MORETON BAY CITY

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Why not the City of Our Dreams?

The Moreton Bay Region is growing. The fundamentals behind that growth are compelling – this place is changing and will change relatively rapidly. When we understand that growth and what it means – infrastructure investment, schools and universities, hospitals, industry, enterprise and employment and most importantly places for people to live a good life, we can get a sense that we are making something significant.

We are building a new city.
When we build a new city, it should be the best city in the world...
By virtue of the fact, we have all the cities in all the world to learn from.

We can build the city of our dreams.
Setting the Scene.
The City of our Nightmares

The forces of change tied to population growth bring with it significant infrastructure and development investment of its own accord. Often this investment is reactive, political, insular and uncoordinated. It will happen regardless of what we do. The opportunity exists to ensure the infrastructure investment is not something that happens ‘to’ us but something that happens ‘for’ us.

We know what we don’t want:

- Big, Ugly Buildings
- Pollution
- Traffic and Congestion
- Noise
- Overcrowding

This can be the source of our fears for change. Fear that the coming infrastructure will deliver what we don’t like about cities – big, ugly, concrete, angry, traffic choked, polluted.
A vision for the City of our Dreams

Looking at this moment positively, the forces of change coming over the next decade can provide a catapult to launch Moreton Bay forward. Important then is to aim that catapult properly and carefully at something worthwhile. If we are setting out to make a city, providing a compelling vision for what that city can be is important. Elevating that vision – aiming high – is also important. We aim high to lift our aspirations for what is possible through this moment of change to translate people’s fears into excitement and optimism for our shared vision for a truly great city.

It’s a romantic idea, but we are truly investing ourselves in creating the ‘City of our Dreams’.
SETTING THE SCENE

We are building a new city...

Moreton Bay is a fast-growing region accommodating around 10,000 new residents every year. By 2041 our region’s population will be bigger than the whole state of Tasmania. The fundamentals around that growth point to a rapid expansion of the physical and spatial, of buildings, roads, hospitals, universities, schools, places for people to live – we are building a new city.

Fundamentals of a new city:

- Approx. 10,000 people move to the Moreton Bay Region per year
- By 2041 our region’s population will be bigger than whole state of Tasmania
- The opportunity is now to shape what could be a thriving metropolis to the north of Brisbane
- We can be intentional about the kind of city we are setting out to build
700,000 People
(est. 2041)

3rd Largest
Local Government area in Australia

5th Fastest Growing
Local Government area in Australia

3rd Largest
Number of residential dwellings in Australia
The Region.
Setting the Scene

The Moreton Bay region is significant in size. It commands the length and breadth of the northern corridor between Brisbane and the Sunshine Coast. Within it are a range of urban centres, suburbs, communities, open space areas that stretch from the hills of the D’Aguilar Ranges to the waters of Moreton Bay.

We are not starting with nothing. There are qualities and strengths in these places that we value, that can be important foundations for the city to come. We are not starting with nothing and there is a lot to build on to shape our vision.

- MBRC is a large LGA
- Multiple centres of distinctive qualities
- Abundant green open space and natural systems
- Transportation infrastructure – road and rail
- Economic centres, innovation
- A vast under-realised human capital

The Moreton Bay region is significant in size. It commands the length and breadth of the northern corridor between Brisbane and the Sunshine Coast.

Multiple major centres throughout the region:
- Redcliffe
- Caboolture
- Petrie

Other suburbs that provide critical region-wide services and infrastructure:
- North Lakes
- Strathpine
- Brendale
- Elimbah
Abundant Natural Assets

From pristine sandy beaches to subtropical forested ranges, the Moreton Bay region offers an abundance of natural assets and ecological reserves. Many of these places are dearly loved by visitors and locals alike. These natural assets are important to the attractive lifestyle offer of the region. They are supported by public infrastructure making them freely accessible by all.
Significant Infrastructure Bones

The region already possesses good infrastructure bones that we can strategically develop to help grow our local employment and economic engines. The region benefits from major transport infrastructure including the Bruce Highway (M1) and Northern Rail line which has influenced the emergence of a strong north-south movement and employment corridor and commensurate pattern of settlement.

