



RESHAPING
PLANNING 
in your neighbourhood

CRG Meeting 1 Discussion and Key Outcomes

Kallangur-Dakabin Neighbourhood Plan

2 November 2021

#ShapeYourNeighbourhood



Meeting Details

Reference:	63262187
Meeting Name:	Kallangur-Dakabin Neighbourhood Plan - CRG Meeting 1
Meeting Date/ Time:	2 November 2021 - 5:00pm - 7.30pm
Meeting Location:	Kruger Hall, 25 Ann St, Kallangur 4503

Attendees

CRG Members	
<ul style="list-style-type: none"> • Danielle • Darren 	<ul style="list-style-type: none"> • Di • Jack • James • Judy • Mark • Ross • Sandy • Sherar
Council Officers and Consultants	
<ul style="list-style-type: none"> • David Hood - Manager, Strategic Planning & Place Making • Lauren Fishburn - Coordinator Neighbourhood & Precinct Planning • Kylie Brosnan - Principal Community Engagement Officer • Natalie Hinds - Senior Strategic Planner, Neighbourhood & Precinct Planning 	<ul style="list-style-type: none"> • Jason Tan - Strategic Planner, Neighbourhood & Precinct Planning • Clemm Davidson - Strategic Planner, Neighbourhood & Precinct Planning • Joanna Blyth - AECOM • Alastair Leighton - AECOM
Observers	
<ul style="list-style-type: none"> • Councillor Mark Booth - Division 2 	
Apologies	
<ul style="list-style-type: none"> • Amy Farmer - Principal Strategic Planner • Chris and Gary - CRG Members 	

Agenda	
1.	Neighbourhood Planning Process
2.	Community Engagement to date
3.	CRG Member Role
4.	Key sites - Overview
5.	Key sites - Group Work
6.	Kallangur centre - Overview
7.	Kallangur centre - Group Work
8.	Close of meeting

Discussion and Key Outcomes

The following provides the discussions and key outcomes from Community Reference Group Meeting 1.

Northern key sites group work (two groups)

Alma Road Key Site (located north-western corner of NP area)

Challenges/constraints

- Not enough car parking in the new residential developments. It was noted that this region-wide issue is being addressed through a separate Council project - the Off-street Car Parking Rates Review.
- The building design of new residential development is repetitive and the density is too high.
- If buildings are built to the maximum height allowed (21m and/or 27m) it will not fit in with the surrounding area.
- High-rises are not financially viable in this area.

- Development isn't occurring on land that is zoned for residential development as it is not economically viable to develop these areas to the densities stated in the planning scheme. Consider other types of development that could be viable.
- There are no trees in the new residential developments and not enough green space incorporated.
- Social impacts as a result of new higher density residential developments, for example there seems to be more theft in the area.
- Connectivity and provision of bikeways needs to be improved to provide access to shops, train stations and schools.
- The connection has been lost to the watercourse running north-south through Alma Rd (Saltwater Creek Tributary) due to poor development outcomes.
- People won't use the Dakabin train station until vehicle parking is increased (car park currently being upgraded).
- The Dakabin train station feels isolated.
- Unless you live in the area there is no reason to visit. People living here will go out of the area for recreation/weekend outing purposes.
- Residents need a car in this area, there isn't enough services where it is possible to walk to everything.
- Old Gympie Road is congested at peak times during the day.
- Bus services are poor in this area.
- Loss of character with new townhouses.

