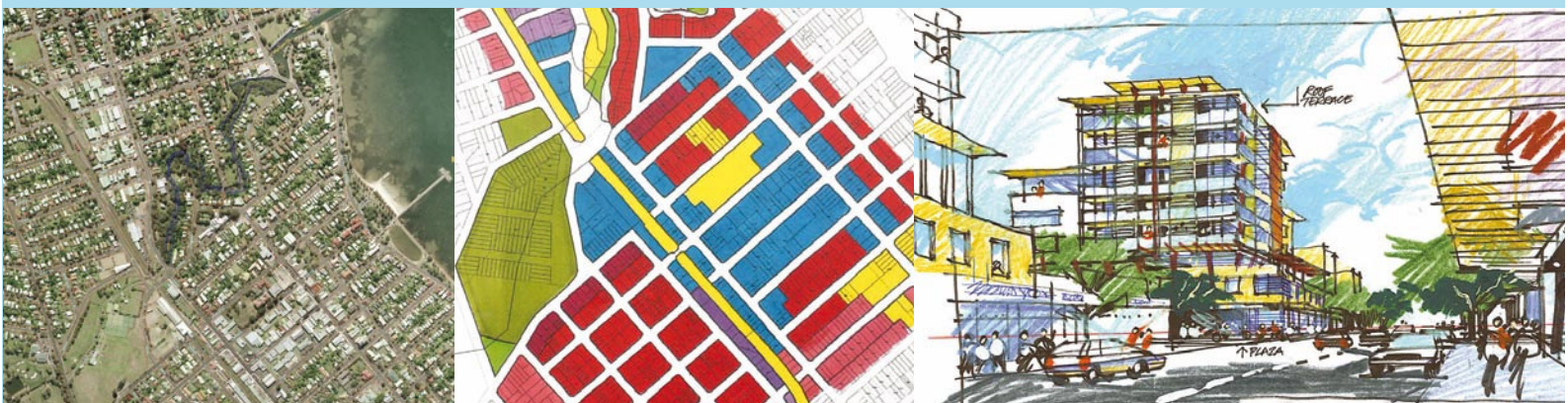


Wynnum CBD Urban Renewal Planning Charrette

16 - 23 February 2006

A Summary of Outcomes



March 2006

Wynnum CBD Urban Renewal Coalition
Ecologically Sustainable Design

Wynnum CBD
Urban Renewal Coalition Inc



INTRODUCTION

This brochure provides a summary of the Wynnum CBD Renewal Planning Charrette, its purpose and its outcomes. Your comments are invited. See back page for details.

The Wynnum CBD Urban Renewal Coalition

The Wynnum Charrette was undertaken by the Wynnum CBD Urban Renewal Coalition Inc, a recently formed group of long-term land owners, developers, business people and community members committed to the revitalisation of Wynnum. This group formed in response to the State Government's identification of Wynnum Central as a Major Activity Centre in the South Eastern Queensland (SEQ) Regional Plan 2005. It followed a Wynnum Transit-oriented Development (TOD) Workshop held in July 2005, which demonstrated significant potential for the Wynnum CBD.

First Things First: Nothing is Cast in Stone

Normally a charrette to plan a community's future would be run by the Council. The Wynnum Charrette was quite unusual as it was undertaken by a community-based organisation. As such, the outcomes have no formal status. The Wynnum Charrette outcomes have not been endorsed by either Brisbane City Council (BCC) or State Government. However, several key BCC and State Government representatives participated in the Charrette.

The outcomes are now put forward by the Wynnum CBD Urban Renewal Coalition to the community, BCC and State Government for consideration as a set of design ideas for Wynnum's revitalisation. These outcomes have been generated with significant input and support from many Wynnum stakeholders. A key purpose of this brochure is to provide an opportunity for all participants, as well as the public, to comment and suggest ways to improve the Charrette Outcomes.

Wynnum Central is a Major Activity Centre

Wynnum has been identified as a Major Activity Centre in the SEQ Regional Plan. The plan requires Major Activity Centres to gain a significant amount of new growth in a way that supports public transport. More recently, Wynnum Central has been similarly identified by the Brisbane City Council in the CityShape 2026 Plan.

The Wynnum CBD Urban Renewal Coalition has recognised that to realise Wynnum's great potential as a Major Activity Centre, it was necessary to involve all stakeholders, including the community, in a design process that addressed the complex and inter-related problems and opportunities of Wynnum.

Wynnum's Location and Context

The Wynnum CBD is the centre of the Brisbane Bayside Suburbs of Wynnum, Wynnum West, Manly, Manly West and Lota. It has a total population of 40,000. It is on Moreton Bay around 14 km east of the Brisbane CBD. It lies south of the Brisbane River and Brisbane Airport, and is the closest centre to the Brisbane Port.

Wynnum is served by rail, on the Cleveland Line. The Wynnum CBD is served by Wynnum Central Station, with the Wynnum Industrial area lying next to Wynnum Station.



THE WYNNUM CBD PLANNING CHARRETTE

What is a Charrette and who led it

A charrette is an intensive, week long, publicly interactive planning and design process. Rather than waiting years for normal planning processes to occur, the Charrette brings together all interested parties to contribute ideas on Wynnum's future. Stakeholders include residents, property owners, retailers, special interest groups, service providers, developers, Council and State Government representatives.

The charrette process considers all aspects of Wynnum's problems and opportunities at once – instead of looking at each issue and site one at a time. It uses detailed design solutions to test the practicality and acceptability of proposed changes, so that stakeholders can see, understand and cost the proposals.

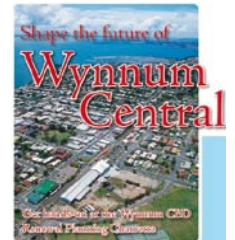
The Wynnum CBD Urban Renewal Coalition appointed Ecologically Sustainable Design Pty Ltd (ESD) to lead the Wynnum Charrette. ESD is very experienced at using charrettes to resolve complex, large and controversial projects.



The Charrette Studio – designers and community meetings

What happened at the Wynnum Charrette

The Charrette took place from 16th – 23rd February 2006 in Wynnum Central, at a design studio set up in the Old Commonwealth Bank in Bay Terrace. Major meetings were held at the Wynnum-Manly Leagues Club.



The Wynnum Charrette was publicised widely beforehand. A brochure both explaining the process and program, and inviting participation at various sessions, was distributed to the 20,000 households of the Bayside suburbs.

At the opening public meeting the Charrette process was explained, together with key issues and opportunities for Wynnum. The audience then worked in groups to contribute to the future vision. Over the next week, urban designers, planners, and experts in public transport, economics and community development all worked together with residents, businesses, landowners, government agencies and interest groups to translate visions for Wynnum into design outcomes. The Charrette Outcomes were presented at a final public meeting on 23rd February.

