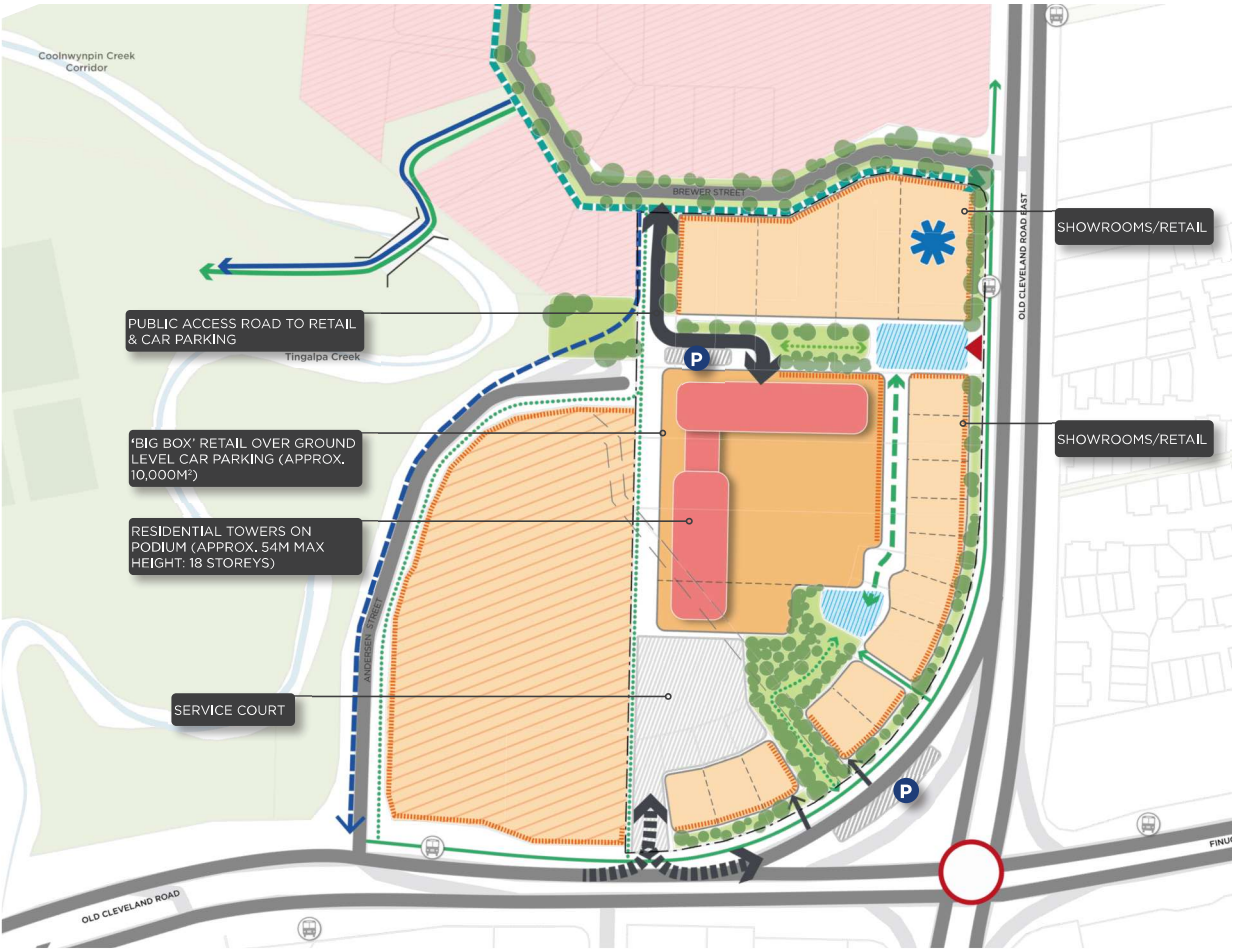
2B: MAXIMUM YIELD OUTCOME WITH INTEGRATED RESIDENTIAL TOWERS

POTENTIAL STRUCTURE PLAN

Additional allowable building heights for the catalyst site unlocks the potential for further uplift to the internal retail lot. The potential for integrated mixed use and high-density residential development is supported by the service road and proposed new road to Brewer Street. There is potential to accommodate short or long term accommodation that may be complementary uses to Capalaba PRAC.

