



Queensland

Brisbane Urban Renewal

Inner north-east Brisbane, Qld

AGENCY:

Brisbane City Council and Urban Renewal Brisbane (formerly Urban Renewal Task Force); many developers

MAJOR DESIGN CONSULTANTS:

Various

MAJOR TECHNICAL CONSULTANTS:

Various

PROJECT TYPE:

Major urban regeneration project

PROJECT SIZE:

Now covers 1000 ha. Over 76 ha has been redeveloped to date.

IMPLEMENTATION STATUS:

Well advanced and ongoing. Many sites constructed and public realm improvements completed.

LOCATION:

Covers the Newstead, New Farm Teneriffe, Fortitude Valley and Bowen Hills areas. Refer UBD Brisbane Map 19 (whole page). Recently expanded to also include areas south of the Brisbane River. Brisway pages 55 and 65.

FURTHER INFORMATION:

Brisbane City Council,
www.brisbane.qld.gov.au
Email urban.renewal@brisbane.qld.gov.au



Context

Brisbane City Council formed the Urban Renewal Task Force in 1991. It formed part of the Commonwealth Better Cities Program initiatives. Originally it focussed on the redundant industrial sites of the Newstead - Teneriffe areas fronting the Brisbane River, but subsequently focussed northward onto regeneration of Fortitude Valley, including James St. It is now addressing sites in Bowen Hills.

The Task Force has worked closely with the private sector to catalyse and facilitate redevelopment opportunities. It is now one of the largest urban renewal programs in the country.

Description

Over the past 12 years the area has been transformed from a declining, outdated and unattractive precinct to a vibrant, diverse and increasingly high amenity inner urban area.

The inner east waterfront area was formerly redundant industrial uses, including some remarkable historic warehouses. Many of these sites have been recycled to housing, business and mixed use precincts. The main concentration of redeveloped sites are along the east-facing Teneriffe riverfront, along Macquarie St and Vernon Terrace, and south along Lamington St.

The core of Fortitude Valley has a new railway station, and has seen major redevelopment of Brunswick St and other key sites, to enhance this as a key gateway to the CBD.

Another focal area is James St, south of Ann St, where new cinemas form a focal point of the commercial mixed use precinct known as Centro.



Central Redland Bay

Brisbane, Qld

DEVELOPER:
Petrac

MAJOR DESIGN CONSULTANTS:
Deicke Richards, Ecologically Sustainable Design

MAJOR TECHNICAL CONSULTANTS:
Conrad Garrett Architects, Plazibatt and Jemmott Architects, EDAW Landscape Architects, Wolter Consulting Group, Cardno MBK, MPS Architects

PROJECT TYPE:
Infill site. New mixed use urban village for retirees.

PROJECT SIZE:
15 ha, 438 dwellings, community facilities and a mixed use village core.

IMPLEMENTATION STATUS:
Detailed plans finalized, and planning approval for the first stage (northern third of main site) received. Construction to commence in late 2006; completion of stage one by end of 2007.

DETAILED LOCATION AND DIRECTIONS:
South east of Brisbane, in Redland Bay. Former UQ Research farm, wsw of Meissner St/Weinam St/Salisbury St. Brisbane UBD Map 226 N18; Brisway Map 606 J1.

FURTHER INFORMATION:
www.petrac.com.au Follow links to Leisure Life, then Redland Bay.



Context

Many of us dread getting old and being 'warehoused' in a 'retirement village'. Some of us would prefer to remain active members of a mixed-use community, where we would neither be isolated nor forced to drive when we don't choose to, or are less able.

The Leisure Life branch of Petrac is catering to this market, and in 2004 Petrac purchased the former University of Queensland research farm at Redland Bay in Southeast Queensland, where a very high demand for retirement is expected. The relatively flat former University Research Farm 15ha site is surrounded by existing suburban development, without a local centre nearby. An existing 'Queenslander' dwelling sits at the centre of the site, along with several large trees. The northern corner of the site is a melaleuca wetland, and the coast is only 400m to the east.

Petrac commissioned an Enquiry by Design Workshop in 2004, where Petrac and a team of consultants engaged on-site with the local community, using a big tent and a farm shed as its design studio. In early 2005 Council approved the development application based on the workshop outcomes. Detailed design has now been undertaken for the first stage of apartments and houses around the main northern entry.

Description

The key features of the Plan is its full integration with the surrounding urban area, in stark contrast to the walled and gated retirement village model that typifies the region, and the extensive use of multi-storey apartments in a suburban retirement context. The interconnected streets of this walkable urban village for retirees link into the surrounding neighbourhood, with a main street-based three-storey mixed-use centre to serve both the retirees and the adjoining community. Accommodation for retirees will range from detached dwellings, to attached courtyard dwellings, to apartments, including apartments over the shops.

Civic facilities, accessible to residents and surrounding neighbours, include a community centre with village green, fitness centre, and swimming pool. A three-storey aged care facility is proposed overlooking the large wetlands park in the northeast. Planned retail facilities include a corner store, a pub, and medical facilities.



Cleveland Town Centre

Brisbane, Queensland

CLIENT:

Redland Shire Council

PROJECT TYPE:

Regional centre revitalisation, Public Space Renewal.