This major infrastructure spine will be added to strategically with eastern and western duplications of the Bruce Highway and the upgrading of the northern rail line to rapid rail.

Other movement infrastructure include local rail via the Moreton Bay Rail line and a robust network of cycleways and pedestrian paths.

Our strategic investment in movement infrastructure is important to help the continued growth of our local employment and economic engines. Well established and emerging industrial, enterprise, business, health and knowledge precincts provide employment and economic infrastructure critical to the future growth in local employment. Giving more people to local employment choice is an important part of a successful city.
A Range of Distinctive Places

Already a polycentric urban form - the Moreton Bay region is made of many identifiable places each with its own distinctive qualities. This lends itself to a polycentric urban form. Importantly, these distinctive places can play to their strengths, enhancing and expanding their unique offers in a way that minimises competition between centres and helps to enhance variation and diversity in the place spectrum.
A New Kind of City.
A NEW KIND OF CITY

Established ways of Thinking

The incumbent way of thinking about what a city is comes from a legacy of the 20th century idea of the ‘Emerald City’ with all yellow brick roads leading to the triumphant city core with its tall glistening towers and the promise of concentrated wealth and opportunity.

The 20th Century idea of the city is a form of city that we have inherited and whilst it has delivered many things we would consider successful in the evolution of the way we live (in terms of aggregating productivity, investment and employment) those things have come at a cost.

We will increasingly measure this cost in the way we make cities moving forward.

The Emerald City:

- Is carbon intensive
- Is transport dependent – the commuter culture
- Relies on centralised infrastructure
- Is traditionally considered most productive
- Has a spatial inequity - a city of the have’s and have not’s
A NEW KIND OF CITY

Centralised Thinking

Whilst the centralised CBD capital provides productivity it does so without properly accounting for its social and environmental costs. As a slave to this model, we are forever a slave to a future whose identity is tied to the capital.

The 20th Century idea of the city brings social and environmental costs, including:

- Spatial inequality of employment choice towards city centre – concentration of associated economic wealth
- Progressively increased commute and travel times
- Spatial concentration of productivity and income
- Centralised infrastructure – carbon intensive
- Reduced opportunity for market led solutions
- Increase in social inequity
Polycentric Cities

Moreton Bay City can be a new kind of city - a city that SEQ has not really seen before. A loose-fit, low-rise, subtropical, lifestyle-oriented ecosystem of distinct interconnected centres.

Polycentric cities are a city made of complementary highly connected centres with diverse urban forms.

A polycentric city results in a similar economic output, however introduces significantly improved social and environmental outcomes:

- Improved access to jobs spatially
- Decrease commute and travel times
- Increase productivity and income spatially
- Distributed infrastructure, more robust, cheaper, cleaner
- Improved opportunities for market led innovation
- Distributed wealth affect and improved equality in social access
- Improve spatial distribution of jobs growth – allowing people to work close to where they live
Design Drivers.
DESIGN DRIVERS

Polycentric City Qualities

Polycentric strategies can be in response to natural forces of growth that, left unchecked, create disorganised urban system that erode performance. Monocentric cities have a singular, clear, urban core with infrastructure designed to support its primacy.

Road, rail, public transport and land use systems prioritise flow to the city centre over other areas focusing productivity and opportunity on the urban core.

Where transport costs are cheap, and the socio economic cross section small, this functions very efficiently. This could be an example of Brisbane in the 70’s with infrastructure like the south east freeway and local rail functioning to support the centre with housing options available close the city core.

