

Morayfield Neighbourhood Planning Future Directions Report Attachments

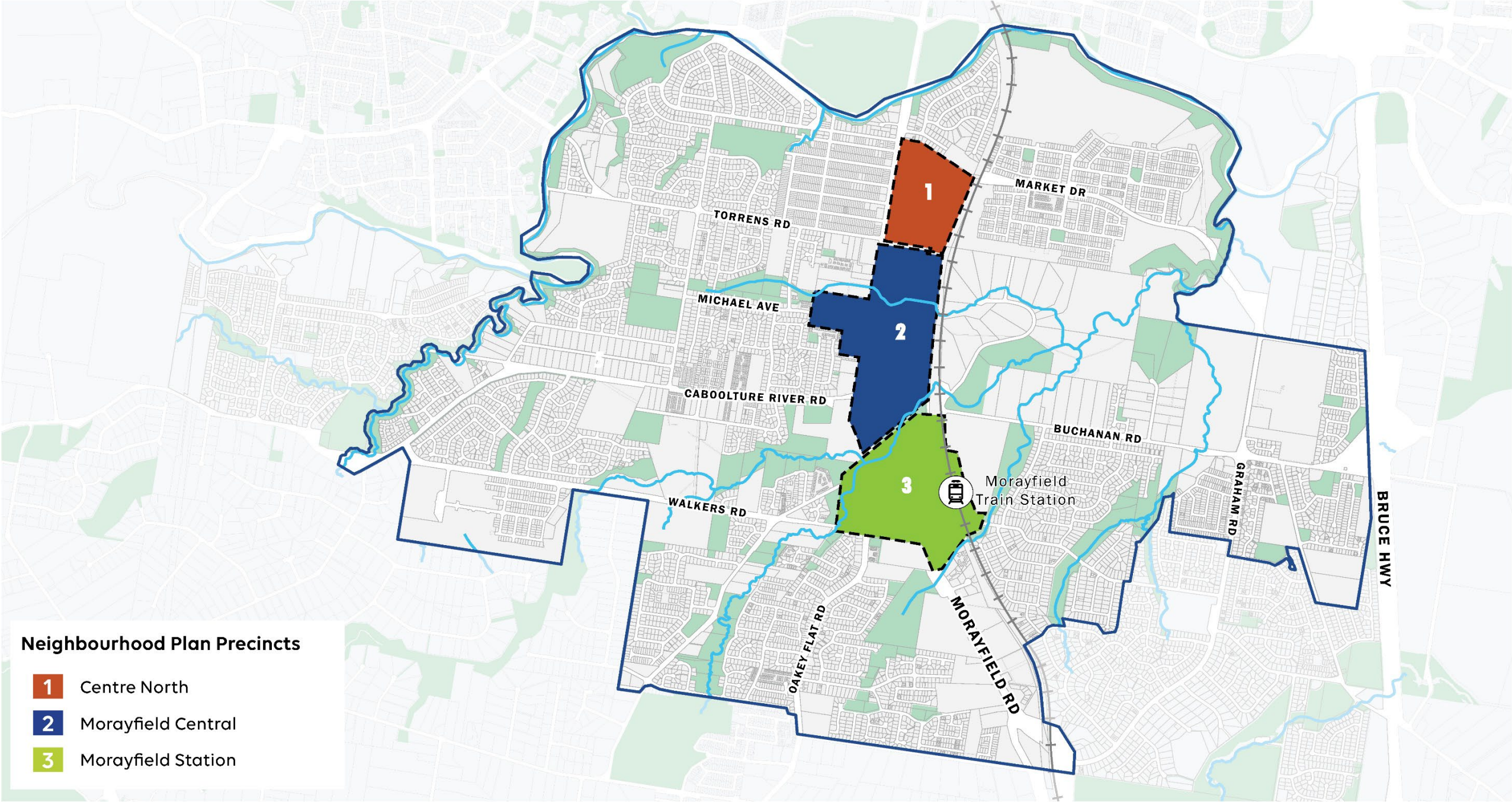
July 2025

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Precincts

Specific precincts have been identified where there are opportunities for greater change to occur or where opportunities exist to achieve the neighbourhood planning visions, strategies and actions. The three precincts are shown in Figure 1 below.



Legend

- Project area
- Precinct boundary
- Waterway
- Recreation and open space zone

Not To Scale

Figure 1 Neighbourhood Planning Area Precincts

Attachment 1

Precinct 1: Centre North

The Centre North Precinct contains a wide mix of land uses including residential, service industry, shops, food and drink outlets and commercial land uses (Figure 2). The precinct is bordered by Morayfield Road to the west and the North Coast Rail line to the east.

The streets between Poinciana Street and Dickson Road contain dwellings on standard lots (approximately 630m²). Despite being included within the Centre zone the area remains largely residential in nature with little recent redevelopment.



Figure 2 Centre North Precinct

Future role and function

The Centre North precinct will maintain its retail and commercial functions, providing important goods and services to the local community and surrounds. In the short to medium term, an increase in high density residential housing within a newly delineated mixed-use area, including Jacaranda Avenue, Palm Parade, Blue Gum Terrace, Wattle Way and Poinciana Street, will support the precinct.

This area will enable complementary centre uses to establish simultaneously with higher density residential land uses. Medium to longer term, it is anticipated the current service industry uses adjoining Morayfield Road and Dickson Road will withdraw from the ageing buildings they currently occupy. This will provide opportunity for high-density housing to establish, further supporting housing diversity and economic vitality within, and around the centre.

Outcomes and actions

Land use and design outcomes

Propose planning scheme changes to include the following outcomes to apply to future development in the precinct:

CN1 Maintain the current Light industry zoned land fronting Morayfield Road in the short term and identify the strategic intent for this land to transition to high density residential land uses with higher building height in the medium to long-term when the life cycle of current buildings and structures comes to an end.

CN2 Maintain the current Light industry zoned land on the eastern side of Dickson Road in the short term and identify the strategic intent for this land to transition to mixed-uses with higher building height in the medium to long-term when the life cycle of current buildings and structures comes to an end.

CN3 Include specific design and land use outcomes for the current Light industry zoned land fronting Morayfield Road and Dickson Road to manage use of this land in the interim and during its transition to high density residential and mixed-use outcomes to protect amenity and potential for land use conflicts that may arise (e.g. hours of operation, noise, lighting, odour, etc).

Note: The transition from light industry to residential and mixed-use outcomes will maximise opportunities presented by the size and location of this land and enable an increase in housing density and diversity in proximity to services. Clarifying this medium to long-term intent will ensure any interim development does not negatively impact (e.g. through further fragmentation of land, use of noxious materials etc.) the future intent for this land.