Over 250 people were present at both the opening and closing presentation of the Charrette, with a large number also attending throughout the week. These meetings demonstrated the community's aspiration for revitalisation, and their desire to be a part of it. The Brisbane City Council Lord Mayor Campbell Newman and Deputy Mayor David Hinchliffe attended the final meeting, and both commended the process.

WYNNUM'S ISSUES & OPPORTUNITIES

The great potential of Wynnum Central is widely recognised, and the present lifestyle of the Bayside Suburbs is highly appreciated. However there are a number of significant problems and issues with the Wynnum Central CBD that limit its present appeal and its future role as a vibrant and successful Activity Centre.

Strengths, weaknesses and key visions for Wynnum CBD were outlined by the community and other stakeholders during the Charrette. The key issues and visions are summarised below.

CBD RETAIL AND EMPLOYMENT

Wynnum's CBD is under-performing, with a poor retail offer and not enough people to support businesses. The buildings are of diverse character, and there is only a limited unifying theme of street landscaping and verandas in parts of the centre. The weakening of the CBD is in part due to the nearby growth of major shopping centres that has drawn the retail catchment away from Wynnum.

Partly as a result of the decline of the Wynnum CBD, there are not enough local or well-paid jobs. The area is predominantly a commuter suburb. Even though the expanding Brisbane Port is nearby, little commercial development in Wynnum serves this major destination. Expanding the range of opportunities for offices and service businesses is warranted.

Visions:

- *Diverse retail activities and businesses operating up to 18 hours-a-day, for an attractive, vibrant and safe CBD, providing jobs and servicing the needs of the community.*
- *A compatible and relatively dense mix of uses and buildings to ensure there are enough people to support the centre, so long as an increase in density and height has minimal impact on views, breezes and character.*



Wynnum CBD: diverse building styles and poor street-fronts

BAYSIDE AND TOURISM

Upon arriving at Wynnum CBD via car or train, there is little to indicate the close proximity of the beautiful Moreton Bay and its islands; nor is the tourism potential of the area capitalised on by the CBD.

There is also limited choice in accommodation to cater for a wide range of visitors to Wynnum. There is nowhere to eat out in the CBD that has a view of the bay; and there is no obvious priority route linking the CBD to the bay.

Vision: A CBD with diverse short-term accommodation that is connected to the bay, capitalising on its proximity to the water and expanding the tourism role of Moreton Bay and the islands.

ENTERTAINMENT AND RECREATION

The community was concerned that there are limited recreation, dining and entertainment choices, for both the young and old and particularly at night.

Visions:

- *A cinema that caters for a broad range of tastes, with options to use the space for other forms of entertainment.*
- *A range of cafés and restaurants in the CBD, with al fresco dining and views of the bay.*
- *Better sporting facilities; especially pool and gym.*

HERITAGE AND NATURAL PLACES

Wynnum's former vitality up until the 1970's is remembered and valued. There are a number of highly-valued buildings such as the Baptist Church, old Post Office and Birchley building.

It was felt that the site of the Star Cinema, and the three fire fighters who died putting out the fire that destroyed it, have not been sufficiently commemorated. Wynnum Creek's natural beauty is not adequately celebrated, and it is dirty and inaccessible in parts.

Vision:

- *Honour Wynnum's historic significance and heritage sites by highlighting both buildings and history.*
- *Create safe access across and along the creek, making it a pleasant and more accessible green link.*



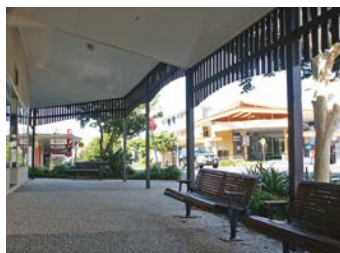
Former Star Theatre, Florence St (Coles site)

PUBLIC SPACES AND COMMUNITY FACILITIES

The community highly values the village atmosphere and local services of the CBD. However, many reported that parts of Wynnum CBD were unattractive and unsafe, with rundown building facades, and not enough pleasant public spaces, public toilets and other amenities. The library is overused, and there was a call for more space for community groups to operate in. A community theatre is also being sought.

Vision:

A complete range of community facilities and a central gathering place to support a larger and more diverse population of residents, workers and visitors within the CBD.



Corner of Bay and Florence Sts – The Centre of Town

TRANSPORT AND PARKING

Pedestrians feel unsafe walking alongside high-speed traffic on some streets, and do not find the pedestrian crossings on Edith St and Tingal Rd safe. The parking in the CBD is confusing and inefficient. People reported feeling unsafe using public transport and walking around certain areas after dark, with empty streets and dark spaces creating an insecure environment. While most identified the station and rail service as one of Wynnum's major assets, some found the public transport system limited, and the station ugly, giving little idea of what Wynnum has to offer.

Visions:

- A street network that appeals to pedestrians, cyclists and public transport users, whilst still accommodating cars and parking, in a way that stimulates both business and community interaction.
- More public transport use, better buses and an attractive station that welcomes people to Wynnum Central.



Tingal Rd – busy and fast-moving traffic

HOUSING

Most Bayside housing is single dwellings. A diverse range of housing, including some affordable housing and retirement housing, was important for many of the Wynnum residents who participated in the Charrette. Many wished to change dwellings but to stay in the area... but found there was little choice in good-sized apartments with storage. There were very few dwellings within the CBD itself.

Vision:

A place which provides a diverse range of housing, such as houses, terraces, townhouses and apartments, close to other activities to provide choice in type and affordability for a range of people.

REDEVELOPMENT CONSTRAINTS AND HEIGHT

The current planning context constrains redevelopment, making it uneconomic to revitalise. Multiple ownerships and the large number of small land parcels also make it difficult to redevelop. Whilst the community wanted revitalisation, there was a wide range of views about appropriate height limits for the CBD and surrounds. Widest agreement was for heights of 4-8 storeys, with parts above three storeys generally set back from retail streets.

Visions:

- A collaborative effort by landowners and council to support the revitalisation of Wynnum Central.
- Revised planning controls that will facilitate redevelopment in the CBD, whilst enhancing the character of Wynnum.
- No high rise buildings near the Bay, generally anywhere east of Akonna St.
- Higher buildings in the CBD, provided they were appropriately designed and that they would deliver sufficient population and workers to revitalise the CBD

THE CHARRETTE OUTCOMES

WYNNUM FRAMEWORK PLAN

A key plan produced at the Charrette was a Framework Plan to show the proposed broad structure for Wynnum within an 800 metre radius from the centre. The darker yellow parts indicate the main areas of likely change and intensification as part of Wynnum CBD's revitalisation. Most change is likely to be in the CBD core and Wynnum Central Station, with limited change around the Wynnum Station area.