As this city shape evolves the centralised infrastructure is reinforced and the effect of concentrating wealth pushes lower socio economic sections to the margins. When other local centres try to emerge organically they are in conflict with the established monocentric infrastructure creating a disorganised urban form with trip generation in conflict with movement infrastructure.

Brisbane in the early 2000’s began experiencing these difficulties and set about projects like TransApex to counter these effects but remains a somewhat disorganised monocentric city.

Brisbane’s future urban form will change to adapt to an emerging polycentricity will be reconciling conflicts with its monocentric DNA into the future.

The opportunity for Moreton Bay City is to adopt a polycentric urban form early and begin a program of shaping infrastructure investment to respond to new and interesting connectivity corridors, mobility innovations, and patterns of settlement in front of the next wave of urban growth.

With a strong polycentric city vision Moreton Bay City can design, plan and implement the bones of a unique city form for it to grow into over the coming generations – a city of this millennium rather than a poor hand me down from the last.
Image Credit: https://transportgeography.org/contents/chapter8/transportation-urban-form/urban-movement-patterns/
Polycentric City Design Drivers

Polycentric strategies drive design responses to key challenges of a traditional city form. These include reduced travel demands, shortened journeys through higher connectivity and improved transport choice, and overall movement infrastructure.

Reduced travel demands are provided by more diverse housing located to distributed urban amenity. More people are able to live closer to local amenity and places of work and this coupled with improved telecommunication technology and mobility innovations reduces the traditional travel demand with great positive affect to urban form.

Shortened journeys are achieved by bringing destinations and origins closer together and improving accessibility through more transport choices including walking and cycling.

Technology can have more affect in improving the overall performance of a polycentric city because the movement infrastructure is more diverse, less centralised and smaller in scale allowing more innovation, by more participants to come sooner.
Improve Efficiency

Improve the energy efficiency of public transport modes and vehicle technology.

Shorten Journeys

Brings origins and destinations closer together, making them accessible through more transport choices, including walking and cycling.

Reduce Travel Demand

Reduce the demand for travel, by improving telecommunications and reconsidering the planning philosophy.
Polycentric City – Efficiency

Monocentric cities have large, centralised infrastructure that cannot benefit from more diverse, interconnected, smaller scale urban form. One example of this inefficiency is the peak loading on large highways where the transport infrastructure is used disproportionately, resulting in a less optimal effect of investment.

Polycentric cities can provide improved contraflow using infrastructure more efficiently:

- Diversify trips to use movement infrastructure more efficiently
- Contraflow – is an example of how infrastructure can be used more efficiently
Polycentric City – Megatrends

Polycentric cities are better prepared to take advantage of megatrends with more diverse and nimble city infrastructure. This allows the city to adapt, adopt or deploy new technologies quickly, creating a more responsive and more efficient urban form.

One example of a global megatrend is in the disruption to traditional car usage. In Australia car usage peaked in 2005 and has since been trending downward. This will translate in coming years to reduced car ownership and the patronage of increasingly diverse and creative transport innovations.

As car use declines other forms of urbanisation become more attractive.
Estimated car passenger kilometres per capita - capital cities

Data sources: BITRE Yearbook 2021, BITRE IS74, ABS

Image Credit: Australian Bureau of Statistics
Polycentric City – Mobility Innovation

New mobility technology is changing the way urban centres connect. The polycentric city can provide shortened journeys which makes alternative forms of transport relevant. This has the effect of further reducing car-dependency, improving affordability and sustainability metrics whilst also contributing to an improved quality of life.

Mobility innovation is coming whether we like it or not. A vision for a polycentric city improves our readiness the early adoption of disruptive technologies making massive change a positive force in the evolution of our city.

- New mobility technology is changing the way urban centres connect
- Shortening journey makes alternative transport modes relevant
- Further reducing car dependency and improving affordability/sustainability and quality of life
Polycentric City – Knowledge Economy

Queensland is moving its economic emphasis from extraction to knowledge. Important to the Moreton Bay region is the growth in its knowledge economy infrastructure.