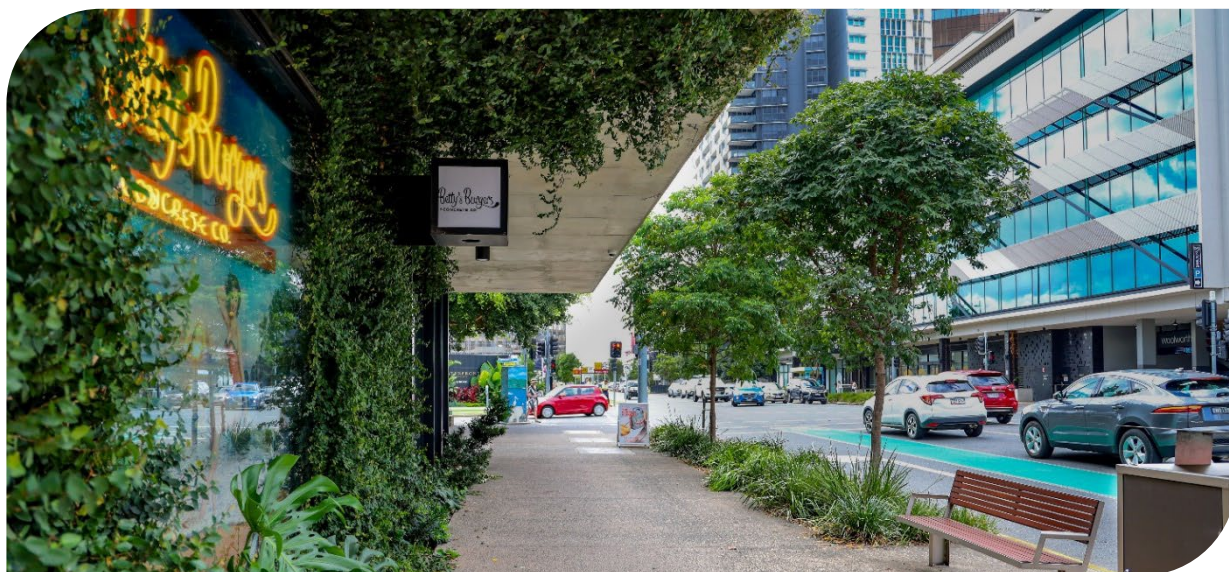


Figure 3 Example of active street frontage with covered awning, Newstead

CN4 Include specific design outcomes for development in the mixed-use area (Figure 9), to emphasise and enhance a greater residential amenity and streetscape compared to other mixed-use areas. Using the existing road layout, street widths and separate location as a pocket tucked behind the hustle and bustle of Morayfield Road, development will:

- a. include land uses appropriate to the residential amenity of the area. Future development will demonstrate how it will manage its own impacts including lighting, noise, odour, waste collection and service delivery so any future land uses of a sensitive nature (e.g. residential) are not negatively impacted
- b. contribute to the creation of an inviting, safe and pleasant streetscape with well-designed footpaths, street trees and other landscape elements (e.g. art, planter boxes, green walls/roofs) that increase the leafy green character of the streetscape (e.g. Figure 4)
- c. avoid further fragmentation of land to ensure block sizes are large enough to achieve high-density residential outcomes.



Figure 4 Example of streetscape with footpaths, street trees and landscape elements, Nundah



Figure 5 Example of mixed-use development with street trees and landscape elements, Nundah

CN5 Future development on the northern side of Market Drive (Figure 9) is to incorporate the following minimum built form elements:

- a. building design and orientation that address and activate the Market Drive frontages (e.g. use of Active Frontage Type A) to promote vitality, interaction and casual surveillance
- b. setback buildings from Market Drive a minimum of 3m and maximum of 6m to facilitate landscaping and covered outdoor dining and pedestrian comfort
- c. provide continuous awnings for uses fronting Market Drive to enhance a main street character
- d. provide carparking behind or at the side of buildings to reduce the dominance of vehicles along the street
- e. the feature corner (Figure 9) incorporates an elevation which directly addresses the corner and road frontages with glazing to create identity and a sense of arrival to Market Drive as a place of interest for people to meet away from Morayfield Road.

Active Frontage (Type A) includes the following:

- More than 60% of the length of the street frontage glazed
- External doors which directly adjoin the street frontage
- Modulation in the façade, by incorporating a change in tenancy or the use of pillars or similar elements at regular intervals
- The minimum window or glazing is to remain uncovered and free of signage.

Active Frontage (Type B) includes the following:

- More than 50% of the length of the street frontage glazed
- Modulation in the façade, by incorporating a mix of smaller tenancies or the use of pillars or similar elements at regular intervals
- The minimum window or glazing is to remain uncovered and free of signage.