An upgraded Kitchener Park and improved Wynnum Creek complete an east-west green link to Moreton Bay. Substantial street tree planting along Tingal Rd, Bay Terrace, Berrima St and Pine St will highlight their role as the key entry roads to Wynnum. The station precinct would be substantially upgraded, and Florence St celebrated as the key link from the Station to the CBD and the Bay.



WYNNUM CBD INDICATIVE REDEVELOPMENT PLAN

The Wynnum CBD Indicative Redevelopment Plan shows the key redevelopment opportunities identified for Wynnum both east and west of the railway, mainly between Kitchener Park and Bay Terrace. They are shown in dark and light orange. The parts that are most likely to change in the short to medium term are depicted in dark orange, and shaped to illustrate a possible building footprint.

During the Charrette, indicative design solutions were prepared for around thirteen of these dark orange sites. These designs are numbered on the Indicative Redevelopment Plan, and are summarised on the key below. Each proposal is outlined in detail in the following pages. The lighter orange areas are also potential redevelopment sites; however no detailed designs for these sites were prepared.



Wynnum CBD Indicative Redevelopment Plan – showing key sites

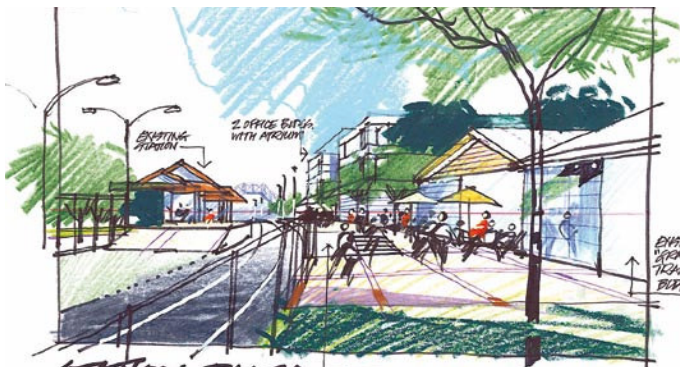
WYNNUM CBD KEY DEVELOPMENT OPPORTUNITIES

1. Station Plaza: Redevelop the land east of the station to include a dual platform with a café and pedestrian plaza that has better amenity and connection to the CBD, and offices near the station with underground parking.
2. Coles Site and Tingal Rd frontage: Redevelop the site to improve streetscape and parking, establish public toilets and build new office and residential development above and around a new Coles supermarket building. Staged development will be required.
3. Edith/Florence link - 'Coffee St': Create a new street running between Edith and Florence Streets terminating on the Wynnum Central State School building, and line street with ground floor shops conducive to outdoor dining and leisure.
4. Bay Terrace South: Redevelop the block bounded by Bay Terrace, Chestnut, Clara and Akonna Sts to provide a restaurant with bay views, offices, residences and a re-modelled and more attractive Flinders Building.
5. Bay Terrace Central: Possible mixed-use development with 4-6 levels of apartments above shops and offices with full basement parking on north-west corner of Edith and Bay Sts.
6. Council Site – Library: A new or extended library, most likely made feasible by integrating it with additional multi-level commercial and residential development established through a public/private joint venture. A hotel could be very appropriate.
7. Waterloo Bay Hotel / Berrima St: A mix of short-term visitor accommodation, multipurpose-cinema, dining venues, and parking to add to the existing Waterloo Bay Hotel, with predominantly medium density residential across Berrima St.
8. Northern Business Precinct: Maintain industrial use of area. Link up street network and establish business and commuter parking both east and west of station, and build high quality commercial offices overlooking the Wynnum Creek Park.
9. Wynnum Creek - New Pedestrian Bridge: Build a new pedestrian/cycle bridge at the northern end of Byrneside Terrace to provide better access across the creek to the Leisure Centre, the northern business precinct, Wynnum North High School and beyond.
10. Kitchener Park and New Leisure Centre: Rationalise existing sporting facilities and clubrooms to provide space fronting Colina St for a new indoor pool, gym, park administration area and shared clubrooms. Create a plaza to celebrate the entrance to the new complex, and provide an informal seating area and meeting point. Upgrade Wynnum Creek, and add extensive planting to enhance the area.
11. Station West: High quality diverse retirement accommodation and other housing, and a café/deli, potentially a new library, and a new pedestrian level crossing over the rail at Bride St; serving the northern end of the platform.
12. West Ave: Possible redevelopment to five-storey apartments overlooking Kitchener Park that reflect a Queensland character, with clever design techniques to ensure good summer shading, winter sun access and cross-ventilation.
13. Station to Bay Heritage/Art Trail: Improve the access from station to Moreton Bay along Florence St by celebrating the historic buildings, and upgrading the street and footpaths with special paving, cycle lanes, historic plaques, urban art, improved street furnishings, and increased shading.

1. STATION PLAZA PRECINCT

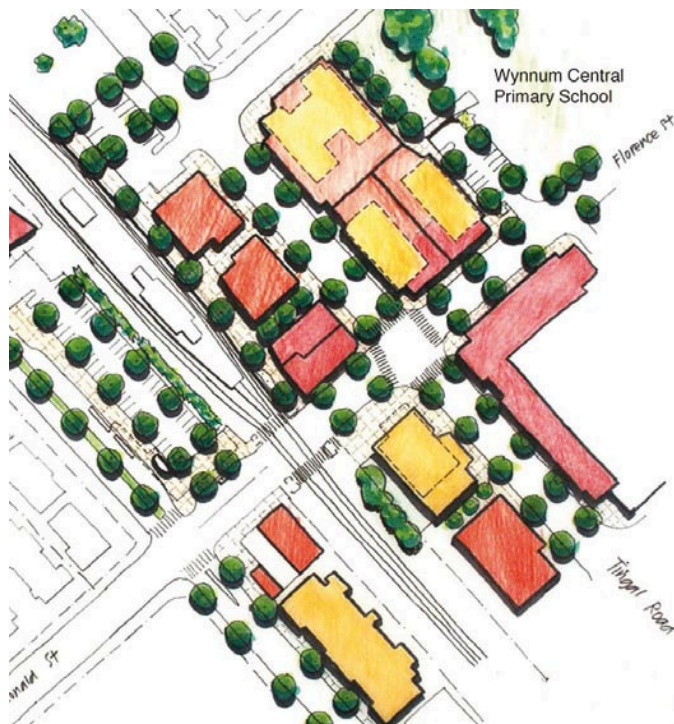
Wynnum Central Station has a central platform and modest station buildings. Signage and streetscape around the station do little to make people feel safe, informed or welcome to the centre. The station was redeveloped in 2000. However, the land east of the rail tracks provides significant potential for further redevelopment and a chance to create a new 'front door' to the CBD.

Improving Access and Amenity: The station plaza design proposes adding a second platform on the outbound (CBD) side of the railway. It would connect to a plaza that provides direct linkage to Tingal Rd and Florence St, where one can continue through the CBD to the Bay. Cafes would be included, and the 'Gravy Train' historic building would be enhanced.