MAJOR DESIGN CONSULTANT:

John Mongard Landscape Architects
Mark Doonar and Associates

COLLABORATORS:

Redland Shire Council, 10 artists and sculptors, over 300 community people

IMPLEMENTATION STATUS:

Predominantly completed.
Stage One (The Main Street)
Stage Two (The Town Square and Harbour Link)
Stage Three (Harbour Mixed Use Precinct)
Final stages (Remaining grid of streetscapes)

LOCATION:

Cleveland, focussed around Bloomfield St.
Brisbane UBD Map 185 P16; Brisway map 545 K19



Context

Cleveland is a town currently enjoying a renaissance of civic life and economic prosperity. There are few towns in South East Queensland that have so successfully managed the fusion of contemporary development with the traditional Main Street. Cleveland is a tangible example that good urban design can be a catalyst for the long-term economic and cultural revitalisation of towns. In the 1980's this regional centre for Brisbane's salad bowl had been reduced to an empty shell, with over 50% escape spending going to a cluster of big-box shopping centres within a 5 minute drive.

Description

A town planning code with incentives for urban design elements was enacted in 1986, at the same time as Council began reinvigorating the run-down main street. The regional market was relocated into the centre to provide a weekend destination, and today over 10, 000 people reclaim Main Street on Sundays.

Council invested \$2.4 million on the initial 1992 retrofit of the main street. Within 14 years, Cleveland had seen over \$200 million of re-investment in the town, with consolidation of main street-facing shops and homes. Two big-box centres are now knitted into the walkable centre, and a harbour with higher density living has been built next to the railway station.

Bloomfield Street was a wide country road with humble low scale shops and an avenue of sprawling red poinciana trees. The master plan created a ring road around the civic centre, and once this was achieved, the main street was refurbished. The wide footpaths have been turned into shady promenades, with plentiful seating of timber and sandstone, and a sculpture and poetry trail to entice visitors to stay and wander.

The scheme for the town square revolved around turning a dead end street into an active town hub, with a clear view of water and the re-integration with the railway station. The view of the Bay was the final link in tying the town to the sea through the use of water: four major fountains have been designed along the Main Street, the final steps in converting what was once a dead town centre into a regional hub and destination.

Coomera

Gold Coast, Queensland

CLIENT:

Gold Coast City Council

MAJOR DESIGN CONSULTANTS:

Coomera Charrette 1995 – TTM, Paul Murrain, ESD, Hassell, Deicke Richards, Kobus Mentz and others.

DESIGN DEVELOPMENT

IMPLEMENTATION:

Urbis JHD and many others

PROJECT TYPE:

Transit-oriented major greenfield urban extension

PROJECT SIZE:

5,000ha

IMPLEMENTATION STATUS:

Local Area Plan for Coomera overall and for Town Centre completed and reviewed. Structure Plan in accord with SEQ Regional Plan requirements is in preparation. Various areas are being developed, with the first stages of the Coomera Town Centre under construction and many residential areas underway. The Coomera Marine Precinct is now a well-established business precinct with over 2700 jobs.

LOCATION:

The Coomera area covers Brisway maps 685-686 and 705-707. Coomera Town Centre is at Brisway Map 706 N5. Marine Precinct at Brisway Map 707 D10.

FURTHER INFORMATION:

Gold Coast City Council. See www.goldcoast.qld.gov.au for Local Area Plan details. See www.coomeratowncentre.com.au for town centre information.



Context

In 1995 the Gold Coast City Council and State planning and transport departments hired a consultant team to plan by charrette a new transit-oriented town of 70,000 people on 5,000 hectares. Largely undeveloped, the site transitioned from rainforest ridges in the west, to gentle slopes stretching eastward to an alluvial coastal plain, with several streams and important natural habitats. Under considerable growth pressure, the site had about 600 different ownerships, with the Gold Coast Railway and three potential stations bisecting it. The Charrette produced an indicative Regional Plan and several Town and Neighbourhood plans, which enjoyed general stakeholder, developer and government agency support.

Months later the Goss State Government was voted out of office, partly due to its South Coast Motorway, which planned to pass through koala habitat on the eastern edge of Coomera. This delayed the Charrette implementation, but subsequent local and state governments continued generally to follow the Charrette outcomes, without the Motorway. The southeast portion of the plan along the Coomera River has been constructed as the Coomera Marine Precinct roughly according to the Regional Plan. Following the release of the SEQ Regional Plan, Council must prepare a new Structure Plan for the Coomera Town Centre, and this work is now well-advanced.

Description

The Charrette Regional Plan clustered several neighbourhoods around three transit-oriented towns at the Gold Coast Railway's three possible station sites. Major natural habitats and corridors are preserved, and bus-based neighbourhoods were distributed as efficiently as the constraints allowed.

The major town centre west of the Coomera Station will span Foxwell Rd and link southward into Dreamworld. The Coomera Town Centre Local Area Plan covers land tightly constrained by adjoining wetlands to its south and west, and anticipates a university, hospital, major comparison retail, other businesses and extensive higher density residential in an interconnected and highly walkable street network around Coomera Station. An early retail stage, known as City Walk at Coomera is under construction.

The residential precincts underway incorporate varying degrees of New Urbanist principles; some incorporate diverse and higher density housing, and the envisioned neighbourhood centres. Others are conventional residential, albeit with greater street connectivity than typical Gold Coast development over the past 30 years.



The Ecovillage At Currumbin

Currumbin Valley, South-east Queensland

CLIENT:

Landmatters (Currumbin Valley) Pty Ltd

URBAN DESIGNER / MASTERPLANNER:

John Mongard Landscape Architects (JMLA)

PROJECT TYPE:

Ecovillage in the Gold Coast's most scenic rural hinterland valley.