The knowledge economy is vested in the creation, dissemination and commercialisation of knowledge. Important to this sector is the attraction and retention of talent. It is people that have ideas, conduct research, exchange and create knowledge.

We can provide the best tools, working environments, movement and digital infrastructure to the knowledge economy to attract talent but it’s the shape of our city that creates the lifestyle offer critical in our ability to retain talent.

A polycentric city form provides a richer, more lifestyle oriented way of living that could be important in our global reputation as a knowledge industries, lifestyle city of choice.

- Our economy is moving from extraction to knowledge
- Critical then, is the ability to attract and retain talent
- Requiring a combination of lifestyle offerings and tools/technology
Polycentric City – Workplace Change

Our way of working has changed forever in the wake of the global pandemic. The post-Covid workplace is one that has embraced telecommuting to the point that traditional forms of location-based workplace have been fundamentally challenged.

The option for balancing work and life and location have been embraced and will be a massive change that remains when the pandemic has long gone.

The post-Covid workplace is everywhere and anywhere and in that context the question for all cites is:

“So why here?”

The polycentric city improves lifestyle opportunities encouraging more diverse ways of living that naturally can accommodate more diverse ways of working. Access to a choice of local centres providing urban amenity near to where I choose to live make this form of city more responsive to emerging workplace trends.

A survey of 278 executives by McKinsey in August 2020 found that on average, they planned to reduce office space by 30 percent.

Demand for restaurants and retail in downtown areas and for public transportation may decline as a result.

Shaping the City.
SHAPING THE CITY

A Subtropical Polycentric City for Everyone

A polycentric city can provide a loose-fit, lifestyle-rich landscape of opportunity for working, living, learning and leisure with a low rise, distributed ecosystem of distinctive urban centres.

Our city is highly connected through mobility innovation and creative in the provision of diverse housing providing access to more employment choice and lifestyle opportunities.

Our city shape distributes all the opportunities of the city more equitably creating a way of living that reduces the social economic cross section and delivers a more egalitarian society – a community of citizens. We can all be brought along together, and we are not a city of the have’s and have not’s.
SHAPING THE CITY

Our Place Within the 200km City

Moreton Bay City will redefine its place within the network of centres within the 200km coastal city. In our future, Moreton Bay City will be less a place that people go ‘through’ on their way to the Sunshine Coast and increasingly a place that people go ‘to’ for work, learning, leisure, tourism and entertainment.

In that context the form of the infrastructure connecting Brisbane to the Sunshine Coast will increasingly be rethought to facilitate a polycentric city form. Strategic transport initiatives will have a big impact and we need to think carefully about how we shape our centres to take advantage of that infrastructure.

A clear vision for the city moving forward will allow engagement in the armatures of government to influence the way we think of the centres structures within South East Queensland (SEQ) telegraphing the importance of the polycentric structure.

This allows for infrastructure to be tweaked to better setup our city vision and facilitate to important local connections. For example, Caboolture and Petrie will have improved competitive advantages from the proposed northern rapid rail connection reducing their travel times to the Brisbane CBD to twenty minutes and ten minutes respectively.

Our place within the polycentric 200km city:

- Strategic transport initiatives will have a big impact
- Without a plan, we are following not leading
SEQ’s New 30min City

When we look at the shape of the SEQ region there is a clear understanding of the thirty-minute city centres and their relationship to Brisbane.

Beginning with Ipswich to the west then in an arc, Springfield, Logan, and Redlands to the east. However, if we continue that arc northward there presently is no northern thirty-minute city servicing the northern corridor.

As Petrie and the Mill emerge as an important urban centre we can establish the first and probably only ever northern thirty minute city centre for SEQ. Important new infrastructure has the potential to allow this centre to more directly connect to the Gateway Arterial making the Mill at Moreton Bay as close to Australia Trade Coast and the Air and Sea Ports as the Brisbane CBD. A tripartite relationship can be developed making this new northern thirty-minute city a viable alternative to the Brisbane CBD with a competitive advantage over all other thirty-minute cities.