Office Redevelopment Opportunity: The new plaza and platform require the landowners on the Tingal Rd frontage between Charlotte St and Florence St to collaborate. The plaza could be flanked by three-storey offices. These offices would provide jobs close to the station, and improve passive surveillance to the station area.

Mixed Retail and Residential Redevelopment Opportunities: There is great potential for sites between the east side of Tingal Rd and the school; and the Queensland Rail (QR) car park on the southern corner of Tingal Rd and Florence St. The Tingal Rd east sites could be consolidated to accommodate mixed use development, while the QR site could be developed into affordable housing by the Brisbane Housing Authority.



Station Plaza Precinct

2. COLES SITE AND ITS STREET FRONTAGES

Currently, the Coles frontage to Florence St and Tingal Rd is not the most welcoming view upon arriving at Wynnum Central station. The rear façade is blank and is dominated by parking.

Coles Redevelopment Proposal: A staged redevelopment to progressively transform this key corner site has been proposed.

Phase 1: Upgrade and expand the existing Coles including building to the Florence St frontage, with veranda and public toilets. The façade should relate to the old Star Theatre.

Phase 2: Build a new Coles on the Tingal Rd/Edith St corner with housing above and basement parking.

Phase 3: Close and redevelop the existing Coles building to provide retail space along Edith and Florence Sts, and offices and housing above. Up to 6 storeys is likely to be needed to catalyse the redevelopment.

The owners of Coles already plan to undertake some improvements in the near future and are considering this first phase of the design. It is important that the Florence St frontage contributes to the Station-to-Bay heritage theme, and acknowledges the site of the Star Theatre, possibly including a memorial to the fire-fighters who died trying to save it.



Coles Redevelopment- Stage 3 ground & upper floor layout



Coles Redevelopment- Stage 3 ground & upper floor layout

3. EDITH/FLORENCE LINK – ‘COFFEE STREET’

There are currently several laneways running from Edith St to Florence St. They run through back lot parking areas and next to blank walls. Although this is a strong movement desire line, there is very poor safety or amenity for the journey.

There is strong community support for the idea of a small and quite intimate café strip, or ‘coffee street’ as a new link. This would provide a vibrant and central meeting place... a new ‘heart’ for the retail core. The edges would be lined with small shops, cafes and restaurants, with offices and/or apartments, or possibly artists lofts above.

A possible location: The Charrette team looked at a range of potential sites and laneways along Florence and Edith Sts, finally identifying a site that leads from Edith St through to Florence St terminating at the Wynnum Central State School, one of the town’s most attractive buildings.

The sites most likely to be efficient for redevelopment involves around six properties including a de facto lane, which – if combined together – would provide for redevelopment and creation of a street. If owners worked together they could accomplish such a street.

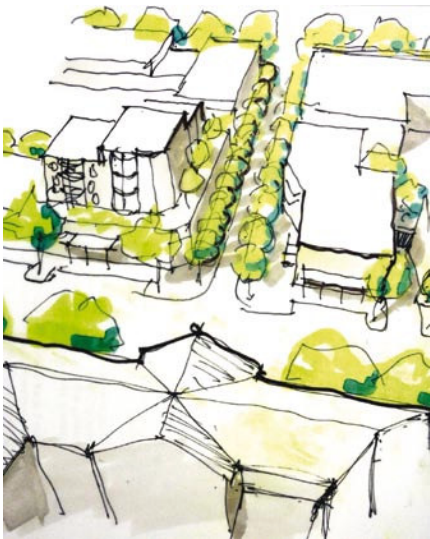
Options for a new street: The form of the street and the amount of development fronting it could take several forms. A number of variations have been proposed, but all involve creating a narrow, slow speed street with extensive pedestrian areas that creates a human-scaled environment where people can gather. The options are outlined under each drawing below.



Coffee St - Looking North westwards over Florence St, towards Wynnum Central School



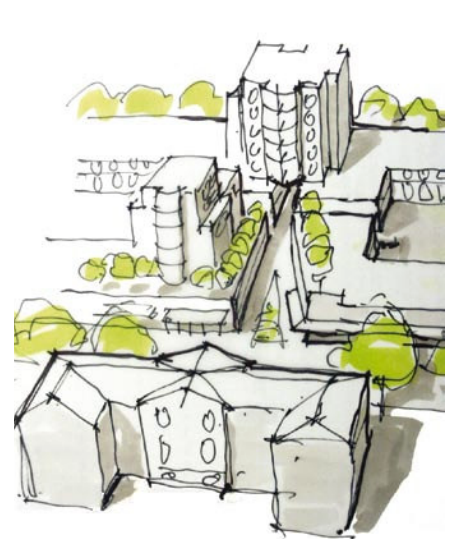
Aerial and Plan of proposed ‘Coffee Street’



Option A: A narrow tree-lined street with wide footpaths, open to slow traffic without parking, with significant redevelopment of both Florence St corners, and a basement car park under the northern part of the street. The Edith St corners could involve modifications to existing shops to front the new street, plus some low scale infill to complete the gaps.



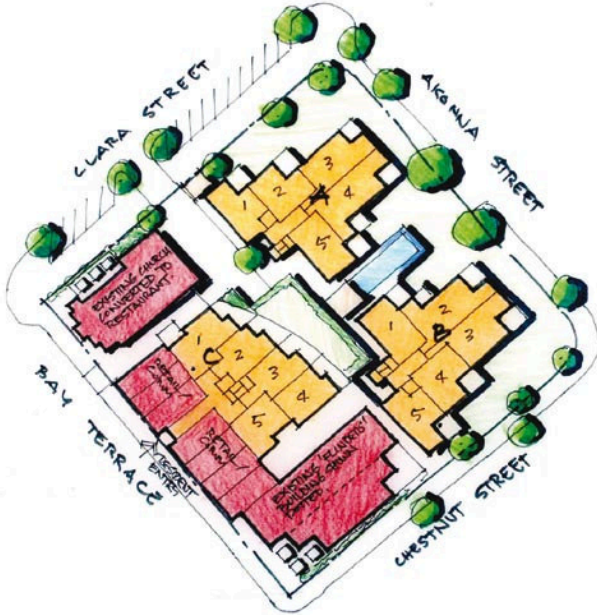
Option B: A narrow tree-lined street open to slow traffic with parking that widens in the centre to create a small plaza. Major redevelopment is proposed on all four corners, and a full basement of parking underneath, accessed off Florence St.



Option C: A V-shaped walkway link with redevelopment of affected sites to create three residential complexes of four to six storeys with a full basement of parking underneath. All basement parking would be accessed off Florence St.