TECHNICAL CONSULTANTS AND COLLABORATORS

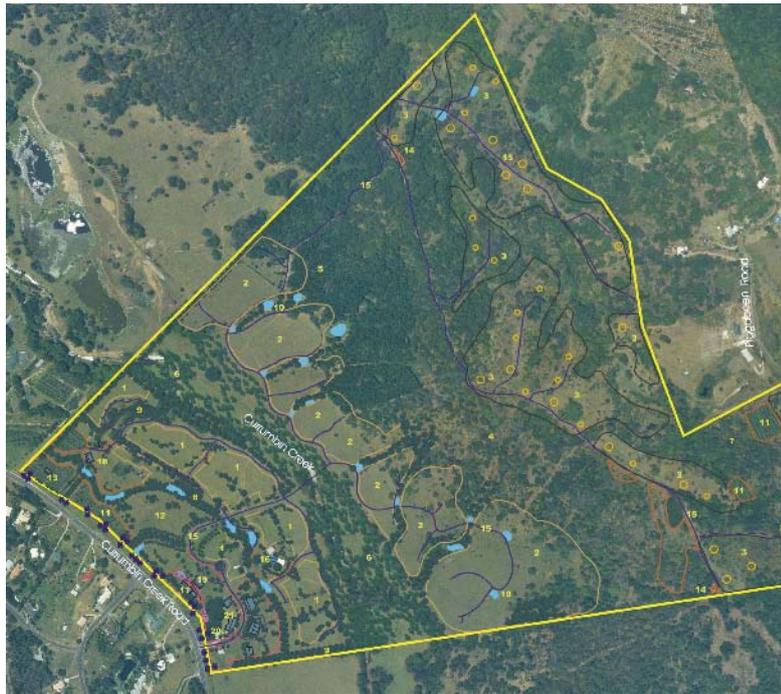
Bligh Tanner Engineers with a team of 12 consultants, 200 local residents

LOCATION:

Currumbin Creek Road. Brisway map 849 K8

FURTHER INFORMATION:

www.theecovillage.com.au



Context

Development on the edges and peripheries of our cities and towns has been one of the most difficult urban problems to manage, where the city risks losing its rural and natural landscape to rural residential sprawl.

Currumbin Valley is probably Gold Coast City's most scenic rural valley with regionally significant landscapes. It has access to the sea and to urban centres within a 5 minute drive. Pre-existing rural residential zonings are transforming rural valleys like Currumbin into dysfunctional low-density suburbia. Currumbin represents an important alternative.

Description

A 110ha rural residential zoned site had approval to build 220 homes, in a way which would have destroyed a rural landscape of forests, creeks and agricultural lands. The Ecovillage at Currumbin was developed instead; demonstrating an exemplary alternative. The 220 homes have been clustered into ecohamlets, centered around a traditional village. This density allows for 80% of the site to be retained for conservation, re-vegetation and community open space.

The Ecovillage will provide a centre for the whole rural valley, which currently relies on a big-box shopping precinct on the coast. The Ecovillage incorporates shop-top townhouses adjacent to a food co-operative, selling produce grown in the Ecovillage orchards and gardens. 'Hot-desk' office suites will provide work venues above a café and restaurant. A village hall next to a small primary school will provide further communal facilities. Affordable and co-operative housing forms will be introduced.

The Ecovillage will be a 'closed-loop' development, catering for its own water supply, recycling its brown and grey water to provide irrigation for food production and landscaping. A community minibus will provide daily transport to the sea and to bigger centres, and community bicycles are provided free on site to enable residents to move through the rural village.

A building and landscape code ensures homes and landscapes are highly energy efficient. The development target was to provide sustainable living at an equivalent price to the unsustainable adjacent rural residential. The first stage is constructed and has been 75% pre-sold. The first homes are currently being built. In 2006 the EPA and the UDIA voted the Ecovillage at Currumbin as the most sustainable residential project in Queensland.

Gladstone City Renewal

Gladstone, Central Queensland

CLIENT:

Gladstone City Council

PROJECT TYPE:

Gladstone City and Waterfront Revitalisation Strategy

MAJOR DESIGN CONSULTANTS:

John Mongard Landscape Architects and TTM Transport Planners

MAJOR TECHNICAL CONSULTANTS:

Maunsell, Va-Moose Interpretive Designers, Studio 39 Architects, Dillon Folker Town Planners, and other consultants.

PROJECT SIZE:

Approximately 2 sq km of CBD and CBD waterfront private and public land.

IMPLEMENTATION STATUS:

Stage 1 works (\$3.5 million public works) completed, and Town Planning Scheme and Codes adopted. Approximately \$4million public funds committed over next three years in addition to several multi-million dollar private projects. Multi-million dollar port waterfront development part of Masterplan.

FURTHER INFORMATION

www.gladstone.qld.gov.au



Context

Gladstone City has been a 'boom and bust' mining town, the tide of industrial growth never quite delivering a stable and active city centre. In 2005, there were over 20 approved high-rise accommodation projects waiting to develop. A city revitalisation strategy has been created to guide and stimulate this development in tandem with revitalising Gladstone's main street.