Leveraging the Gateway and Bruce Highway to build a story about the trading triangle:

- City to ports / ports to city
- Proximity equivalence
- A gap in the northern corridor to be filled
- SEQ’s only northern 30min city
A Polycentric Framework.
A POLYCENTRIC FRAMEWORK

Elements of our Polycentric City...

The Moreton Bay region has many characteristics that support a polycentric urban form. Understanding those fundamentals and demonstrating how they can be enhanced and amplified is important moving forward. There are strategic elements that might make up the framework around which that city vision can be built. Those strategic elements can be considered as part of a suite of strategies that can help us focus infrastructure investment and planning policy moving forward.

Shaping our polycentric city

A polycentric strategy has direct benefits to the way we move forward as a city.

- Complementary, highly connected centres
- Strategic transport initiatives
- Leveraging the Gateway and Bruce Highway
- Improved access to jobs spatially

- Decrease commute and travel times
- Increase productivity and income spatially
- Distributed infrastructure, more robust, cheaper, cleaner
- Improved opportunities for market led innovation
- Distributed wealth effect and improved equality in social access
A POLYCENTRIC FRAMEWORK

A North South Movement Corridor

We have been settling a landscape which is a rich tapestry of mountains, forests, bushland, rural plains, wetlands, beaches intersected by creeks, waterways, lakes, rivers, passages and bays.

A strong north south movement corridor had been delivered via the Bruce Highway and will be added to with duplications east and west in time. This is a significant investment in movement infrastructure and represents important moments to have that infrastructure facilitate improved east-west connectivity.

The north south rail spine will continue to grow armatures that reach into Moreton Bay’s communities whilst providing, in the future, high speed macro connections between major centres that Moreton Bay’s major centres can be part of.

These infrastructures have delivered a strong north south movement and employment corridor dominating our urban form and patterns of settlement.
A POLYCENTRIC FRAMEWORK

Distilling a Strong Street Diagram

We can distil from existing streets patterns a stronger diagram that begins to make sense. Over time this underlying diagram can begin to be reinforced to make a strong framework of streets and connections that reinforce the polycentric urban form.
New East West Corridors of Connectivity

Complementing our north-south movement corridors are east-west connections derived from both infrastructure and natural assets. These east-west connections reinforce the potential for high quality accessibility and efficient movement throughout the Moreton Bay region.

These corridors introduce a new language of connectivity and represent ways of linking places in an east-west grain – ways that we haven’t thought of before. We can begin to reinforce these corridors with our planning tools, infrastructure investments and culturally in the way we use language to connect places in our minds. As our minds shift these new connecting corridors become part of our language of place;

- Woodford – Caboolture – Bongaree
- Mt Pleasant – Burpengary – Deception Bay
- Dayboro – The Mill – Redcliffe
- Mt Nebo – Strathpine – Woody Point
A POLYCENTRIC FRAMEWORK

Riparian Corridors Connect City to Bay

To unlock the regions’ full polycentric potential, the activation of our existing riparian corridors is paramount. We can use these east-west corridors as green connections to supplement existing east-west infrastructure. This will introduce pedestrian and e-mobility innovation that reconnects the city to the bay.
A POLYCENTRIC FRAMEWORK

Existing Centres, Enhanced Connectivity

The patterns of connection established through both natural and built infrastructure will enhance the connectivity between existing centres. The pattern of connection and riparian corridors with north-south movement spines re-frame the possibilities for existing centres.
New Centres can Emerge

With a higher quality of connectivity, more efficient travel and new mobility and accessibility innovations, we can expect the formation of new centres which take advantage of the connectivity revolution. Moreover, these emerging centres will further distribute growth and development throughout the region, in an organic and meaningful way. New centres can emerge supported by new force for change providing even more possibilities.
Additional Fine Grained Connections through Innovation

Additional connection can be reinforced to unite the ranges and the coastal edges and those smaller centres not linked to the major movement arteries. Importantly new innovations in mobility will allow for travel to unexpected parts of the Moreton Bay fabric providing ever increasing connectivity between the ploy centres overtime.

