

**Fiona Gray**

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**From:** Casandra Smith <Casandra.Smith@moretonbay.qld.gov.au>  
**Sent:** Wednesday, 3 August 2016 11:11 AM  
**To:** Stuart C Duncan; Terry N Upton  
**Cc:** Paul Gleeson; Darryl R Kong  
**Subject:** Caboolture west  
**Attachments:** V10 Updated Landuse Plan 140316.jpg; Figure 7.2.3.2 - Movement, major streets.pdf; Figure 7.2.3.1 - Structure plan.pdf; Figure 7.2.3.5 - Centres, employment and schools.pdf

Hi,

Attached is some information on the land uses for Caboolture west. Please find attached a few maps these include:

- V10 land use map for NDP1
- Various figures relating to the whole of Caboolture west including: land uses (structure plan), movement, major streets, and centres, employment and schools.

Also more information is available on Council's website including:

1. Background - <https://www.moretonbay.qld.gov.au/cabwest/>
2. Caboolture west is a Local Plan contained within our Planning Scheme:  
<http://consult.moretonbay.qld.gov.au/portal/mbrclplanningsschemecomenced?pointId=s1384469089572#section-s1384469089572> or the pdf  
(<https://www.moretonbay.qld.gov.au/uploadedfiles/moretonbay/development/planning/mbrclplan/scheme-doc/MBRC-Planning-Scheme-Part-5.9.3.pdf> )
3. Background work that supported the 2013 Cab west project can be accessed on MBRC website (Please scroll down to the Caboolture west heading):  
<https://www.moretonbay.qld.gov.au/supportinginformation/>

I hope this information is of assistance.