4. BAY TERRACE SOUTH

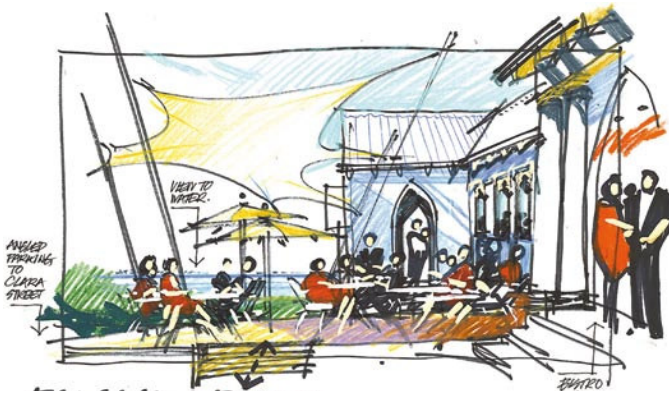
There is potential to redevelop most or the entire block bounded by Bay Terrace, Chestnut, Clara and Akonna Streets, as it is now largely owned by one developer. A mix of commercial and residential space is proposed: up to six storeys high on Bay St to match and help hide the Flinders Building; and three to four storeys high on Akonna St. The redevelopment can retain the two private houses along Akonna St if the owners so desire.



Plan of proposed development of the Bay Terrace South block. Retail and commercial uses would front Bay Terrace at the street level. Upper levels fronting Bay Terrace would be a mix of residential and commercial; whilst Akonna St would be fronted by apartments. Parking would be hidden behind and underneath.

Some key opportunities were identified for the former Baptist Church and the Flinders building.

Baptist Bay View Theatre Restaurant: The former Baptist Church is a valued heritage building on Bay Terrace that has bay views down Clara St. The owner may be willing to retain the building if an appropriate use can be identified. One option is to convert it into a restaurant, or theatre restaurant, with shaded alfresco dining that has views to the bay. The hall may also suit the establishment of a local performing arts venue.



Baptist Church converted into restaurant and deck with views to the bay

Flinders Building Redevelopment: The Flinders Building on Bay Terrace is fully occupied with businesses. It is the only six-storey building in Wynnum, and it shoots straight up into the sky with featureless brick walls, no awnings, or details around the windows. To the community it is ugly, and highlights concern about tall buildings, if poorly designed. The Charrette proposed a major change to the building's appearance, by extending it out towards to the Chestnut St frontage. This would provide more office space, and a more attractive exterior with verandas, awnings, vegetation, and bigger windows.



View of the proposed modified Flinders Building

5. BAY TERRACE CENTRAL

The section of Bay Terrace between Florence and Clara Sts is mostly single storey shops, with several op-shops and second hand shops. Many sites, if combined, could be redeveloped into multi-storey mixed use buildings, possibly up to 6-8 storeys high on the west side. It is vital to ensure that higher buildings do not block bay views for redevelopment sites further inland. Height on the east side of Bay Terrace could be lower, in the 4-6 storey range. The ground floor frontage should provide enhanced retail space to encourage a more vibrant range of retail to this key part of the CBD core. Parking access off Bay Terrace should be minimised.

A possible mixed-use development for the Harcourts north-west corner of Edith and Bay Sts was designed. Around 60% of the block would be included. The project has shops on the ground floor, offices upstairs, and up to six levels of apartments above, with full basement parking accessed off Edith St.



Indicative plans for NW corner of Edith St and Bay Terrace



Possible eight storey Edith/Bay mixed use building

7. WATERLOO BAY HOTEL/ BERRIMA ST

Waterloo Bay Hotel: The current Waterloo Bay Hotel has an attractive and historically significant two-storey frontage on Berrima St. The motel is situated behind it. The standard of accommodation is modest, and the number of rooms is limited. Most of the land in the southwest of the site is open car park, and is relatively underused. The enormous fig tree at the eastern corner is a key feature of the precinct.

Plan for expanded Waterloo Bay Accommodation and Leisure Facilities: The Charrette proposal for the Waterloo Bay Hotel site is to provide a mix of 3-6 storey buildings on the north side of Berrima St in a style complementing the character of the existing hotel. The development would contain a variety of visitor accommodation and entertainment facilities including a serviced apartment hotel complex, restaurants and a cinema. A larger three-storey motel is planned to replace the existing one on the corner of Bay and Byrneside Terraces.

Height of Buildings: It is anticipated that the planned range of heights (3-6 storeys) makes the development financially viable. The layout of these heights has been designed to ensure there is lower density where the development interfaces with the historic hotel building and the surrounding traditional housing.

Parking: Basement parking under the new development is proposed, along with some surface parking. On-street parking will be enhanced.

Catering for locals and tourists: The much greater range and quality of accommodation would improve Wynnum's potential as a tourist destination, while a cinema and adjoining restaurant/cafe would cater for local entertainment needs.

Cinema: The dual screen cinema will front Berrima St. It is modelled on the Blue Room Cinema in Rosalie, which is small, but highly adaptable; it has capacity to serve as a conference venue as well. This form of boutique cinema is likely to be the only viable cinema option for Wynnum. However, it should provide a regional drawcard to the area, and will help support Wynnum restaurants and other businesses.



Ground floor plan, containing visitor accommodation and entertainment/leisure facilities, including dual-screen cinema on the Waterloo Bay Hotel site.



View from the corner of Berrima and Bay Terrace, showing the proposed Waterloo Bay Hotel redevelopment beyond the existing historic hotel complex

BERRIMA STREET

Berrima St is an important street at the north end of Wynnum CBD. It connects westward under the railway to Brisbane, and eastward to the Bay and round to the small activity node at the Wynnum Creek mouth. It is a mixed purpose street, with the hotel and light industry on its north side, and housing and businesses on the south side.

South side: Currently the south side is zoned partly as business (eastern end) and partly residential, with a small light industrial side in the middle. The existing buildings are mostly modest, and few have significant character. As a result of all these factors, the Charrette proposed that the south side of Berrima St could potentially redevelop, especially in situations where two or three lots can be combined. Buildings up to five storeys... apartments west of the hotel, and possibly more mixed uses at the eastern end... could be appropriate. The plan below shows some possible buildings on composite redevelopment sites.



Indicative redevelopment sites along Berrima St

The Charrette team found few opportunities for residential intensification within the CBD's residential streets including Bride St and Charlotte St, so providing for this in Berrima St will assist in increasing the population and provide a greater range of housing choice.

Light Industry site at the top of Bay Terrace: This is a key site terminating the view up Bay Terrace, and it overlooks the Wynnum Creek. The Charrette team proposed that it should be redeveloped as an attractive multi-storey apartment complex.

