



RESHAPING  
PLANNING   
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# CRG Meeting 4 Discussions

## Morayfield Neighbourhood Plan

29 November 2022

#ShapeYourNeighbourhood



## Meeting Details

<b>Reference:</b>	65981611
<b>Meeting Name:</b>	Morayfield Neighbourhood Plan - CRG Meeting 4
<b>Meeting Date/ Time:</b>	29 November 2022 - 5:00pm - 7:30pm
<b>Meeting Location:</b>	Grant Road Sports & Community Complex, 28-44 Grant Rd, Morayfield QLD 4506

## Attendees

CRG Members	
• Andrew	• Michele
• Adam	• Todd
• Kelli	
Council Officers and Consultants	
<ul style="list-style-type: none"> <li>• <b>Lauren Fishburn</b> - Coordinator Neighbourhood &amp; Precinct Planning</li> <li>• <b>Holly Sorohan</b> - Principal Strategic Planner, Neighbourhood &amp; Precinct Planning</li> <li>• <b>Natalie Hinds</b> - Principal Strategic Planner, Neighbourhood &amp; Precinct Planning</li> <li>• <b>Jarod Platt</b> - Strategic Planner, Neighbourhood &amp; Precinct Planning</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Kylie Brosnan</b> - Principal Community Engagement Officer</li> <li>• <b>John Gaskell</b> - Gaskell Planning Consultants</li> <li>• <b>Luke Butler</b> - Gaskell Planning Consultants</li> <li>• <b>Cameron Davies</b> - Deicke Richards</li> <li>• <b>Peter Richards</b> - Archipelago</li> <li>• <b>Maia Cavendish</b> - Archipelago</li> </ul>
Observers	
<ul style="list-style-type: none"> <li>• <b>Councillor Mark Booth</b> - Division 2</li> <li>• <b>Councillor Adam Hain</b> - Division 3</li> </ul>	
Apologies	
<ul style="list-style-type: none"> <li>• <b>David Hood</b> - Manager, Strategic Planning &amp; Place Making</li> <li>• <b>Councillor Tony Latter</b> - Division 12</li> <li>• <b>CRG Members:</b> Melissa, Jeanette, Evan, Joshua, Meagan, Chris, Damien, Steph, Hayley, Anthony</li> </ul>	

Agenda	
1.	Welcome and recap
2.	Housing and density in Morayfield
3.	Activity 1: Looking forward - Identifying opportunities
4.	Break
5.	Priorities
6.	Activity 2: Small scale infrastructure projects
7.	CRG recap
8.	Wrap up and close

## Discussions

The following provides a summary of discussions from Community Reference Group Meeting 4. It does not form Council policy or imply any Council support at this time.

### Housing and Density in Morayfield -

Council & GPC spoke about the inevitable growth in population that the Morayfield Neighbourhood Plan area will experience in the future. The CRG members were shown examples of residential developments within the Moreton Bay region that ranged in density. CRG members were asked to think about where density should go, how it should look, and what could be improved to make higher density developments better. General comments made by CRG members have been recorded below:

- Townhouse developments should ensure adequate landscaping is provided to create an attractive place to live.
- Building height in relation to nearby existing dwellings needs to be considered when developing a dense residential area. In some circumstances, a 4-5 storey block of units may not be favourable adjoining a single storey house due to overlooking and lack of privacy.
- Dense living opportunities should be adjoining, or within walking distance, to a playground / park / community facility.
- Multiple dwelling development with one way in, one way out can increase natural surveillance of the area. However, in dense communities (100 units +) the access point can often bottle neck creating traffic issues both entering and exiting the site.
- Higher density residential developments generally offer affordable living opportunities for the residents which is important to maintain in the community, however there is an untapped opportunity to provide higher ended multiple dwelling products to provide more housing choices.
- Apartment buildings often have parking at ground level due to the major increase in cost when creating a basement. Design outcomes, such as a vegetated verge, and parking behind the building (away from the street frontage) assist in maintaining an attractive streetscape.
- Existing townhouse developments around the Morayfield Neighbourhood Plan area lack social facilities within the complex. The group liked the idea of a communal space (recreation room, pool or BBQ facilities) but understood this could increase body corporate fees and make it less affordable.
- It was agreed that some townhouse developments should have communal space requirements (consequently higher rent) to provide variations in living conditions for improved housing choices.
- Highest density apartments would be more suitable around the train station.
- Parking is a serious issue with higher density developments. Ideally the group would like to see 2 parking spaces per dwelling/unit.

## **Priorities**

The CRG members were asked to think about and identify their highest priorities for the Neighbourhood Plan and subsequent planning scheme amendment. Noting that their priorities were a guide for Council and not a policy commitment. The priorities (from highest to lowest) included:

- Ensuring future development protects natural areas and environmental corridors
- Better active transport outcomes in the Morayfield centre
- Better design outcomes in strategic locations of the Morayfield centre to create a people-oriented 'heart' for the area
- Improved active transport throughout the Neighbourhood Plan area
- Improving the pedestrian environment in Morayfield Road
- Better outcomes for infill housing developments to be reflective of local attributes.