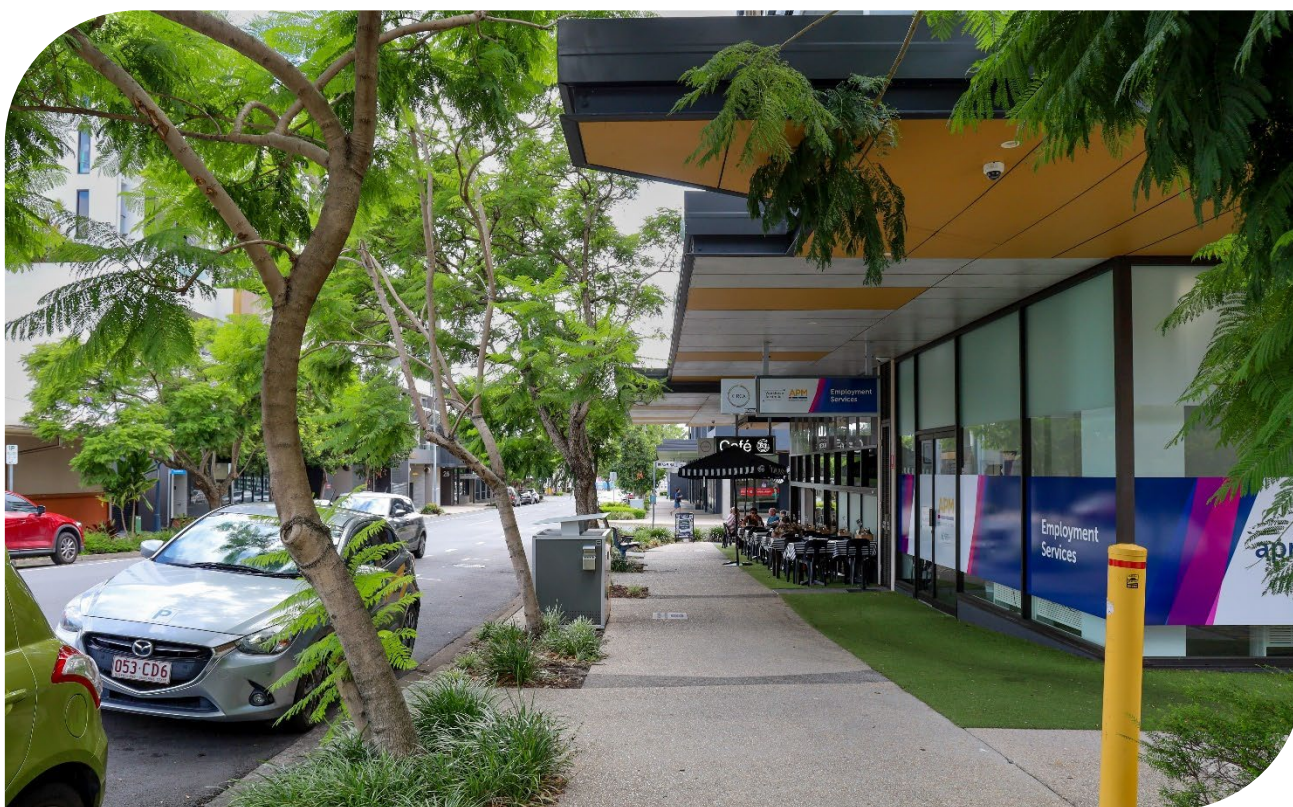


Figure 6 Example of active frontage with covered footpath and outdoor dining, Nundah

Movement outcomes

Propose planning scheme changes to include the following outcomes to apply to future development in the precinct:

- CN6 Identify Dickson Road, south of Wattle Way, in the planning scheme to ensure the road is upgraded to a standard that will include connection of the active transport network along the western side of Dickson Road.
- CN7 Identify Palm Parade, Blue Gum Terrace, Wattle Way and Poinciana Street in the planning scheme so the road is upgraded over time as development occurs to a road typology that includes pedestrian footpaths on each side of the street to provide comfortable and people-oriented streetscape (Figure 7).

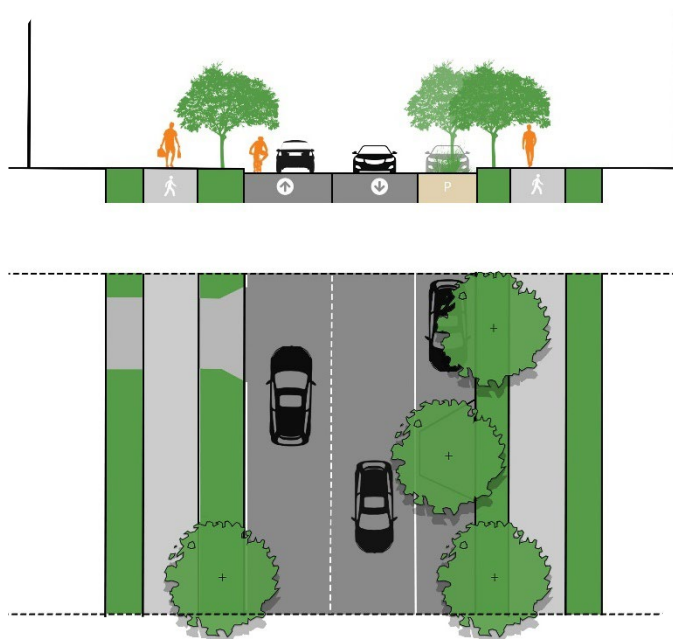
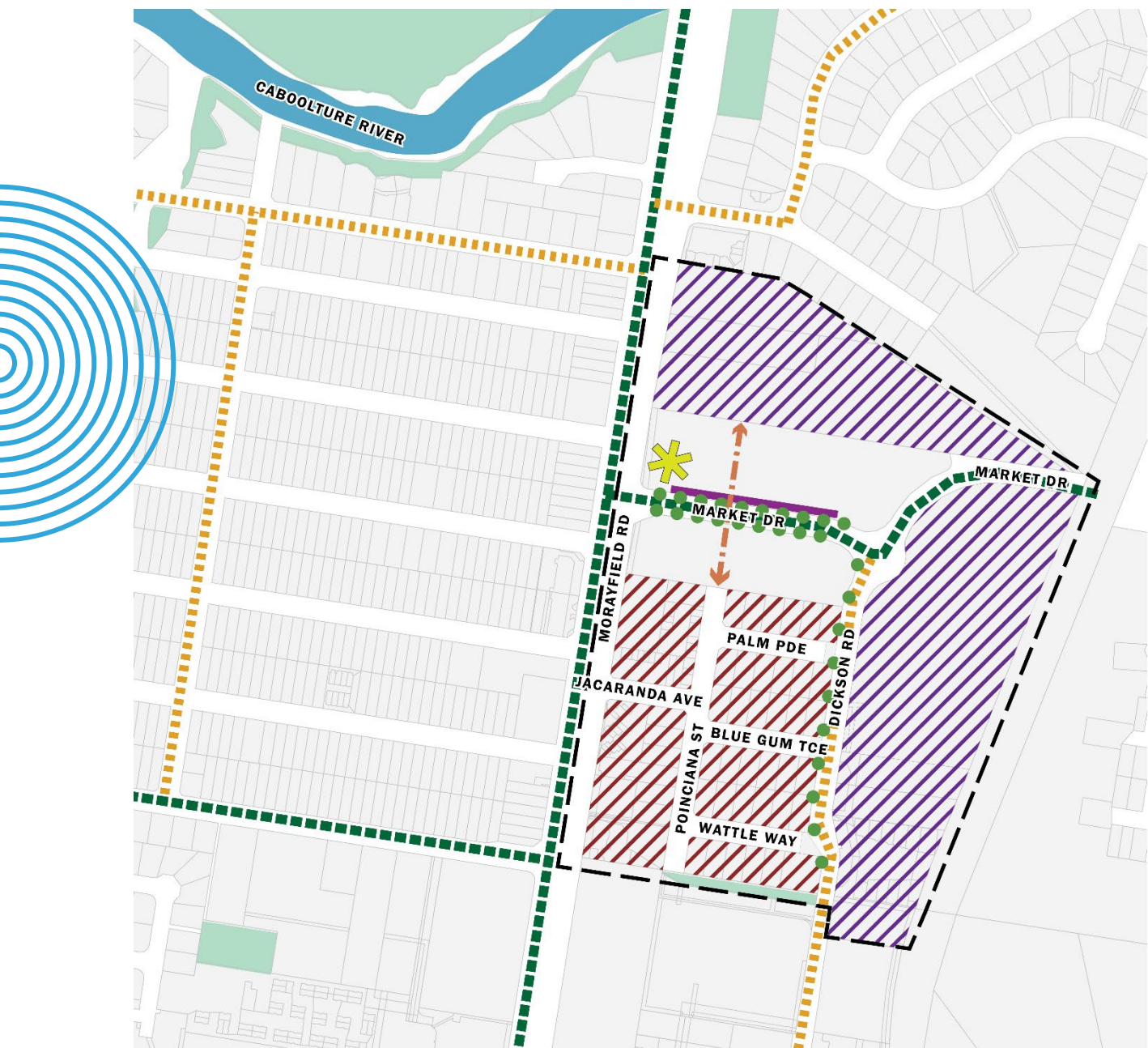