The community worked with the urban design team, occupying a vacant Target store for two weeks. They voted in a strategy to consolidate the city around three connected 'hearts': a waterfront, a civic centre, and a downtown hub. The big-box centres which had slid the city down the hill in the 1980's, taking all the business with them, will be infilled and reconnected by an upgraded main street. The city suffered from poor circulation and parking, no recognisable city entries, and high main street vacancy rates. Ironically, Gladstone City had business, but all indoors and with no night life, in that excellent climate.

Description

The Strategy binds the three city hubs and hearts with an active civic spine leading to a future major waterfront node. The catalyst to provide confidence has been the creation of three town squares in each run-down city precinct, in combination with public / private initiatives to revitalise the city, with a new town planning scheme and streetscape code to ensure civic quality.

The first stage of the strategy has been implemented, featuring a town square which now links a library and entertainment centre, accommodating events and outdoor dining, and linked to two public intra-block car parks. Six public / private initiatives were enacted to purchase land for a public park, connect walkways to a city carpark, use vacant walls and land for activating public space, and create alfresco dining. Through negotiation, office tenants relocated to allow active main street uses to front the Library Square, which features stone pavements with a shared zone and high quality seating areas. A major hotel and apartment complex now operates here, for denser living and accommodation in the city, and confirming that these urban strategies are taking effect.

Helensvale Shopping Centre Retrofit

Northern Gold Coast, QLD

DEVELOPER/CLIENT:

Vergepoint Pty Ltd

MAJOR DESIGN CONSULTANTS:

Neylan Group Pty Ltd - Master planning urban design architecture

MAJOR TECHNICAL CONSULTANTS:

Humphries Reynolds Perkins - Statutory Planning
Cardno Eppell Olsen - Traffic Planning
EDAW Gillespies - Landscape Consultants
MEINHARDT (Qld) Pty Ltd - Structural/Civil Engineers
DMA Professional Engineers - Services Engineers
Sustainable Solutions International - ESD Consultant

PROJECT TYPE:

Conventional shopping centre conversion to mixed use "main street" centre.

PROJECT SIZE:

Land area - 4.74Ha.
Existing development contains approximately 6,000sqm of retail space. Total build-out will include 250 dwellings and approximately 12,000sqm of commercial space.

IMPLEMENTATION STATUS:

Development Approval for stage one (69 dwelling units plus 400sqm commercial space) is being finalized. Stage one construction expected late 2006.

LOCATION:

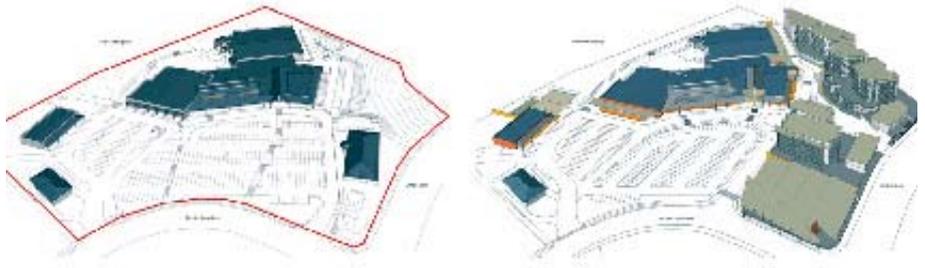
Sir John Overall Drive Helensvale Gold Coast
UBD Reference Map 17 H 12; Brisway map 727 D16

FURTHER INFORMATION:

www.neylangroup.com
www.vergepoint.com.au



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Context

The project site had an existing 15 year-old stand-alone shopping centre, located at the entrance to the suburb of Helensvale, alongside a freeway. The Helensvale passenger rail station is located across the freeway 400m in the opposite direction, the other side of a new 45,000sqm Westfield shopping centre, via a safe pedestrian underpass (with clear visibility from both sides beneath the elevated freeway) and then along an outdoor pedestrian route through the Westfield.

Description

This project represents progressive evolution of the existing stand-alone shopping centre into a main street-based mixed-use development containing retail, commercial, residential, and community facilities, all within walking distance of public transport.

The first phase of the project has ground level retail space, podium levels of adaptable space (capable of use for either office or residential purposes) and upper-level apartments in a mix of one, two, and three bedroom units, reaching eight storeys in height. There is approximately 400sqm of ground level commercial space fronting a newly created Main Street.

A small public library currently occupies an adjoining site; a plan proposes to integrate a new 2300sqm library more appropriately with the evolving mixed-use community (see sketch).

Recycling in the form of on-site water mining and on-site composting of organic waste will take place.



Kelvin Grove Urban Village

Kelvin Grove, Brisbane, Queensland

AGENCY/DEVELOPER:

Queensland Department of Housing and Queensland University of Technology (QUT) in partnership. Developers to date include: Indigo ("Village Centre"); Badcock Wright Joint Venture ("Village Edge" – townhouses and units); Brisbane Housing Company (affordable rental accommodation); Campus Living (student accommodation); Citimark ("Synergy" - office space); The Pask Group (residential units); Vintage Property Group (townhouses and units) and SunnyCove (senior accommodation).

MAJOR DESIGN CONSULTANTS:

Neighbourhood design consultants – Hassell & sub-consultants. Individual buildings – various architect firms.

MAJOR TECHNICAL CONSULTANTS:

Connell Wagner - infrastructure phase in 2002/03.

PROJECT TYPE:

Inner city brownfields renewal - a mixed-use village integrated with a university.