## **Activity 1 -**

CRG members were asked to discuss and envision the desired outcome of three key precincts: Cox Drive precinct, Caboolture River Road precinct, and Buchanan Road / Weier Road precinct. Scans of the drawn maps from the group activity have been provided in **Appendix A**. A summary of the discussion on each precinct has been included below:

### **Cox Drive precinct:**

- Higher density development would be beneficial here. However, they should be 2-3 story townhouses rather than multi-storey apartment blocks.
- Existing lots are large enough to create planned gated townhouse communities that have centralised green space and facilities for residents. Creating a focal point for community activity.
- The precinct needs additional north-south connectivity for both vehicles and pedestrians. A new road location could be connecting Ronald Court to Cresthaven Drive.
- Non-residential activities (childcare, allied health, etc.) have generally gravitated towards Grant Road. The existing uses and adjoining lots have the potential to be further developed to include small scale commercial uses (i.e. a corner shop, restaurant, café) within walking distance to residential development.
- A park somewhere within the precinct would benefit the local youth.
- Consideration of some mixed-use development was suggested, in strategic locations (e.g. along Grant Road) to incorporate units above the commercial area, creating a 4-5 storey structure.
- Higher density residential could be considered close to Grant Road (and potential commercial area) that terraces down to single storey dwellings to the west. Higher height and density limits might be suitable for the larger lots located next to the Grant Road Sport Ground as amenity impacts (e.g. overlooking) would be mitigated.
- Underground car parking was suggested, despite the increased cost of construction, to enhance visual amenity of the area.
- Consideration could be given to development accessibility to public transport. Perhaps not as much car parking is required if the development provides adequate pathways to public and active transport.

### **Caboolture River Road precinct:**

- Residential developments that adjoin Caboolture River Road are likely to have large 3m tall acoustic fences to mitigate road noise that create an unappealing streetscape.
- Bike lanes along Caboolture River Road would be desired to enhance safe and valuable active transport links.
- Residential development adjoining Caboolture River Road could benefit from private at grade car parking (double garage is preferable) with 2 storeys of living above, creating a 3-storey product. This would help with quality of living as living areas would be further away from the street noise as well as providing casual surveillance of the streetscape with living areas being high enough to overlook acoustic fences.
- Off-road parking and service lane, similar to the existing service lane off Beacon Street, would be desirable. However, it was understood by the group that this is an unlikely outcome due to the width of the road corridor.

### **Buchanan Road / Weier Road precinct:**

- It would be great to construct pedestrian pathways adjoining the wetlands so residents of the area can walk alongside nature.
- The roundabout is a major obstacle for both pedestrian and vehicle movement. The roundabout lacks functionality and has no clear, safe pedestrian pathways.
- Congestion is a major issue for this area. A traffic light intersection in lieu of the roundabout would assist with reducing traffic congestion.
- Future housing on the western side of Weier Road should try to optimise views to the environmental corridor to the west or northern views to the mountain ranges.
- This precinct would benefit from mixed-use development to incorporate retail, restaurants, cafes at ground level, with 2-3 storeys of units above, especially if co-located with the other commercial uses at the eastern end of the precinct.
- The slope of land offers a unique opportunity to have 'basement' car parking with ground floor residential or commercial development that have an appealing design.
- Future community spaces (i.e. a community hall) does not need to adjoin Weier Road or Buchanan Road. A community space could work well adjacent to a park.

## **Activity 2 -**

CRG members were asked to share and evaluate small scale infrastructure ideas. CRG members were advised that these discussions do not form Council policy or imply any Council support at this time. Any infrastructure projects will be subject to further decision-making processes by Council. A summary of discussion topics has been included below:

### **Mural or Public Art Installation**

- Potential to have large murals showing cultural artwork around the train station which is a highly visible location.
- It was thought that public art could naturally reduce graffiti in the area.
- The group liked the idea of footpath or road art at major intersections.
- Artwork can be symbolic of neighbourhood/precinct within the Morayfield Neighbourhood area. Creating a sense of place and identity.
- A mural can act as an entrance statement.
- Schools and community groups could be involved in the implementation of public art.

### **Wayfinding**

- Could encourage more people to cycle and walk to key destinations.
- The signage needs to be done well, in an antistatic way that helps create a sense of community to be beneficial rather than adding wayfinding to existing street signs.
- A large map in a prominent location showing locations of community facilities and key destinations could be a good example.

### **Street Trees**

- Trees that offer shading and provide functionality (e.g. food for native wildlife) would be valuable. However, there was concern about the management of the waste produced from un-eaten fruit and mess from wildlife such as bats.

- Planting trees that create an identity or point of interest for people to take photos of / with (like Jacarandas) could be nice for the community.
- Planting street trees in the median to enhance greenery around roads.
- The group agreed that there could be benefit for the community with street tree plantings in the neighbourhood.

### **Community Facilities**

- Constructing all inclusive, multi-generational parks to provide free activities for everyone.
- The group liked the idea of fitness facilities in parks.
- Walking and jogging tracks.
- Community gardens.

At the end of the meeting, CRG members gave feedback on the whole process. The comments were supportive of the opportunity to share and learn about the Neighbourhood area.



## Appendix A - Drawings/notes