8. NORTHERN BUSINESS PRECINCT

The Northern Business and Industry Precinct is already an important employment area, with a number of industries operating between the railway and Tingal Rd, north of the Berrima St roundabout. The Charrette proposes to retain and enhance the precinct for industry, and provide for intensification of the Tingal Rd frontage to more intensive commercial uses. It is not seen as appropriate for low employment generating, car dependant bulky goods outlets, as these are not supportive of the Wynnum CBD nor of a transit oriented, pedestrian friendly environment.

Wynnum Station is centrally located in the precinct, but it is hidden and difficult to access, unappealing and reportedly unsafe. As a result the station is little used. Although parking is available on the Queensland Rail land, the lack of informal surveillance on both the east and west side of the track makes it unappealing for rail commuters. Both the industrial area and the station area are currently constrained by the lack of local street connectivity. This contributes to the sense of isolation of the station, and constrains movement of trucks and cars within the industrial area.

The Charrette proposals focus on opening up the station by creating a street network and parking around it, and identifying the most suitable land to redevelop into commercial offices.



Plan for Northern Business Precinct along and off Tingal Rd, between Wynnum Station and Wynnum Creek

Improvement of Station and Parking Amenity: Rail land to the east of the station could be converted into a street linking Mungala St to Gibbs St, with extensive parking, as well as footpaths to provide better pedestrian access. One private property at the end of Gibbs St is required to achieve this plan. A land swap for a site owned by Queensland Rail on the north side of Mungala St (illustrated in dark purple) is proposed. It is twice as large as the Gibbs St property, and enables the owner to sell half of it to finance the construction of a replacement building.

To the west of the station, rail land can be reconfigured into a formal car park for commuters, connecting up all the street ends, thus achieving better surveillance and more activity around the station.

Commercial Office Precinct: At the southern end of the precinct, a car yard occupies a prime site overlooking the Wynnum Creek Park. The red buildings shown on the plan are proposals for attractive, high quality commercial buildings fronting Tingal Rd, overlooking the park. They could be around three storeys high. Not only would this increase the number of jobs and business diversity in Wynnum, but it would also create a more appealing entry to the Wynnum CBD from the north.

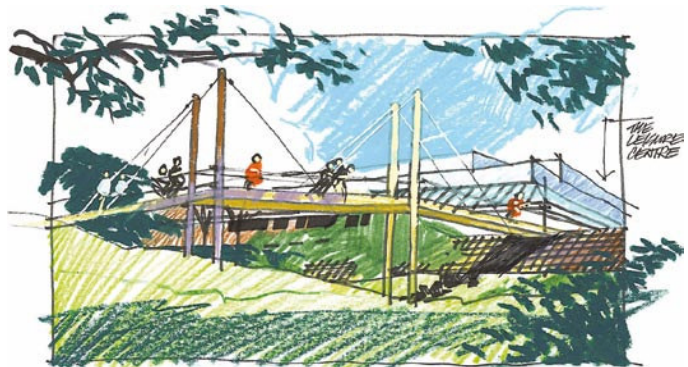


View of Tingal Rd Gateway Offices just north of the bridge.

9. WYNNUM CREEK PEDESTRIAN BRIDGE

Access for pedestrians and cyclists to the Northern Business Precinct from the eastern side of the Wynnum CBD centre is very difficult. Wynnum Creek acts as a natural barrier, and the present pedestrian bridge off Bay Terrace provides only indirect access to the precinct.

A pedestrian/bicycle bridge across the creek is suggested, linking Byrneside Terrace to the Leisure Centre and the existing Tingal Rd pedestrian crossing. This would connect with Burke St and, via the underpass, the Wynnum North High School. This both improves accessibility and accentuates the creek as an attractive ecological and recreational asset.



View of the pedestrian/cycle bridge from CBD via Byrneside and Bay Terraces to Leisure Centre, Tingal Rd and beyond.

10. KITCHENER PARK AND LEISURE CENTRE

Kitchener Park is a major sporting club facility. It contains rugby and cricket fields, tennis and croquet courts, bowling greens, related clubhouses, and a scout hall. Wynnum Creek runs through the park, although it is in a concrete channel. Together with the Golf Course to the west and the Wynnum Creek to the east, Kitchener Park forms the key green link through Wynnum.

There are very few trees in the park, or walking and cycling paths, or other general public amenities. Traffic speeds on the abutting Colina Street and West Avenue are of concern to the community.

Although the current facilities at Kitchener Park are both valued and used by the community, a major upgrade and new facilities would improve this key recreation node. Brisbane City Council advised that the Wynnum community would benefit from an indoor pool and gym, together with rationalisation of clubhouses, park administration and parking. This is a possibility for Wynnum provided land and funds could be identified.

New Sports Centre: An indoor pool and gym, and shared clubhouse and office could be added as a focal point on Colina St, with land created by rationalising tennis courts and reducing the number of croquet lawns. The creek could be upgraded (and ideally recreated as a natural stream), and a youth facility added.

Pedestrians and public space: An attractive plaza would mark the entrance of the Leisure Centre on Colina St, with a pedestrian crossing to connect to the Petrac site and east across the railway to Tingal Rd. A pedestrian/cycle path would link from Berrima St through the park and westward.

Trees: Extensive tree planting is proposed as part of the park upgrade. These would principally be along the street edges, and as a recreated natural forest along the restored creek, subject to compatibility with floodplain requirements.



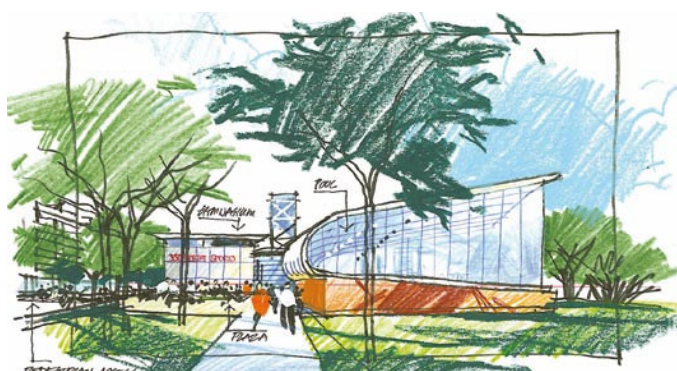
View of the Colina St frontage of Kitchener Park - the area proposed for the new sports centre with pool and gym

Parking and traffic calming: Parking would be provided largely along Colina St and West Ave as on-street right-angle spaces. To slow traffic on Colina St, the intersection at West Ave would be tightened up, with a pedestrian island added. A roundabout is proposed at the Daisy St junction.

Youth Facility: Young people in Wynnum are keen to have an informal and unsupervised recreation area. This might include a skate park, along with other facilities. A location next to the scout hall is one potential site for this youth facility. Further consultation with Wynnum's youth is required to better define this facility, particularly in the event of the Sports Centre redevelopment going ahead.