PROJECT SIZE:

Around 16 ha. Project value over \$800m.

IMPLEMENTATION STATUS:

Major infrastructure completed 2003. QUT has completed the Creative Industries Precinct (2003) and the Institute of Health & Biomedical Innovation (2006). Brisbane Housing Company finished its first building in early 2006; three more will be completed early 2007. Indigo's Village Centre is nearing completion (October 2006). Badcock Wright's townhouses will be complete late 2006. Campus Living starts construction on its student accommodation in October 2006 for completion early 2008. Other sites sold are in design or development approval stages.

LOCATION:

The Village is bordered by Kelvin Grove Rd, School St, Tank St and Victoria Park Rd. Brisbane UBD Map 18 A7; Brisway p 53 F8.

FURTHER INFORMATION:

www.kgurbanvillage.com.au



Context

The Kelvin Grove Urban Village is the first inner-city development of its kind in Australia, where a government and university have come together to plan and build a new integrated community as a benchmark for inner urban development. It brings together education, residential, health, retail, recreation and business opportunities into an exciting new precinct.

The Queensland Government Department of Housing and Queensland University of Technology (QUT) are working together to revitalise a 16ha site at Kelvin Grove, 2km north-west of Brisbane's CBD. The Department of Housing is progressively selling its land to developers for the design and construction of residential, retail and mixed-use developments in line with the Village Master Plan. QUT will be developing educational, research and community buildings over the next 10 years.

Description

The Kelvin Grove Urban Village demonstrates best practice in sustainable, mixed-use urban development. The Village is based on a traditional village design, with a town centre and shops on the main streets. It also connects with the existing neighbourhood, providing a new centre for the wider area. The Village's main street, Musk Avenue, will be a focus for the community, with its rich mix of shops, cafes, restaurants and businesses, as well as housing, a health centre and university facilities. QUT will be seamlessly integrated into the Village.

The edges of the Village are more residential, with a range of housing types and variety of buildings adding to the character of the Village. The high quality public parks, walkways and other landscaped areas are designed to create variety and visual interest. The Village also aims to deliver on sustainable development principles and leave a small ecological footprint.

Features

The multi-award-winning Village is demonstrating:

- greater urban sustainability and a healthy urban place;
- a more socially sustainable and just community which will be inclusive of a wide range of household types, tenures, incomes and ages;
- an economically-creative place through the central involvement of the university as partners in the life of the neighbourhood, and high tech infrastructure; and
- a place that celebrates good design and cultural and built heritage.



Paradise Point

Gold Coast, Queensland

DEVELOPER
Marsim

MAJOR DESIGN CONSULTANTS:
Roberts Day NSW, DPZ Pacific, DBI

MAJOR TECHNICAL CONSULTANTS:
Urbis JHD, Weathered Howe, Michel Group Services, TTM Consulting, Chenoweth and Associates, FRC Environmental, The Property Agency

PROJECT TYPE:
Denser Residential with marina node

PROJECT SIZE:
10 hectares, 500 dwellings

IMPLEMENTATION STATUS:
Preliminary approval obtained in 2005.
Detailed design and construction underway

LOCATION:
The Esplanade at Paradise Point, Gold Coast, Queensland, Australia. Located on a peninsula of land, at the mouth of the Coomera River, with the Broadwater on the east, opposite South Stradbroke Island. Brisway map 708 N14

FURTHER INFORMATION:
www.robertsday.com.au



Description

Paradise Point, on Queensland's Gold Coast, is uniquely situated on the tip of a peninsula of land that reaches toward the blue waters of the scenic Coomera River and South Stradbroke Island.

The proposed development is centred around the warm, welcoming climate of the Gold Coast, lazy summer days, and strolling along the water's edge. Each street has been designed as a continuation of the parks surrounding the community, with pedestrian paths leading from the front door to the water's edge in a matter of minutes.

Plazas and squares will provide meeting places for the congregation of activities around the marina and cafes. A choice of homes will be provided from apartments to villas, adding a variety of building forms. A density of 50 dwellings/hectare is planned.

The proposed development will focus on community-centred living, neighbourly interaction and pedestrian-oriented streets and parks. Open spaces will be responsive to the environment. Much of the water's edge will be community owned, offering a variety of experiences and recreation activities including fishing platforms and jetties, boardwalks over water, picnicking, walking and cycling trails, protection of scenic vegetation and active open space areas.

Rochedale Master Plan

Rochedale, Brisbane, Queensland

AGENCY:

Brisbane City Council

MAJOR DESIGN CONSULTANTS

Deicke Richards

MAJOR TECHNICAL CONSULTANTS

Geoffrey Walker & Co, Corporate Context, Bea Rogan Community Planning Services Pty Ltd, GHD, BCC, Prosperous Places, Gamble McKinnon, Gall and Medek.