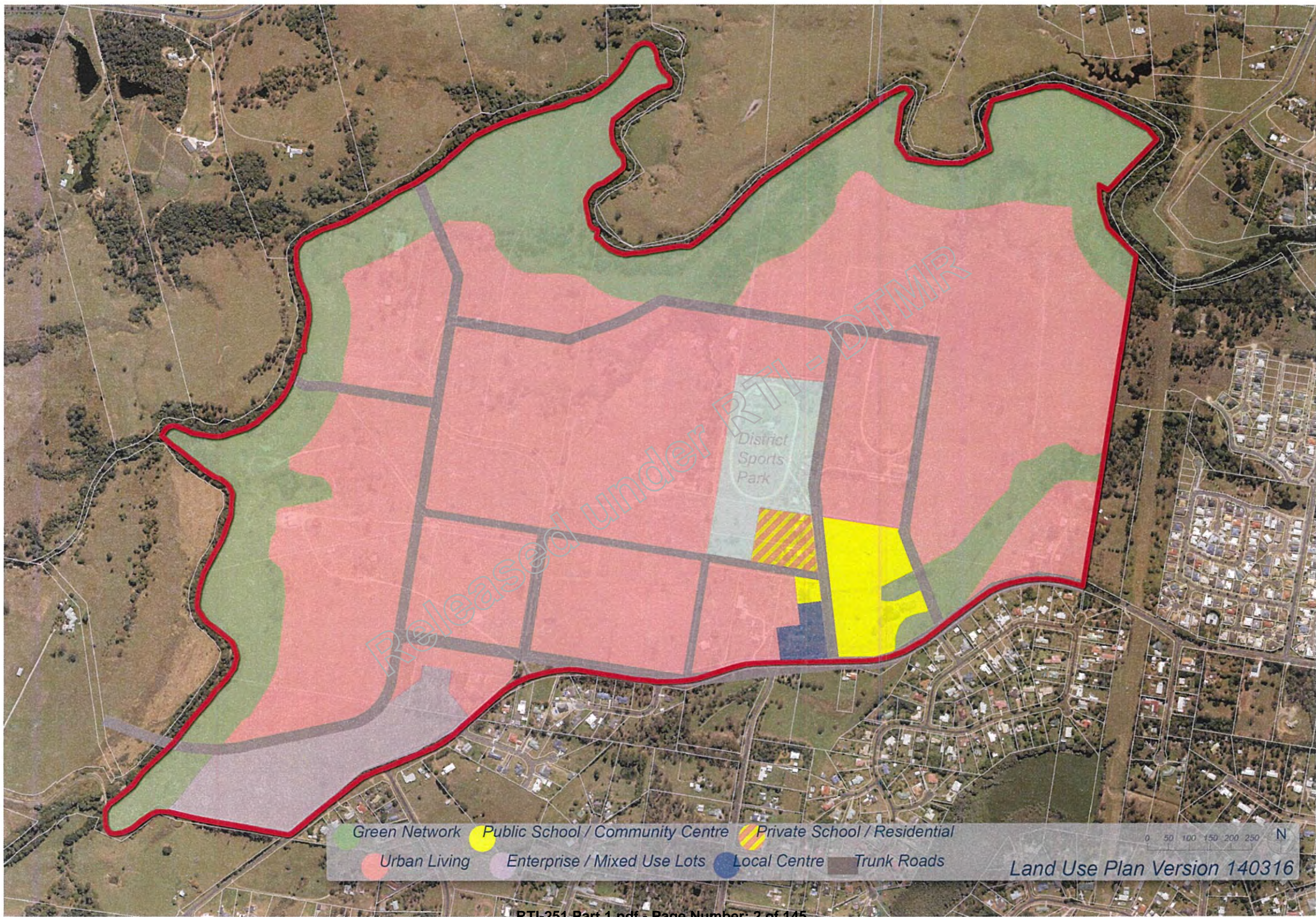
Kind regards

**Casandra Smith**  
**Senior Strategic Planner – Network Coordination**  
Strategic Planning  
Division of Planning and Economic Development  
**Moreton Bay Regional Council** | Caboolture Office  
2 Hasking Street, Caboolture Qld 4510  
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[www.moretonbay.qld.gov.au](http://www.moretonbay.qld.gov.au)