Opportunities

- The area feels relaxed and safe.
- The treed/vegetated area north of Alma Road and the fauna living there is valued.
- Increase road connectivity within this key site by connecting the northern and southern ends of Thompson Road (build road parallel to the rail line or further east to not interfere with vegetation).
- Move some of the traffic from Old Gympie Road which is congested to a new road running north/south in this area.
- Do not connect the eastern and western sides of Hughes Road.
- Increase pedestrian connectivity particularly to Dakabin train station.
- Provide safe pedestrian connections across roads.
- Improve pedestrian and bike paths from Dakabin train station to land on the eastern side of Old Gympie Road.
- Maintain the environmental corridor in the northern portion and seek opportunities to enhance connectivity of environmental corridors.
- Provide more trees along roads.
- Incorporate character specific provisions to achieve greater variation in the design of new residential developments and improve the appearance from the street.
- Provide a large park (and more parks in general), rather than green spaces being mostly long thin parks.
- Dakabin State High School is a large site and may present opportunities if some land is not being used (although there is an agricultural program at this school).

Marsden Road Key Site (located western side of NP area)

Challenges/constraints

- There is fragmented ownership which makes it hard for a developer to deliver sewer into the lots through private property.
- Development isn't occurring on land that is zoned for residential development as it is not economically viable to develop these areas to the densities in the planning scheme. Consider other types of development that could be viable.

Opportunities

- The area feels relaxed and safe.
- Increase connectivity to the Dakabin train station from Marsden Road via a new road to the south of Bob Brock Park.
- Provide safe pedestrian connections across roads.
- Provide more trees along roads.
- Provide more parks to cater for new developments.
- Incorporate higher residential density to the south of Bob Brock Park which would provide amenity for residents overlooking the sport facility and increased surveillance.

Images of the drawings/notes on the physical maps used during the meeting are available in **Appendix A**.

Kallangur Centre and surrounding residential areas group work (two groups)

Challenges/constraints

- The area is outdated, and people will go to other areas that are more modern and look nicer.
- The area feels sad and forgotten.
- There is no reason to visit the area.
- It is difficult to visit multiple shops in one trip because the shops are sprawled along Anzac Avenue.
- The area doesn't feel safe (trying to cross a busy road is dangerous and the general feel of the area doesn't feel safe, especially at night).
- Vehicles speed on Anzac Avenue.
- There is no meeting place.
- There are limited uses/activities with no dining out options, no library, too many second-hand shops.
- People will visit the area out of convenience (it is on their way home, or it is close-by) but there is no reason for people to specifically visit.
- Kallangur Centre has never had an identity.