PROJECT TYPE

Urban extension master plan with employment/residential balance

PROJECT SIZE

1700ha

IMPLEMENTATION STATUS

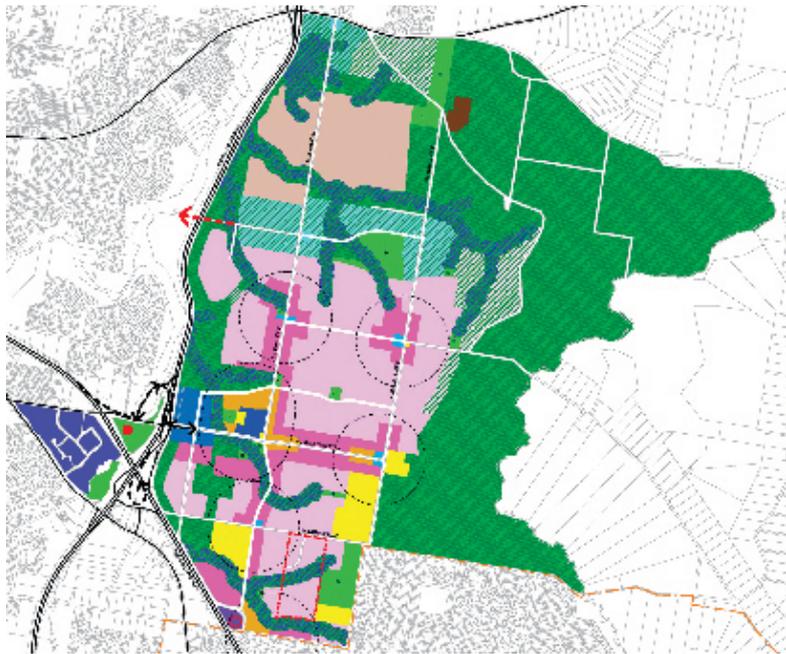
Master plan completed. Planning Scheme Amendments in preparation.

DETAILED LOCATION AND DIRECTIONS

About 15km south east of Brisbane CBD, near the border of Brisbane City Council (BCC), Logan City and Redland Shire. Brisway Map 561-2 and 581-2 spanning Gardner Rd between the Motorway and Rochdale Rd.

FURTHER INFORMATION

Brisbane City Council:
www.brisbane.qld.gov.au
Deicke Richards:
mailbox@drarchitects.com.au.



Context

Rochedale is one of the last remaining urban infill areas within the limits of Brisbane. The site of approximately 1,700ha is located 15km south east of the Brisbane CBD, and is bounded to the west by freeways. It comprises many rural and semi-rural owners and several schools, and has a major landfill to its north. Deicke Richards was appointed as lead consultants for the Rochedale Master Plan, along with specialists from community planning, landscape architecture, economics and infrastructure.

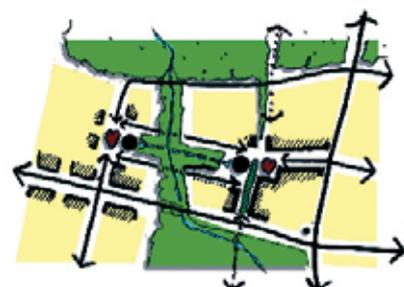
The Rochedale site presented a key opportunity to develop a demonstration master-planned mixed use community in the heart of rapidly developing South East Queensland. Brisbane City Council saw this project as a flagship for sustainable urban development. The aim of the project was to *'Deliver a vibrant subtropical urban community at Rochedale that is affordable, attractive, houses a range of people, is public transport-oriented and is largely self-sufficient. It will have a distinct sense of community and respect for its environment'*.

Description

The Master Plan establishes a series of interconnected, walkable neighbourhoods, each focused on their own neighbourhood centre. These centres are located on the main local street network, and will be the focal point for social and economic activity and public transport. They will contain a mix of business, commercial, community, recreational services and facilities. Neighbourhoods are separated by, and defined by, creek corridors retained as part of the open space network to facilitate stormwater management, fauna movement and recreation.

The Town Centre is at the western entry to the site, providing a gateway for the new settlement and opportunities for major business, employment, cultural, community, residential and retail services. Employment is a major element in the sustainable strategies for the site. Areas surrounding the existing landfill site will provide opportunities for larger manufacturing and technology-based business on larger sites, with site layout managed to provide for environmental corridors. Another of the key challenges addressed was connectivity and integration of the site with adjoining established communities.

The Master Plan presents a new image for the Rochedale Urban Community as a vibrant destination with wide choice of lifestyle, an economic base of international potential and design principles reflecting a sensitive integration of built form with nature, a strong focus on sub-tropical design excellence, and a water balance without large investment in new infrastructure.



Sippy Downs Town Centre

Sunshine Coast, Queensland

CLIENT:

Maroochy Shire Council

MAJOR DESIGN CONSULTANTS:

Deicke Richards, with ESD

MAJOR TECHNICAL CONSULTANTS:

TTM, Maroochy Shire Council and Bligh Tanner

PROJECT TYPE:

Town Centre Master Plan and Regulations for university town

PROJECT SIZE:

37ha

IMPLEMENTATION STATUS:

Undergoing state government review before adoption into planning scheme

DETAILED LOCATION AND DIRECTIONS:

Sunshine Motorway, Sippy Downs, UBD map 78 L16. Brisway map 240 H19

FURTHER INFORMATION:

Deicke Richards, Brisbane

www.drarchititects.com.au



Context

Sippy Downs represents an opportunity to integrate a new mixed use town centre with the young and growing Sunshine Coast University across the road. In 2005 Maroochy Shire Council engaged Deicke Richards to review the Sippy Downs Town Centre Master Plan (done by Deicke Richards and ESD), in response to changes since the 2002 Master Plan. The review has responded to these changes.

Description

The new Town Centre at Sippy Downs will respond to its proximity to the University of the Sunshine Coast. The Town Centre will have high quality streets and public spaces, facilitating legibility and the easy movement of pedestrians, cyclists and motorists integrated into an interconnected street network, with a wide range of uses in a compact area.