Detail of Plan for Sports Centre Complex, arranged to create a Plaza forecourt and pedestrian link to the CBD



View of Sports Centre looking southwards to the Kitchener Plaza, with indoor pool on right, and gym beyond



Plan for Kitchener Park with new Leisure Centre

11. STATION WEST PRECINCT

The Station West precinct is centred around a former industrial triangular site owned by Petrac, situated between Wynnum Central Station, Colina St and West Avenue. The site is across from Kitchener Park, and the RSL is nearby, just east of the tracks.

There are already approved plans for a four-storey retirement village on the Petrac site. However, construction has not yet commenced, as site decontamination works are still in progress. Petrac advised the Charrette team that it was willing to look at alternative development options if they could deliver better outcomes for the newly designated Wynnum Major Activity Centre. Petrac also indicated that an option to relocate the Council Library into this precinct could be investigated.

During the Charrette, a new plan was developed that included a café and library as well as retirement accommodation, and private apartments. The concept includes an extension of Andrew St to a new roundabout at Colina St, and a new pedestrian link from Kitchener Park, across the railway line (with access to the station platform), through the RSL car park to Tingal St.

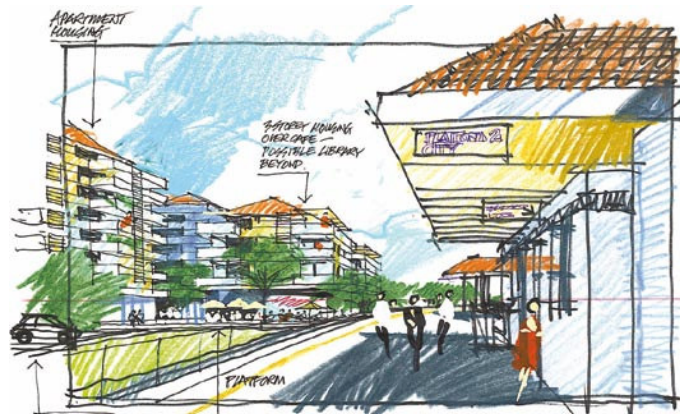


Station West Precinct Ground Floor Plan. Showing possible Library site in blue just next to the station, and various types of housing shown in orange, all facing out onto streets.

Retirement accommodation: During the charrette, information provided by the community indicated that, although retirement accommodation is desired in Wynnum, many would be keen to see alternative arrangements to the traditional loan lease situation of many retirement villages. On the site, it would be possible to provide both retirement housing of different types as well as high quality private apartments for people downsizing.

Built form: The site is highly suited to relatively high buildings because it is separate from other sites. The Charrette proposed a range of four to eight storey buildings, with complex, well-articulated facades.

Café/Deli and Library: A café/deli is proposed on the corner of West Ave and Andrew St. This will serve not only the new residents and workers on the Petrac site, but will also provide convenient shopping and dining for all residents in the existing residential area west of the rail. A library could be provided on the ground floor of the building next to the station, on the east of the Andrew St extension. This development would increase the activity around the station, enhancing surveillance and improving the safety of the area. If the Library does not relocate to this area, the ground floor could be available for small service businesses such as professional and health services suites.

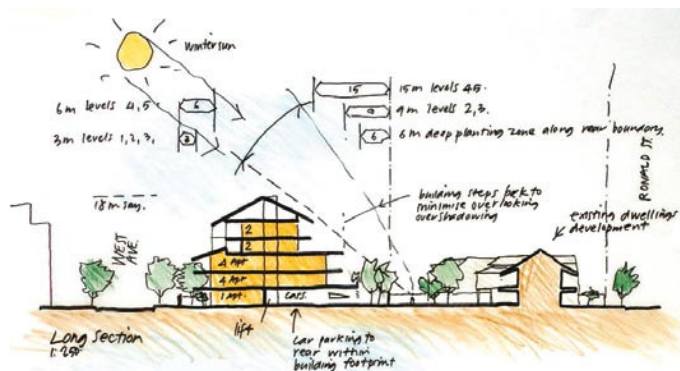


View north-west from station towards Petrac site, with café and possible new Council Library on ground floor

12. WEST AVENUE APARTMENTS

The Charrette team investigated possible areas for residential intensification within the existing residential areas within 400 metres west of the station. Most of the area is either already town houses, public housing units, or historic Queenslanders. The only area that seems to have any significant potential for medium density apartments is the stretch along West Ave from the station to Henry St. By combining two or three lots, an apartment complex of up to five storeys could be built.

Design studies of possible five storey housing in parts of West Ave and Berrima St were done. These tested ways in which the amenity of the houses behind could be protected. The terraced setbacks (see sketch below) soften their impact on the streetscape, and allow for adequate shade, breezes, sun and view-lines to the houses behind. New housing in Wynnum might be denser and higher than traditional Queenslanders, and use different construction methods, but they should still be designed to respond to the climate. Good summer shading, winter sun access and cross-ventilation should all be required.

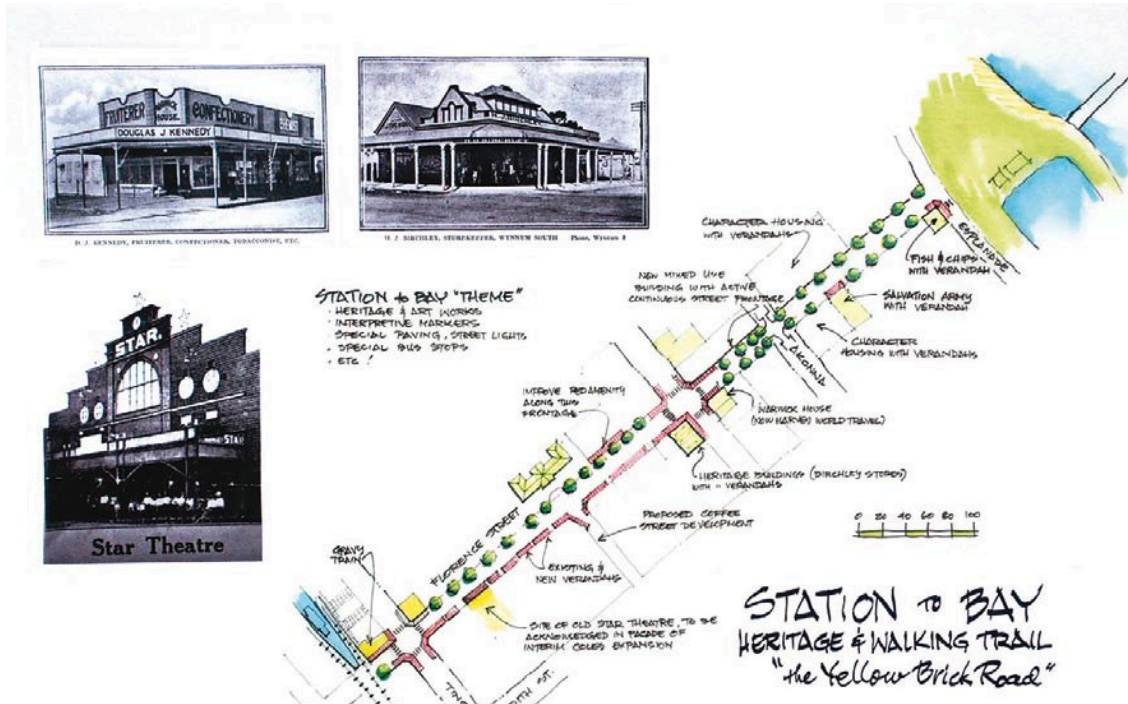


Possible section through five-storey apartments showing setbacks sensitive to sun, wind, view and character