Figure 7 CN7 indicative road typology



Figure 8 example of street with active frontage and street trees, Southbank



Not To Scale



Legend

- | | |
|---|---|
| Precinct boundary | Recreation and open space zone |
| Waterway | Indicative street trees |
| Primary active transport network (existing) | Feature corner |
| Secondary active transport network (existing) | Indicative pedestrian/cycle connections |
| Mixed-use - Moderate intensity area | Active frontage - type A |
| Light industry transition area | |

Figure 9 Centre North Precinct - Precinct Map



Legend

- Precinct boundary
- Proposed building height change
- Recreation and open space zone
- Waterway
- 15m
- 39m

Not To Scale



Figure 10 Centre North Precinct - Building Height Map

Attachment 2

Precinct 2: Morayfield Central

The precinct (Figure 11) contains the main bus station, a major medical centre, Morayfield Tavern, Morayfield Shopping Centre and an array of smaller retail, service and entertainment uses. Dickson Park and CT & LM Williams Park are centrally located within the precinct, providing an important green break. Dickson Road and William Berry Drive provide important north-south links for both vehicular traffic and pedestrians. The privately owned Leda Boulevard also provides these links.



Figure 11 Morayfield Central Precinct

Future role and function

The Morayfield Central precinct is the core of the Morayfield centre. It will continue to accommodate a wide range of retail, health, dining, entertainment activities, and services consistent with a higher order centre. Dickson Park, and CT & LM Williams Park will become the centrepiece of the precinct. Future development will include high density residential opportunities in the north, south and west of the precinct.

Future development in the precinct will also include a high level of landscape amenity and enhance the connection with CT & LM Williams and Dickson Parks to create a centrepiece of the Morayfield centre.

Development will be designed and delivered to respond to planned major infrastructure upgrades along Caboolture River Road, Buchanan Road, and William Berry Drive resulting in improved accessibility and pedestrian amenity while maintaining and enhancing the area's character. Future redevelopment within this precinct will deliver a variety of commercial shops and services, dining options and community spaces that are active day and night to enable locals to meet and interact.

Outcomes and actions

Land use and design outcomes

Propose planning scheme changes to include the following outcomes that would apply to future development:

MC1 Future development on 149 and 153 Morayfield Road creates a community centre piece through:

- a. land uses of a community and active commercial nature (such as food and drink outlets)

- b. buildings are designed and located to incorporate architectural, landscape, and other elements to create visually appealing buildings that harmonise with the surrounding context of Dickson Park. This will create opportunities for overlooking of public areas to improve the feeling of safety for users day and night.



Figure 12 Example of active frontage overlooking public open space, West End

MC2 Land in the southern mixed-use area, identified as a feature corner (Figure 16), is developed to emphasise the corner setting through built form, landscape and design outcomes. Development will reinforce a sense of arrival and increase legibility and wayfinding for both vehicle and pedestrian traffic.

MC3 Development of the southern mixed-use area, adjoining Sheepstation Creek, is orientated towards and addresses the environmental corridor, to increase casual surveillance and capitalise on the existing landscape value.



Figure 13 Example of building addressing a prominent corner, Cotton Tree



Figure 14 Example of mixed-use outcomes, Nundah

Movement outcomes

Propose planning scheme changes to include the following outcomes that would apply to future development in the precinct:

MC4 Key active transport corridors are established through the area to provide an alternate route away from Morayfield Road. Future development will contribute to this corridor through the following:

- a. new development fronting Dickson Road and William Berry Drive will include boulevard street tree planting to foster a high level of comfort for active transport users
- b. 3m front setback at ground level to Dickson Road and northern portion of William Berry Drive to provide an activated and attractive streetscape. This additional width to the public realm will be used for footpaths, landscaped areas and outdoor dining opportunities
- c. development on Dickson Road and the northern portion of William Berry Drive consolidate and share driveway crossovers, accessways and car parking to ensure the efficient use of land and a safer pedestrian environment with minimal driveway crossovers
- d. car parking at ground level is screened from the street and includes design responses to reduce visual dominance from surrounding sites.

MC5 Privately owned road, Leda Boulevard provides a publicly accessible, safe, convenient and interconnected active transport link connecting the southern end of William Berry Drive to the Morayfield bus station and the Northern end of William Berry Drive shown as a key pedestrian and cycle corridor (Figure 16).

MC6 The southern mixed-use moderate intensity area includes new roads and pedestrian connections that demonstrates connectivity with surrounding lots. Future development will be in accordance with a Site Concept Plan submitted as part of a development application that demonstrates how internal road and active transport connections can be achieved generally in accordance with Figure 16.