The Sippy Downs Town Centre will be made up of a series of well-connected neighborhoods integrated with the existing University of the Sunshine Coast. Each neighbourhood has its own focal place and series of connected public spaces.

The Sippy Downs West Neighbourhood Sub Precinct will provide most of the residential population within the Town Centre generally in the form of longer-term accommodation such as apartments up to six stories in height, around a 1ha central park incorporating remnant vegetation.

Commercial and residential uses spill over from the main Centre into the East Mixed Use Sub Precinct. This Sub Precinct will also contain a number of public and institutional uses, with a strong nexus with the University, and will provide opportunities to incubate and grow the University's enterprises.

The neighborhoods are well connected by a series of Principal Streets and Local Access Streets. Through-block pedestrian links are provided where appropriate to increase the permeability of the urban form.

Springfield Town Centre

Springfield, Ipswich, Queensland

DEVELOPER:

Springfield Land Corporation and others

MAJOR DESIGN CONSULTANTS:

Rice Daubney Group (Orion)
EDAW (Education Precinct Masterplan)
Deicke Richards (Parkside Masterplan)

MAJOR TECHNICAL CONSULTANTS:

GHD, Cardno, Connell Wagner, SKM, KFM,
Jensen Bowers, WRM

PROJECT TYPE:

Urban extension/Greenfield town centre and environs

PROJECT SIZE:

320ha

IMPLEMENTATION STATUS:

Orion Town Centre – Under Construction
Education Precinct – Stage 1 Completed
Parkside - Development Application/Master Plan

DETAILED LOCATION AND DIRECTIONS:

Centenary Highway and Augusta Parkway,
Springfield Town Centre. Brisbane UBD Map
256 N2; Brisway Map 616 K6.

FURTHER INFORMATION:

www.greaterspringfield.com.au



Description

This Town Centre will form the Gateway CBD of a new town of 70,000 between Brisbane and Ipswich. It will act as a new major commercial and civic centre for South East Queensland and has been recognized in the recent Draft South East Queensland Regional Plan. It will provide a thriving commercial presence amid a large residential community set within quality parkland and natural bush land.

The Springfield Town Centre (under construction from late 2004) is dominated by Orion, a large 'Main Street' based regional shopping centre along the Centenary Highway. The Orion site is bounded to the south by extensive parkland, which acts as a feature for the other precincts that make up the Town Centre including Parkside and the Education Precinct.

The Education Precinct contains the Australian Centre for Life Long Learning with a campus for the University of Southern Queensland, student housing, school and child care centre. Stage 1 of the Education Precinct is complete.

Parkside, south of Orion, is a high-density mixed-use precinct framed around high quality streets and public gathering places creating significant urban amenity in a regional setting. The Parkside Master Plan is currently under review by Ipswich City Council.

Town of Seaside

Coolum, Sunshine Coast, Queensland

DEVELOPER:

The Quinn Group
Renard Joint Venture

MAJOR DESIGN CONSULTANTS:

Neylan Group Pty Ltd
PMM Group
Landplan Studio
Tate Professional Engineers

MAJOR TECHNICAL CONSULTANTS:

PMM Group
Statutory Planning, Surveying
Landplan Studio
Tate Professional Engineers

PROJECT TYPE:

Mixed density residential infill development including convenience retail

PROJECT SIZE:

21Ha. 180 dwellings with rear lane access and accessory units over garaging

LOCATION:

Located on beach side of David Low Way approximately 2km south of Coolum Beach on the Sunshine Coast. Brisway map 211 F18

PROJECT STATUS:

Almost completed.

FURTHER INFORMATION:

www.neylangroup.com



Context

The site is located in a coastal environment with direct frontage to the beach. It is an infill development adjoining conventional suburban development.

In the late 1980's the Neylan Group negotiated a rezoning of the property based on a conventional development design. Subsequently the Client Group, in the mid 1990's, commissioned a review of the master plan, prompting the evolution of this relatively early 'TND'. Construction work commenced in 1998 following a two-year research, planning, and Local Government approval process.

Description

The project is planned as a complete compact walkable community with a mix of housing types and densities supported by a small convenience retail centre. At the "urban centre" is a linear civic park, one end of which is fronted by the retail activity with the other end connecting to the beach through the frontal dune system. The beach entry is announced by the presence of a pavilion structure at the eastern extremity of the civic park. Fronting the civic park is the highest density development, including four-storey apartments and three storey shop-houses. Courtyard houses with rear lane access including "granny flats" above rear-loaded garages occupy the general residential fabric, and the extremities of the development have front-loaded conventional detached housing.

A comprehensive Design Guidebook regulates the urban, architectural, and landscape form of the development. Included in the guidebook are design review policies, procedures, and checklists.

The residential construction makes extensive and successful use of stick framing with rendered polystyrene cladding.



Wynnum Central Urban Renewal

Wynnum Central, Greater Brisbane, Queensland

CLIENT:

Wynnum Urban Renewal Coalition

MAJOR DESIGN CONSULTANTS:

Ecologically Sustainable Design, Deicke Richards

MAJOR TECHNICAL CONSULTANTS:

MPS Architects, Peter Edgeley Parish Clark, Studio 39, Wolter Consulting, Davis Langdon, Foresight Partners

PROJECT TYPE:

TOD and Town Centre Revitalisation

PROJECT SIZE:

Approximately 25 ha

IMPLEMENTATION STATUS:

Submitted to Brisbane City Council for planning approval, with strong community support.