Legend

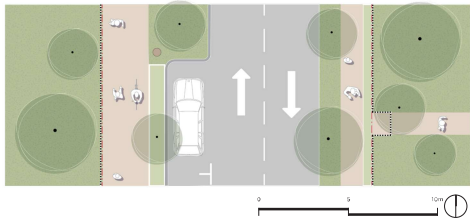
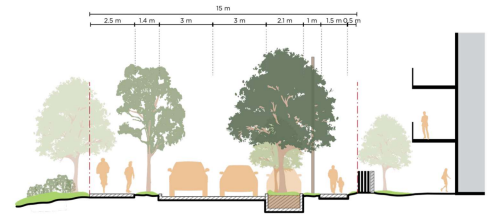
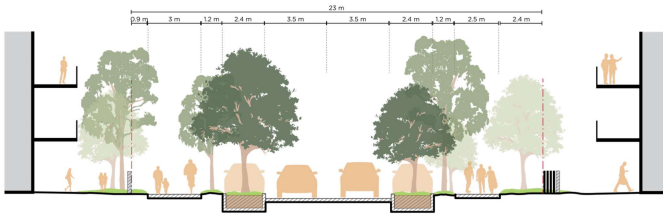
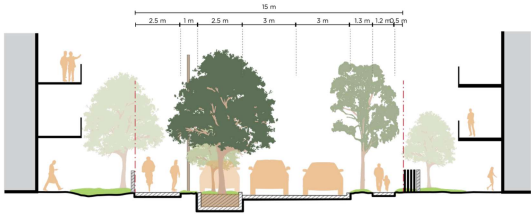
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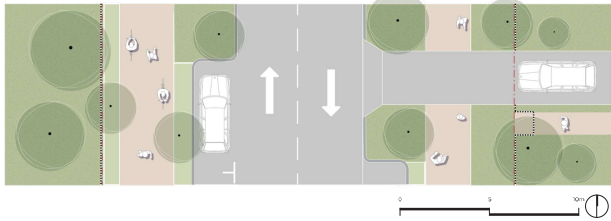
05 STREET SECTIONS

As part of this report, three street section options have been illustrated, for consideration.

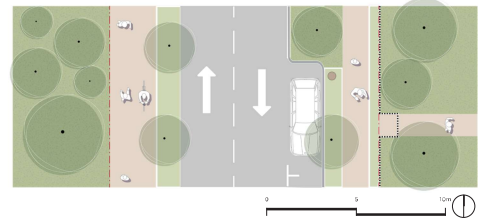
These include a 15m & 23m option for Brewer Street and a 15m typical local street section.



15M BREWER STREET
(EXISTING ROAD RESERVE)



23M BREWER STREET
(WIDENED ROAD RESERVE)



15M TYPICAL LOCAL STREET

BREWER STREET

15M SECTION (EXISTING ROAD RESERVE)

Key Qualities

- Residential street prioritising pedestrian and cycle safety and movements
- Shade to pedestrian areas
- On street parking
- Off road cycle facilities (shared path)
- Power lines determine street tree locations (investigate providing smaller trees in locations beneath power lines)
- Based on the design standards for a residential Access Street

Requirement	Dimensions
Road reserve	15m (existing road reserve)
Movement lanes	Two lanes (3m width)
On street parking	Parallel build out zones to one side (2.4m width, min 2.1m)
Verge width	4m
Door Zone Buffer	Provide a minimum width of 1.2m between back of kerb and footpath to ensure good growing conditions for street trees
Footpath	Minimum 1.2m (one side)
Cycle lane	Shared paths min. 2.5m (connect to 2.5m Off-Road Cycle Path to Andersen Street) Ideally 3m wide shared path provided.
Shade	Double sided tree planting with one sided build outs