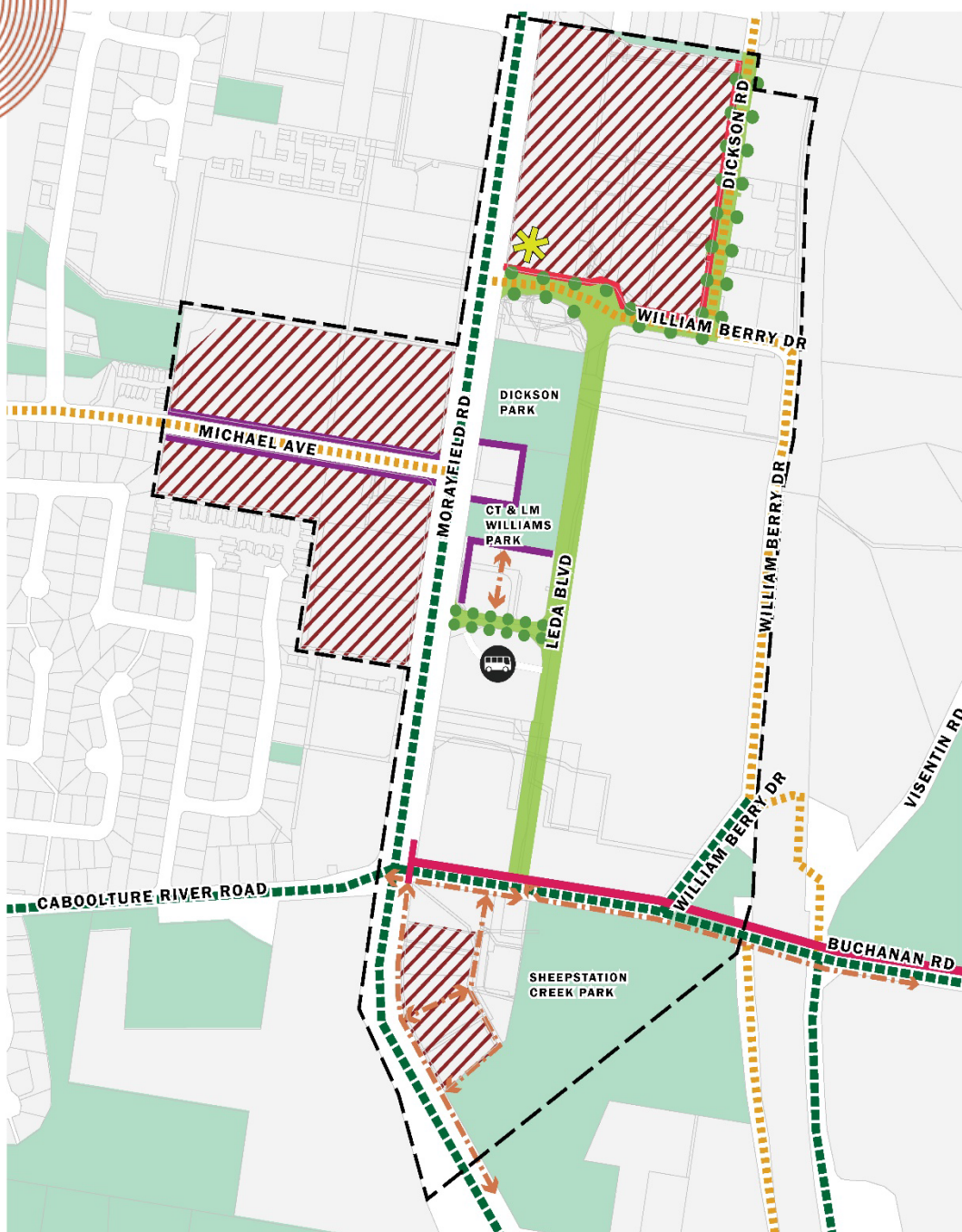
MC7 Car parking on lots with active frontages is set back from street frontages and public spaces to enhance the precinct's amenity. This also minimises vehicle dominance and visual obstructions, improving safety for pedestrians and cyclists on footpaths.

MC8 Car parking rates for multiple dwellings are reduced, consistent with other similar order centres and unbundled¹ in this well-located neighbourhood. This is designed to promote vehicle sharing, active and public transport use and prevent the under and oversupply of vehicle parking for new residential development. It will also improve housing affordability because parking costs will be met by unit owners who require the carparks.



Figure 15 Example of ground floor carparking screened from active street frontage, Nundah

¹ Unbundled parking means car parking spaces in a development can be rented, leased, or sold separately from dwellings.