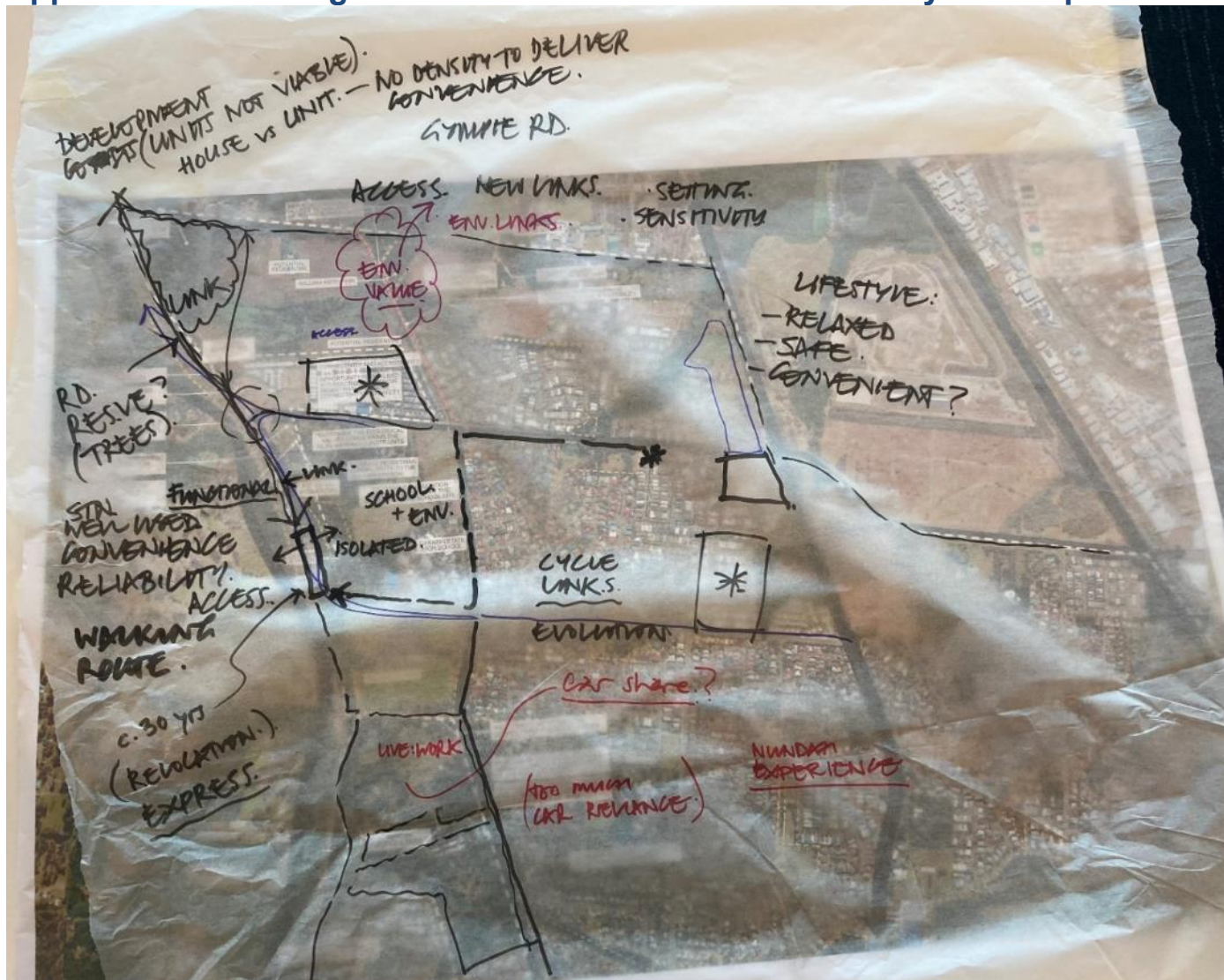
Opportunities

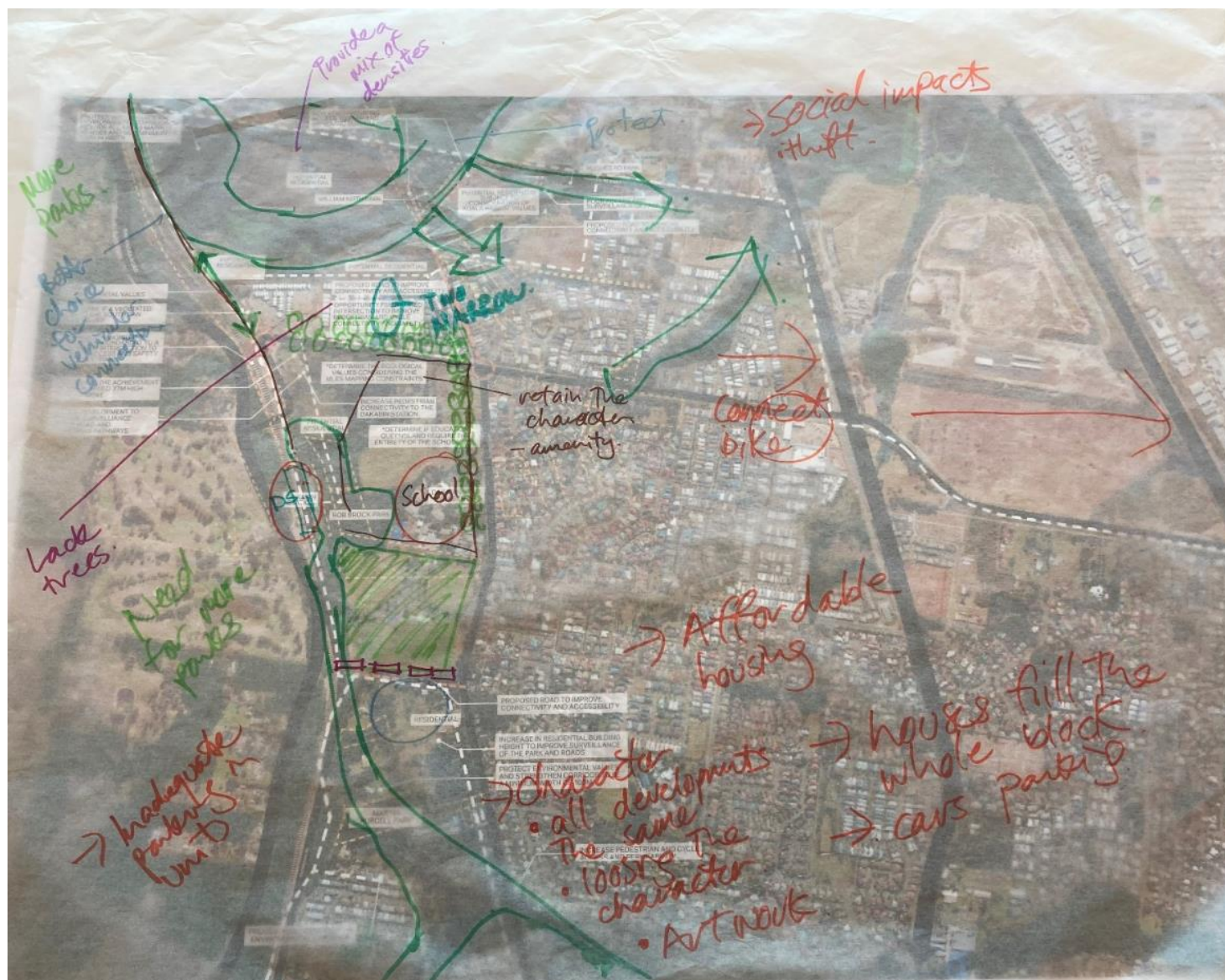
- The Anzac memorials are more prominent in this area compared to the rest of Anzac Avenue. There is an opportunity to provide a greater presence of Anzac history in the area, e.g. a memorial civic space.
- Bring back the Christmas Parade along Anzac Avenue to create a sense of community.
- Create a pedestrian friendly environment.
- Provide more walking/cycling routes into the centre.
- More pedestrian crossings across Anzac Avenue will help with walkability and connectivity.
- Enhance the relationship between Kallangur State School and the centre such as creating improved pedestrian connectivity via Brewer Street.
- Provide better security (surveillance and speed cameras) on Anzac Avenue.
- For development to be designed to address parks and generate activity to make these spaces feel safer and more useable, such as future buildings next to Yvonne Chapman Park.
- Provide more eating destinations.
- Develop the area in smaller precincts such as a health precinct and retail precinct for the centre.
- Improve the School Road/ Goodfellows Road/ Anzac Avenue intersection.
- Enhance connectivity to Kallangur train station.
- Should the Kallangur Fair site be redeveloped, the opportunities are:
 - to increase surveillance and activity along the western boundary (as this is a thoroughfare for pedestrian connectivity between the centre and Kallangur train station);
 - for buildings to be built to the front boundary with Anzac Avenue to create an active frontage and enhance walkability;
 - facilitate a mixed-use development and higher density.
- Redevelop the Kallangur Community Hall site and compliment the design and use of this site with the Kallangur Fair shopping centre site. This site could potentially be made into a civic space.
- Give Kallangur an identity by providing meaningful gateway/entry signage.

Images of the drawings/notes on the physical maps used during the meeting are available in **Appendix B**.

At the end of the meeting, CRG members gave feedback with the comments being that members were happy with the format of the evening.

Appendix A - Drawings/notes made on the two northern key site maps





Appendix B - Drawings/Maps made on the Kallangur Centre and surrounding residential areas map