A Framework for a Polycentric Vision

The culmination of these overlaid strategies shows a framework for a polycentric city vision that Moreton Bay can grow into overtime.
Moreton Bay City Vision.
Moreton Bay City can be a new kind of city. A subtropical polycentric city. A city that SEQ has not really seen before - strong, complementary centres connected by communities and linked through high value ecological assets we can start to develop a vision for Moreton Bay City.

This vision takes the existing patterns and overlays and amplifies their strengths and qualities to create a polycentric city strategy that integrates its high value ecological assets into a rich and complex urban form. Integrating technology innovation, new knowledge enterprise and industry, thoughtfully planned infrastructure, celebrated lifestyle offer and clean and green connection to nature, Moreton Bay City can curate a contemporary urban offer to attract and retain the next generation of talent and resources.

‘Ecological Urbanism’ may be an opportunity for Moreton Bay City to distinguish its place within the spectrum of cities - a highly connected but distributed conurbation of urban places within a tapestry of green and blue.
MORETON BAY CITY VISION

Releasing the potential of what we have...

Through a bold vision of what we could become...
MORETON BAY CITY VISION

Australia’s first subtropical polycentric city...
5 Big Ideas?
SEQ’s newest 30min City

Establish Petrie, on the banks of the North Pine River, as South East Queensland’s newest business and knowledge precinct.

As the only satellite precinct 30-minutes north of the Brisbane CBD, Petrie is well positioned with access to rail, universities, new businesses, and a planned Olympic venue.
5 BIG IDEAS

Connect the City to the Bay

Connect our city centres to the bay using the green space of our creeks and rivers as connecting corridors.

These vital east/west links would allow us to move across our city via pedestrian, cycling and e-mobility to join our existing centres to each other and the bay.
5 BIG IDEAS

Bayside Villages Tourist Trail

Embrace our bayside villages and make them car-alternative coastal sanctuaries.

Interlink our coastal suburbs with new paths and connections – a destinalional tourism trail for pedestrians, cyclists, and e-mobility from Bongaree to Scarborough.
5 BIG IDEAS

Re-establish the Bay Ferry

Activate the bay for travel and re-discover our region from the water.

Re-establish and renew the ferry service to the bay side piers – Bongaree, Scarborough, Redcliffe, Woody Point and beyond.

Igniting a new appreciation for our waters from visitors and locals alike.
Redcliffe
Bongaree
Scarborough
Woody Point
Sandgate
5 BIG IDEAS

Sky-hopping to the Hilltop’s Gems

Unlock our hilltop villages through transport advancements in the coming years.

With sky taxis on the horizon, our region’s hills could become car-free villages where visitors could unwind in picturesque accommodation nestled in our mountains. This would bring the mountains closer and increase their accessibility to the rest of South East Queensland.
Mountains
Centres
Bay

MCV Moreton Bay City Vision
5 BIG IDEAS

As we learn more...
...more ideas will emerge

Big Idea 1: Establish Petrie, on the banks of the North Pine River, as Southeast Queensland’s newest business and knowledge precinct.

Big Idea 2: Connect our city centres to the bay using the space adjacent to our creeks and rivers as corridors.
Big Idea 4: Activate the bay for travel and re-discover our region from the water.

Big Idea 3: Embrace our bayside villages and make them car-alternative coastal sanctuaries.

Big Idea 5: Unlock our hilltop villages through transport advancements in the coming years.
5 BIG IDEAS

Australia’s first subtropical polycentric city...
...the possibilities are endless.