Not To Scale

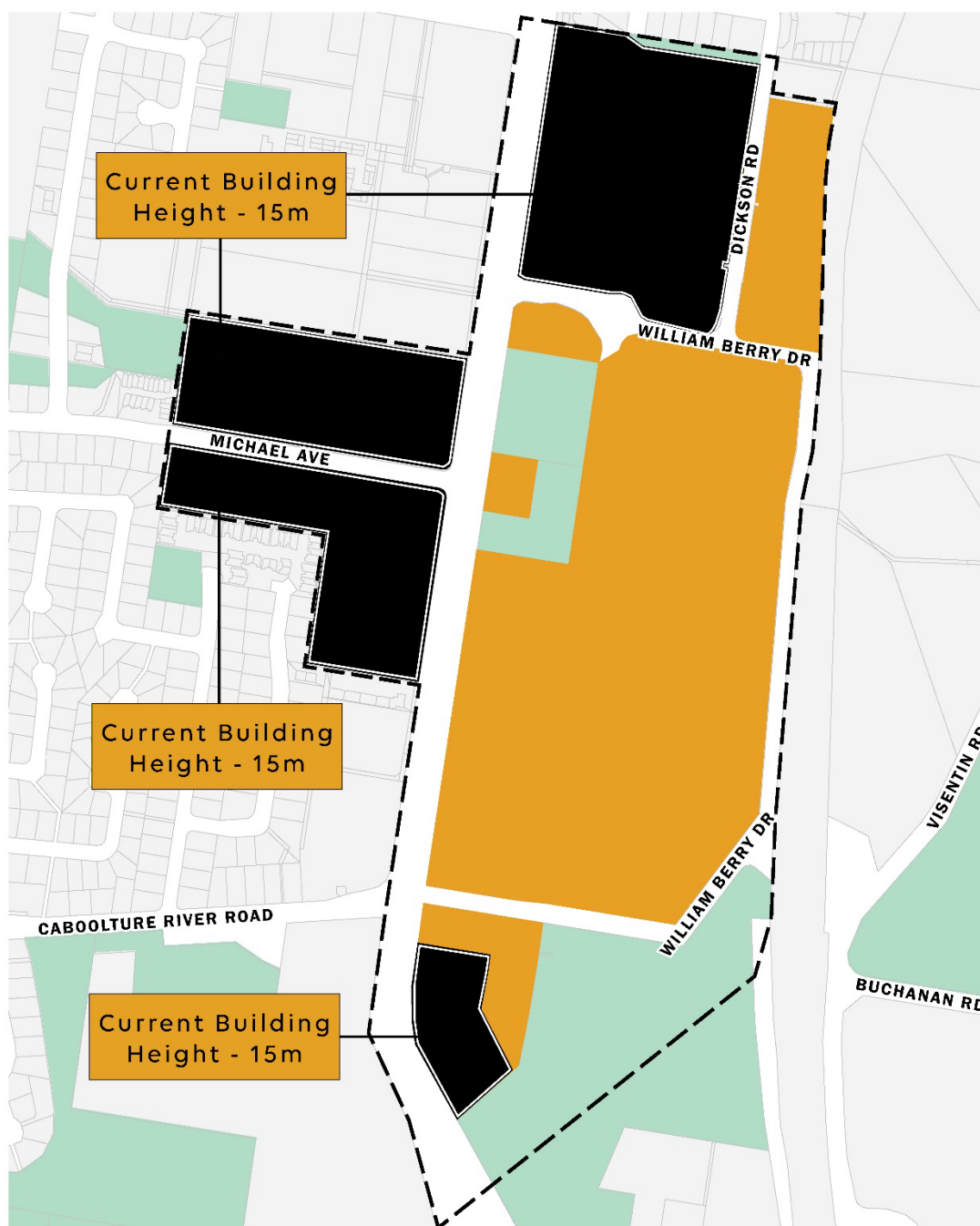


Legend

- | | |
|---|--|
| Precinct boundary | Recreation and open space zone |
| Primary active transport network (existing) | Key pedestrian and cycle corridor |
| Secondary active transport network (existing) | Active frontage - type A |
| Bus interchange | Active frontage - type B |
| Indicative street trees | Indicative pedestrian/cycle connections |
| Mixed-use - Moderate intensity area | Indicative Buchanan Road upgrade and rail overpass |
| Feature corner | |

*Note: These projects are subject to feasibility, prioritisation and funding

Figure 16 Morayfield Central Precinct - Precinct Map



Legend

- Precinct boundary
- Proposed building height change
- Recreation and open space zone
- 15m
- 39m

Not To Scale



Figure 17 Morayfield Central Precinct - Building Height Map

Attachment 3

Precinct 3: Morayfield Station

Morayfield Station precinct is located primarily west of Morayfield Station (Figure 18). The precinct is currently comprised of bulky goods retail uses, the Caboolture Sports Club, and residential uses. The Sheepstation Creek open space corridor, bordering the precinct's north-western edge, provides valuable green space and a welcome urban break along Morayfield Road.



Figure 18 Morayfield Station Precinct

Future role and function

The precinct will be transitioned to maximise the opportunities presented by large land holdings and proximity to the Morayfield Station. Future higher density residential development and employment will be supported by clear and direct road and internal driveway layouts. This will encourage active transport and improve access to the station.

Outcomes and actions

Land use and design outcomes

Propose planning scheme changes to include the following outcomes that would apply to future development in the precinct:

MS1 Include additional design requirements for buildings in the mixed-use area on the northern side of Station Road to ensure overlooking of Sheepstation Creek Park is optimised. This will increase casual surveillance and capitalise on existing landscape value.

MS2 New buildings located on 1 Oakey Flat Road shown as a feature corner (Figure 30), is designed to address the intersection to improve active transport and create identity and visual interest to a significant site by including:

- built form, landscape and design outcomes to provide attractive buildings and streetscapes, that address the intersection of Oakey Flat Road and Morayfield Road and the Sheepstation Creek corridor
- small scale non-residential active land uses at ground level where adjoining Morayfield Road and Oakey Flat Road and providing an active frontage Type A²
- vehicle access is provided from Jonker's Court to reduce impacts on the active transport environment on Oakey Flat Road and Morayfield Road.



Figure 19 Example of building form outcome addressing streetscapes, Nundah

² Active Frontage Type A and Type B requirements are described in the Morayfield Neighbourhood Planning Future Directions Report Attachments, Precinct 1

MS3 Future development on Visentin Road South (Figure 30) is to incorporate the following minimum built form elements:

- a. building design and orientation that address and activate the Visentin Road South frontage (e.g. use of Active Frontage Type B) to promote vitality, interaction and casual surveillance
- b. car parking on lots with active frontages is set back from street frontages and public spaces to enhance the precinct's amenity. This also minimises vehicle dominance and visual obstructions, improving safety for pedestrians and cyclists on footpaths.

MS4 On the Key Site, future development will be in accordance with a Site Concept Plan submitted as part of a development application that demonstrates the overarching outcomes listed in the plan.

Where an alternative is proposed, development aligns with the outcomes described below and does not compromise other landowners within the Key Site from achieving the same outcomes:

- a. development creates a compact centre form with active uses fronting streets, internal driveways and public spaces
- b. establish new internal roads, running north to south from Station Road to improve access and breakup building mass and additional east west connections to provide services access and improve connection to Morayfield Station
- c. active frontages (Type A and Type B) are provided adjacent to key internal roads to create a safer environment by promoting visibility and oversight for users day and night

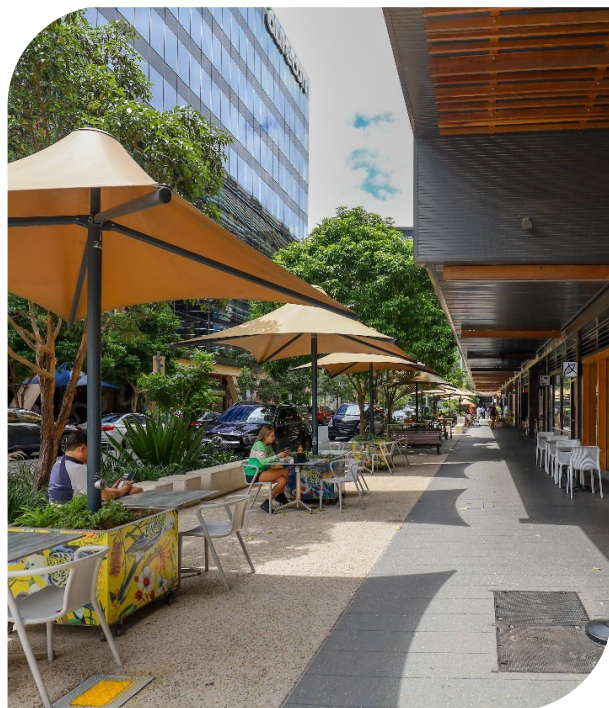


Figure 20 Example of pedestrian orientated streetscape with no vehicle crossovers and covered awnings, Fortitude Valley



Figure 21 Example of public plaza with landscaping elements, Northlakes



Figure 22 Example of long public plaza with outdoor dining, Coorparoo

- d. development provides publicly accessible, privately owned plaza spaces consisting of a large area in the northern part of the precinct. The plaza will provide opportunities for hosting community events or activities that will provide a sense of community for residents and promote commercial activity within the precinct. In addition, a series of smaller plaza spaces are provided in strategic locations that link the northern plaza to the new Internal north/south road and eventually connects to Morayfield Station
- e. buildings located on the corner of Station Road and Morayfield Road, shown as a feature corner (Figure 25), address both street frontages providing a prominent visual reference by emphasising the corner setting through building form, scale and landscaping
- f. buildings have a height, setbacks, and built form (including podium design) that:
 - i. are articulated to create visual interest and separation
 - ii. exhibit high-quality architectural and sub-tropical design that contributes to the centre character and identity