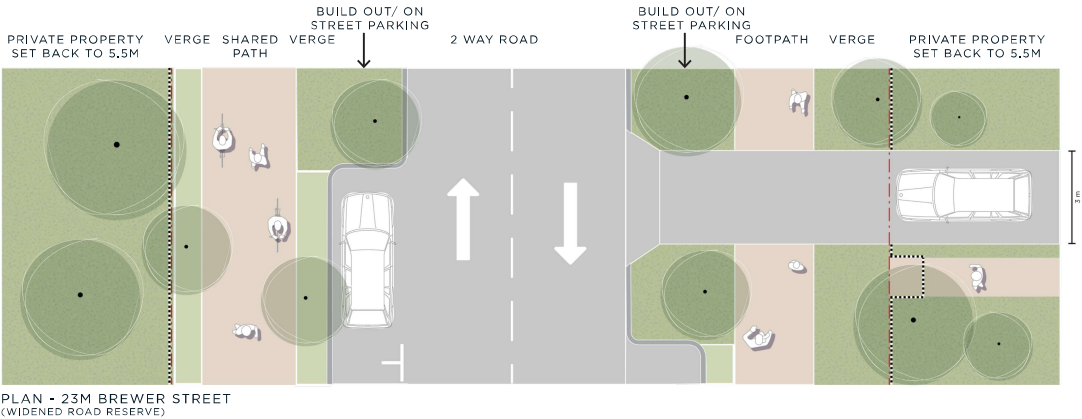
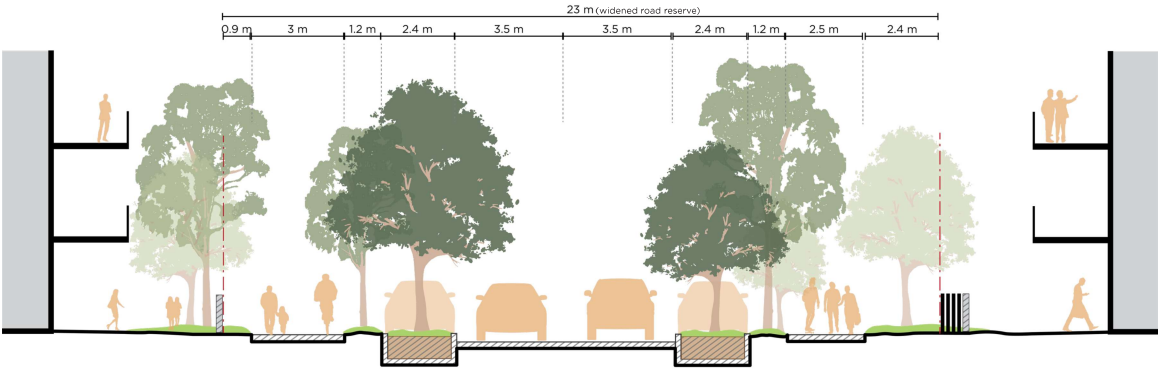
BREWER STREET

23M SECTION (WIDENED ROAD RESERVE)

Key Qualities

- Requires road reserve widening associated with development
- Under grounding of overhead powerlines
- Residential street prioritising pedestrian and cycle safety and movements
- Shade to pedestrian areas
- On street parking
- Dedicated cycle path
- Additional on street parking accommodated
- Based on the design standards for a residential Collector Street

Requirement	Dimensions
Road reserve	23m (widened road reserve)
Movement lanes	Two lanes (3.5m width)
On street parking	Parallel build out zones to two sides (2.4m width, min 2.1m)
Verge width	4.5m
Door Zone Buffer	Provide a minimum width of 1.2m between back of kerb and footpath to ensure good growing conditions for street trees
Footpath	Minimum 2m (both sides)
Cycle lane	Shared paths min. 2.5m (connect to 2.5m Off-Road Cycle Path to Andersen Street) Ideally 3m wide shared path provided.
Shade	Double sided build outs with tree planting to both sides of footpath



TYPICAL LOCAL STREET

15M SECTION

Key Qualities

- Residential street prioritising pedestrian and cycle safety and movements
- Shade to pedestrian areas
- On street parking
- Off road cycle facilities (shared path)
- Power lines determine street tree locations (investigate providing smaller trees in locations beneath power lines)
- Based on the design standards for a residential Access Street

Requirement	Dimensions
Road reserve	15m
Movement lanes	Two lanes (3m width)
On street parking	Parallel build out zones to one side (2.4m width, min 2.1m)
Verge width	4m
Door Zone Buffer	Provide a minimum width of 1.2m between back of kerb and footpath to ensure good growing conditions for street trees
Footpath	Minimum 1.2m (one side)
Cycle lane	Shared paths min. 2.5m (connect to 2.5m Off-Road Cycle Path to Andersen Street) Ideally 3m wide shared path provided.
Shade	Double sided tree planting with one sided build outs





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