LOCATION:

Wynnum Central CBD area, focussed around Bay Terrace/Edith St/Florence Sts. Brisway page 523 D3; Brisbane UBD, page 143 G20.

FURTHER INFORMATION:

www.wynnumcentraltod.com.au

The Wynnum Central Charrette Outcomes booklet can be downloaded from the website.



Description

Wynnum Central, the CBD of a Brisbane bayside suburb on Brisbane's Cleveland rail line, has been languishing, badly impacted by recently-developed stand-alone private shopping centres and surrounding sprawl. In 2005 a group of landowners, developers, business people and community members formed the Wynnum CBD Urban Renewal Coalition, to capitalise on the State Government's new SEQ Regional Plan, which designated Wynnum a "TOD" and "Major Activity Centre". Much of the Wynnum Central CBD is underdeveloped, and current zoning has impeded redevelopment.

The Coalition commissioned ESD to lead a week-long charrette for the renewal of Wynnum Central's CBD in early 2006, engaging all relevant government agencies, key landowners and businesses, and the community. Across the week, the community warmed to the process and, by the concluding presentation, 400 citizens attended, along with Brisbane Lord Mayor Campbell Newman and Deputy Mayor David Hinchliffe, who both resoundingly commended the process. The project has been formally submitted to the BCC and is now proceeding toward rezoning and regulatory approval. In the meantime, the City has approved budgeting for the Wynnum Neighbourhood Plan and the redevelopment of the Wynnum Library, in response to the Charrette recommendations.

Key Charrette proposals include intensification and a plaza around the Station and up to six storeys of mixed-use development; redevelopment of a conventional supermarket into a perimeter-block six-storey mixed-use development with a new supermarket at street level; a new 'Coffee Street' adding a link through an underdeveloped street block, with new cafes and mixed-use development above; multi-storey extension and enhancement of a heritage hotel; redevelopment of the library, with apartments or hotel above; and the development of a 1.9ha contaminated site next to the Station into a multi-storey retirement centre, some of whose amenities are to be open to the public, and accessible via a new at-grade pedestrian crossing. Improvements to Kitchener Park and a Station to Bay Heritage trail were also designed.

This project is remarkable for the initiative taken by the Coalition to kick-start their community's long needed urban renewal, with a process that has ensured strong support from the community for the higher density mixed use redevelopment. The comprehensive project website is also a key feature of the project.



Ripley Valley

Ipswich, Queensland

AGENCY/DEVELOPER:

City of Ipswich/Ripley Valley Task Force

MAJOR DESIGN CONSULTANTS:

Roberts Day / DPZ Pacific – Urban Design, Planning and Codes, Enquiry by Design Facilitation

MAJOR TECHNICAL CONSULTANTS:

Cardno – Infrastructure Plan and Charges Schedule
Manidis Roberts – Stakeholder Relations
Elton Consulting – Community Consultation
Continuum – Project Management

PROJECT TYPE:

Master Plan for new major town/urban extension

PROJECT SIZE:

Around 100 square kilometres

IMPLEMENTATION STATUS:

'Enquiry by Design' completed in July 2006.
Master plan refinement now underway.
Project to be implemented over the next 25-30 years.

LOCATION:

Ripley Valley, Ipswich, South-east Queensland. Brisway Map pages 613-614

FURTHER INFORMATION:

www.ripleyvalley.com.au
www.robertsday.com.au
www.dpzpacific.com



Context

The Ripley Valley, south of Ipswich, has been identified as a major new urban growth corridor in South East Queensland. The Ipswich City Council and Ripley Valley Task Force began a world-class master planning exercise for Ripley in 2005. Ripley will house 110,000 residents and represents one of the largest master planning exercises underway in Australia.

The Ripley Valley is vital to the housing and employment needs of South-east Queensland. The Draft SEQ Regional Plan proposes that, by 2026, SEQ will have a population of 3.7 million people (an increase of over one million). Ripley Valley is to accommodate over 10% of this growth, with the nearby enterprise areas of Swanbank, Willowbank and RAAF Amberley/Aerospace Enterprise Park to provide for over 116,000 jobs.

Government has committed to funding the Centenary Highway extension from Springfield to Yamanto via the proposed Ripley Town Centre. A commuter rail to Springfield is to be extended to the Ripley Town Centre, and possibly through to Ipswich.

Description

The Council commissioned Roberts Day and DPZ Pacific and a multi-disciplinary team to prepare the Ripley Valley Master Plan, beginning with a week-long charrette in Ipswich in July 2006. The master plan is now being integrated with a Queensland Transport study of the preferred public transport route.

The Ripley Valley Master Plan will feature the following:

- residents are offered a unique lifestyle with a broad range of residential, cultural, entertainment, recreation, education and employment opportunities;
- travel is convenient, safe and accessible by foot, cycle, public transport and car;
- the urban form is based on walkable, compact, connected and complete neighbourhoods framed around a mixed use town centre;
- built form is sensitive to the features of the Valley and provides a unique living environment;
- infrastructure and services to residents are provided in an environmentally sustainable manner, maximising the community's self-sufficiency and catering for advancements in technology;
- the significant natural assets of valley are protected and enhanced, enabling the local environmental values to prosper and define the community; and
- the project provides a focus on sustainable development.