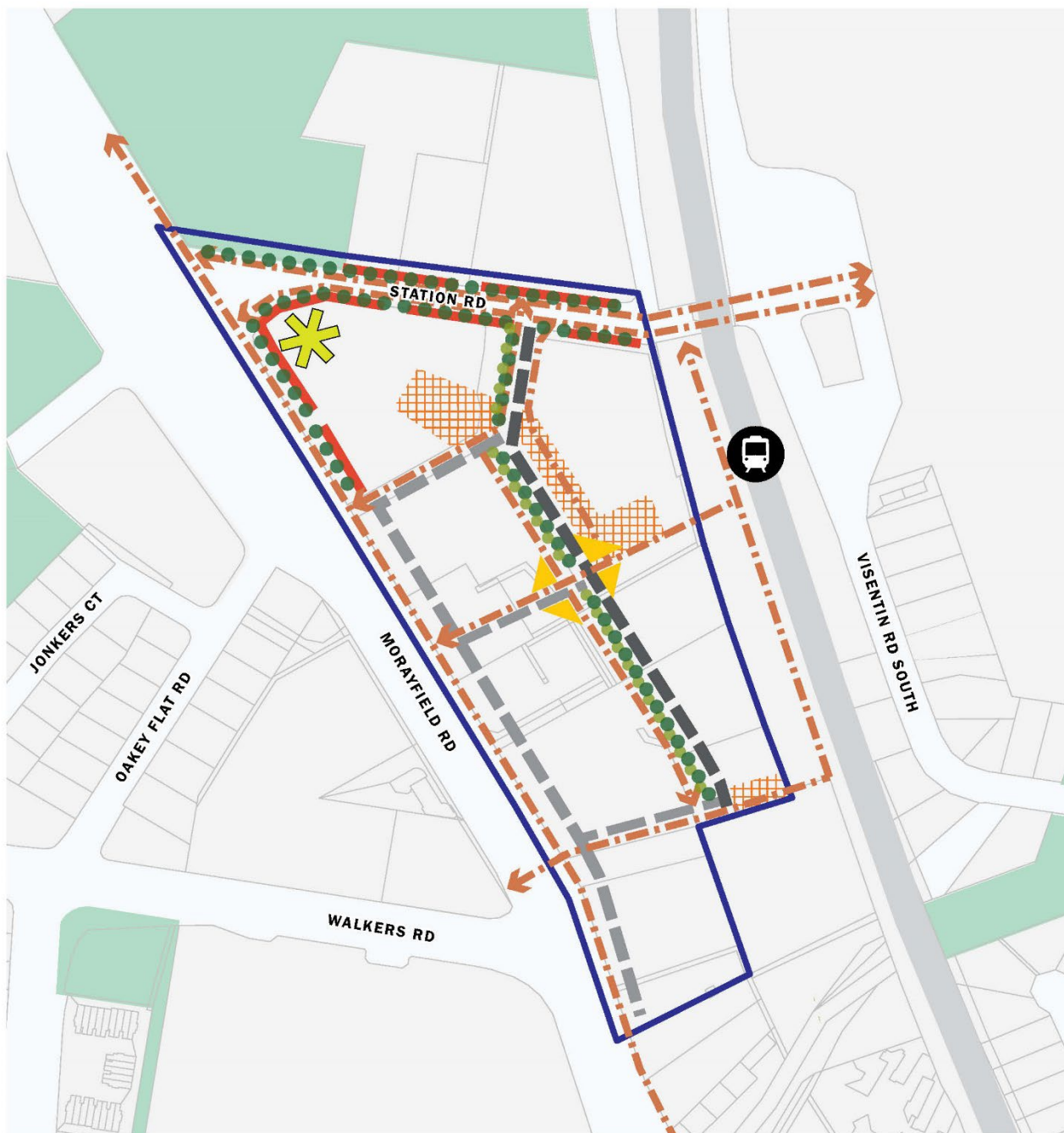


Figure 23 Example of built form outcome with podium setbacks and landscaping, Bokarina

- iii. makes a positive contribution to the public realm through on-site amenity such as clear, direct and safe pedestrian movement corridors, landscaping and public art to provide a community benefit that enhances the amenity of the centre and provides places for people to meet and congregate
- iv. enhance the connection between the Key Site and Morayfield Station by improving the navigation and legibility and incorporating crime prevention principles to create a safe and comfortable pedestrian environment
- v. contains deep planting to accommodate a high level of landscape amenity.



Figure 24 Example of built form outcome with subtropical design elements, building articulation and activate street frontages, Nundah



Not To Scale



Legend

- | | |
|-----------------------------------|-------------------------------------|
| Key site area | Trees and landscaping |
| Existing lot boundaries | Green parkway |
| Recreation and open space zone | Indicative plaza |
| Indicative north-south connection | Indicative pedestrian connection |
| Indicative east-west connection | Indicative active frontage - type B |
| Feature corner | Indicative prominent corner |

Figure 25 Key Site - Station Village

Movement outcomes

Propose planning scheme changes to include the following outcomes that would apply to future development in the precinct:

MS5 Key Site - Station Village includes new roads and active transport connections that demonstrate connectivity with surrounding lots. Future development will be in accordance with a Site Concept Plan, submitted as part of a development application, that demonstrates how internal road and active transport connections can be achieved generally in accordance with Figure 25. These key roads and connections will be provided or protected as development occurs and include:

- internal access arrangements for vehicle access to Station Road for all future development within the mixed-use area
- internal driveways/roads that are wide enough for active transport paths and landscaping
- pedestrian access from the internal road network to Morayfield Road and the Morayfield Station is wide enough for pedestrian pathway, cycle lane, seating, shade structures and mature trees and landscaping.

Note: Further detail on the requirements for new roads and connections (e.g. detailed cross sections) will be included when implemented into the Planning Scheme.