13. STATION TO BAY HERITAGE/ART TRAIL

There was strong community support during the Charrette for celebration of Wynnum's heritage, as well as a high quality link from Wynnum Central Station to the bay. These two concepts were brought together in the proposed Station To Bay Heritage/ Art Trail. The most direct link from the station to the bay is Florence St. Despite its current rather poor appearance, this street has great potential to be upgraded to celebrate and showcase both the heritage of Wynnum, its natural features, and its new image.

In future, a train outing to the bay could involve getting off at the new Wynnum Central Station plaza, strolling past historic buildings, stopping to read historic story boards, and continuing past artist-led street furnishings set under shady verandas to the hilltop coffee shops at Bay Terrace. After a coffee at one of the many cafes, one could continue down to the bay past some traditional Queenslander houses to the old-fashioned fish-and-chip shop, and on to the Pandanus Beach, pier and wading pool.



Florence St designated as the principal link between the Station and the Bay. Historic buildings along the route include the Gravy Train, State School, Birchleys building (Michels), and Warwick House (Harvey Travel)

THE MOVEMENT NETWORK

The Charrette proposed a number of improvements to the movement of cars, buses, trains, pedestrians and cyclists, as well as improving parking management in Wynnum. These included:

- Introduction of a minimum of 1.5 metre-wide footpaths on the majority of streets, and planting of shade trees on key routes.
- Driveway crossovers paved to match the footpath.
- Painting of on-street bicycle lanes along Florence and Berrima Sts to provide cycle priority and help slow traffic.
- Extension of kerbs, tree planting, verandas, and provision of footpaths on at least one side of all streets within 400 metres of the station. The next stages of streetscape upgrades of the CBD Suburban Centres Improvement Project should occur.
- Improved pedestrian crossings. The pedestrian crossing on Edith St at Bay Terrace is too close to the Bay Terrace. It should be shifted six metres away from intersection.
- Addition of a ped-gate over rail tracks at Bride St, configured to provide direct access to north end of station platform.
- Create Coffee St and other north-south links between Florence, Edith and Clara St.

These proposals would greatly improve pedestrian accessibility and amenity, and will help to slow traffic throughout the CBD. Other proposals already explained include the Byrneside pedestrian bridge, the extension of Andrew St, and traffic calming of Colina St, and the addition of pathways along Wynnum Creek.

Parking: The various off-street parking areas between Edith and Florence St should be rationalised and paved. On-street parking can be added to parts of Clara, Charlotte and Bride Sts. The Charrette team does not agree with earlier studies stating that the streets were not wide enough. The associated kerb extensions with trees will make it easier for pedestrians to cross the road and give much-needed shade and traffic calming.

Bus Routes and Stops: Increased bus services and better located stops and interchange points with the train should be investigated in combination with the changes already outlined for the Station area. The Charrette team did not believe that a formal bus interchange is necessary, provided bus stops for all routes are close to the station.

WHAT HAPPENS NEXT?

Your Comments: Your comments are now sought on the Charrette Outcomes, and in particular the proposals contained in this brochure. Please tell us what you like and support, as well as those proposals that you may have concerns about. Please send your comments to the Wynnum CBD Urban Renewal Coalition at the address at the bottom of this page. **Comments should be submitted by Friday 19th May 2006.**

Comment Sheet: To assist your response, a comment sheet has been prepared and is provided as an insert to this brochure. The Charrette Outcomes Comment Sheet is also on the website.

Comments will be compiled and analysed by the Wynnum CBD-Urban Renewal Coalition. This will be done in a manner similar to the process used by Council when evaluating public submissions on a plan. As a result of the community feedback, the proposals will be reviewed, and modified if required.

Submission to BCC: Following the analysis of comments, a submission will be prepared by the Wynnum CBD Urban Renewal Coalition and forwarded to the Brisbane City Council. The submission will request the Council to consider implementing the ideas from the Charrette that are found to have broad community and landowner support.

Development Proposals: Some landowners may choose to refine some of these Charrette proposals into development applications. Under the BCC City Plan, some applications may be made to Council in advance of any amendment to the City Plan.

MOVING FORWARD

The Charrette generated a huge amount of positive energy committed to a brighter and better future for Wynnum. Many people are keen to get things moving... soon! Everyone can have a role to play in moving things forward. The community, landholders, traders, Brisbane City Council, and the wider region now have an exciting vision for the Wynnum CBD.

Not all the Charrette outcomes can or need to begin at once; early successes should trigger others. The Charrette taught us that we do not need to wait for one mega-developer to commit for the whole area; multiple players can proceed independently in different precincts that allow for a more flexible and opportunistic development approach.

SITE AMALGAMATION – A KEY TO SUCCESS

Most of the urban revitalisation projects proposed by the Charrette will require the consolidation of two or more individual properties. Sites of around 1200 square metres are likely to be the minimum viable site for redevelopment.

During the Charrette, many owners came forward and advised that they could be interested in co-operation with their neighbours. Once a group of owners has got together, there are several ways of moving forward. This may involve acting as a consortium, or sale of the sites to a developer, or a joint venture with a developer.

KEEP UP TO DATE... ON THE WEB

www.wynnumcentraltod.com.au

The Wynnum CBD Urban Renewal Coalition is maintaining a very active website. On this website you will find more information on both the Wynnum CBD Renewal Planning Charrette, as well as on the Wynnum Transit-oriented Development Workshop held in July 2005. Press coverage relating to the Charrette is also posted.

ONGOING ROLE OF THE WYNNUM CBD URBAN RENEWAL COALITION

The Wynnum CBD Urban Renewal Coalition, who commissioned the Charrette, will continue to sponsor the drive for revitalisation. The principal aim of the Coalition is to provide an opportunity for a unified vision to rejuvenate the town centre to make it once again a viable place that services the needs of the community. Plans to redevelop the centre will be guided by the Coalition to ensure that the outcomes have lasting value and are in the community's best interest. You are welcome to join to strengthen the voice of the Coalition. Please refer to the website.

CONTACTS AND FURTHER INFORMATION

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WYNNUM CBD RENEWAL PLANNING CHARRETTE

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