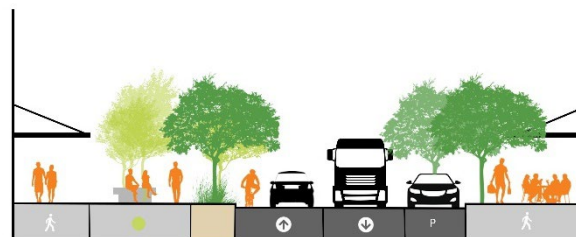


Figure 26 MS4 indicative north-south connection road typology

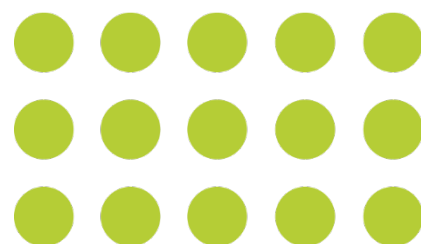


Figure 27 Example of pedestrian oriented streetscape with covered awning and maturing street trees, Fortitude Valley

MS6 Car parking rates for multiple dwellings are reduced, consistent with similar higher order centres and unbundled³ in this well-located neighbourhood. This is designed to promote vehicle sharing, and active and public transport use. It will also improve housing affordability because parking costs will be met by unit owners who require the carparks.

MS7 Car parking can be provided at or above ground level where it includes design responses or screening with architectural elements integrated into the building design ensuring it is not visible from the street. Car parking will also, reduce visual dominance from surrounding sites, and visual obstructions for vehicles to enhance pedestrian and cyclist safety on footpaths.

ACTION - Progress the following outcomes though other programs or initiatives:

MS8 Investigate requirements for the provision of coordinated and connected internal roads through the Key Site to be delivered as development occurs. The investigation will include identifying development outcomes including road location, typology and construction requirements.

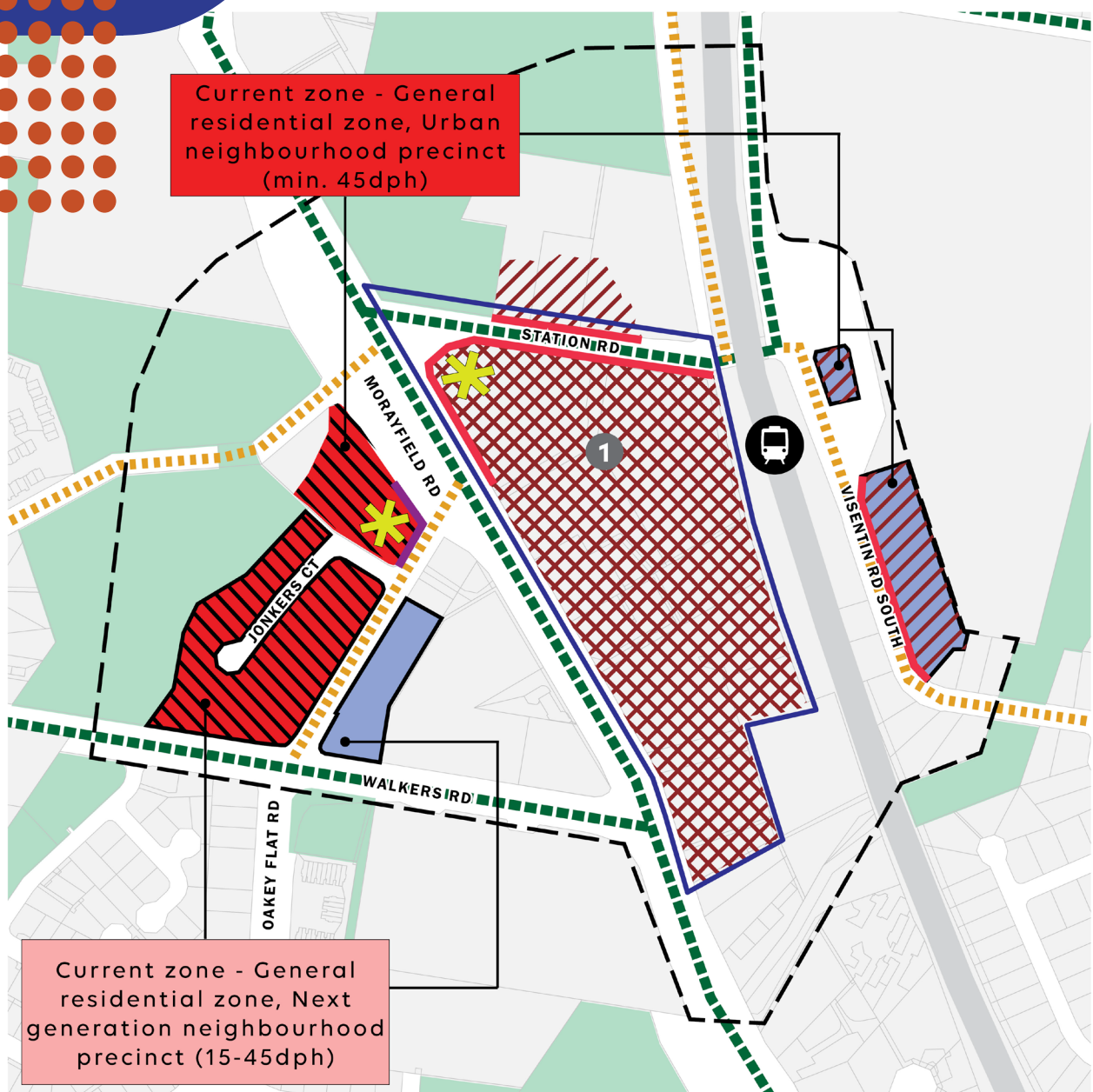


Figure 28 Example of carparking integrated with surrounding buildings, Fortitude Valley



Figure 29 Example of mixed-use with active frontage, and wide landscaped active transport corridor adjoining road frontage, Southbank

³ Unbundled parking means car parking spaces in a development can be rented, leased, or sold separately from dwellings.



Legend

- Precinct boundary
- Key site boundary
- Primary active transport network (existing)
- Secondary active transport network (existing)
- Active frontage - type A
- Active frontage - type B
- Mixed-use - High intensity area
- Mixed-use - Moderate intensity area
- ① Key Site 1 - Station Village

- Rail line
- Recreation and open space zone
- Centre zone, Specialised centre precinct (north of Walkers Road)
- Centre zone, Morayfield centre precinct (east of Visentin Road South)
- General residential zone, Urban neighbourhood precinct
- Proposed zone change
- Feature corner
- Morayfield train station

Not To Scale

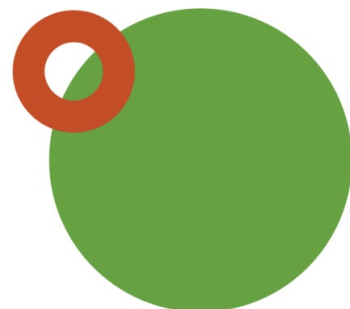


Figure 30 Morayfield Station Precinct - Precinct Map



For more information on our new Corporate Plan and Pillars
scan the QR code or visit moretonbay.qld.gov.au