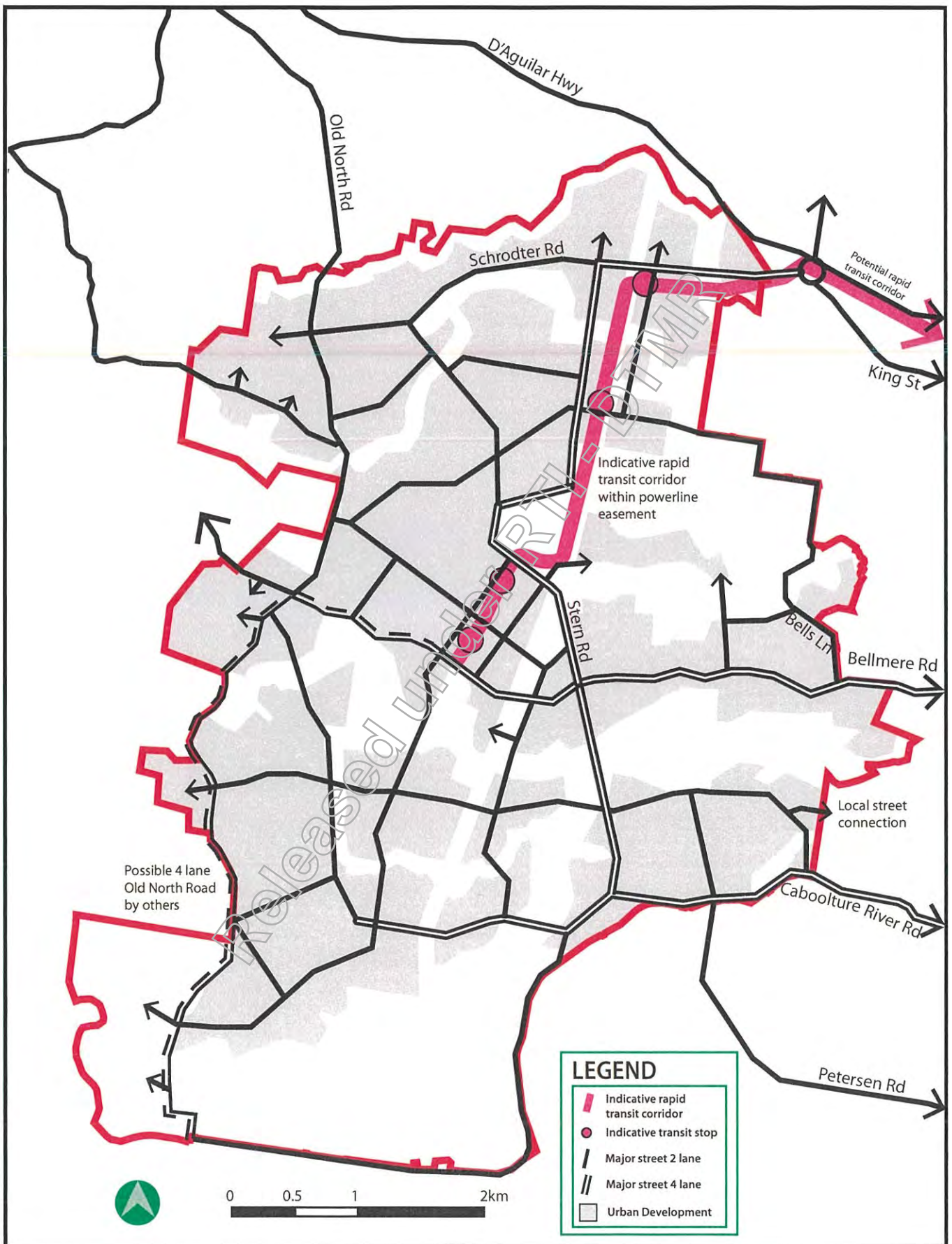
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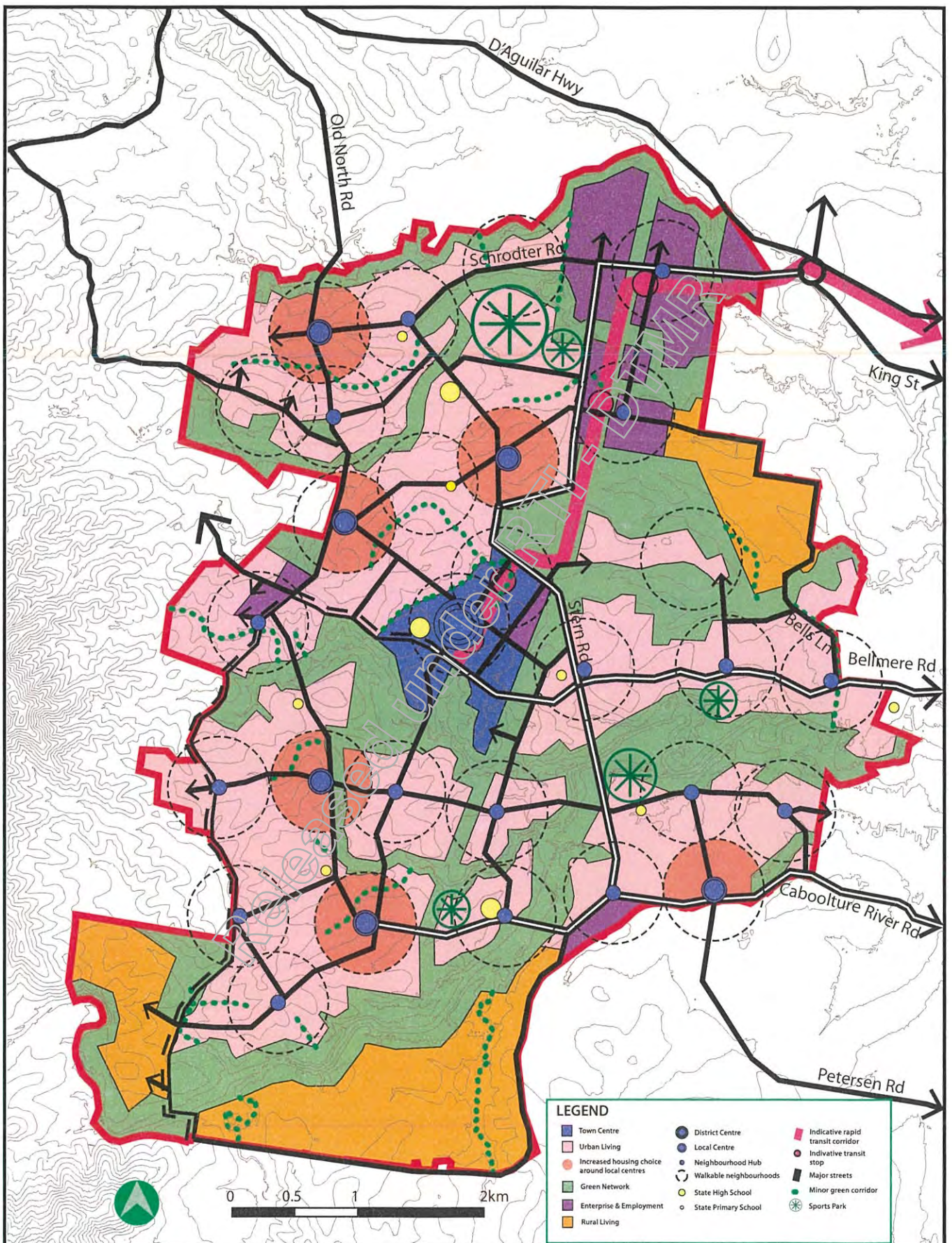




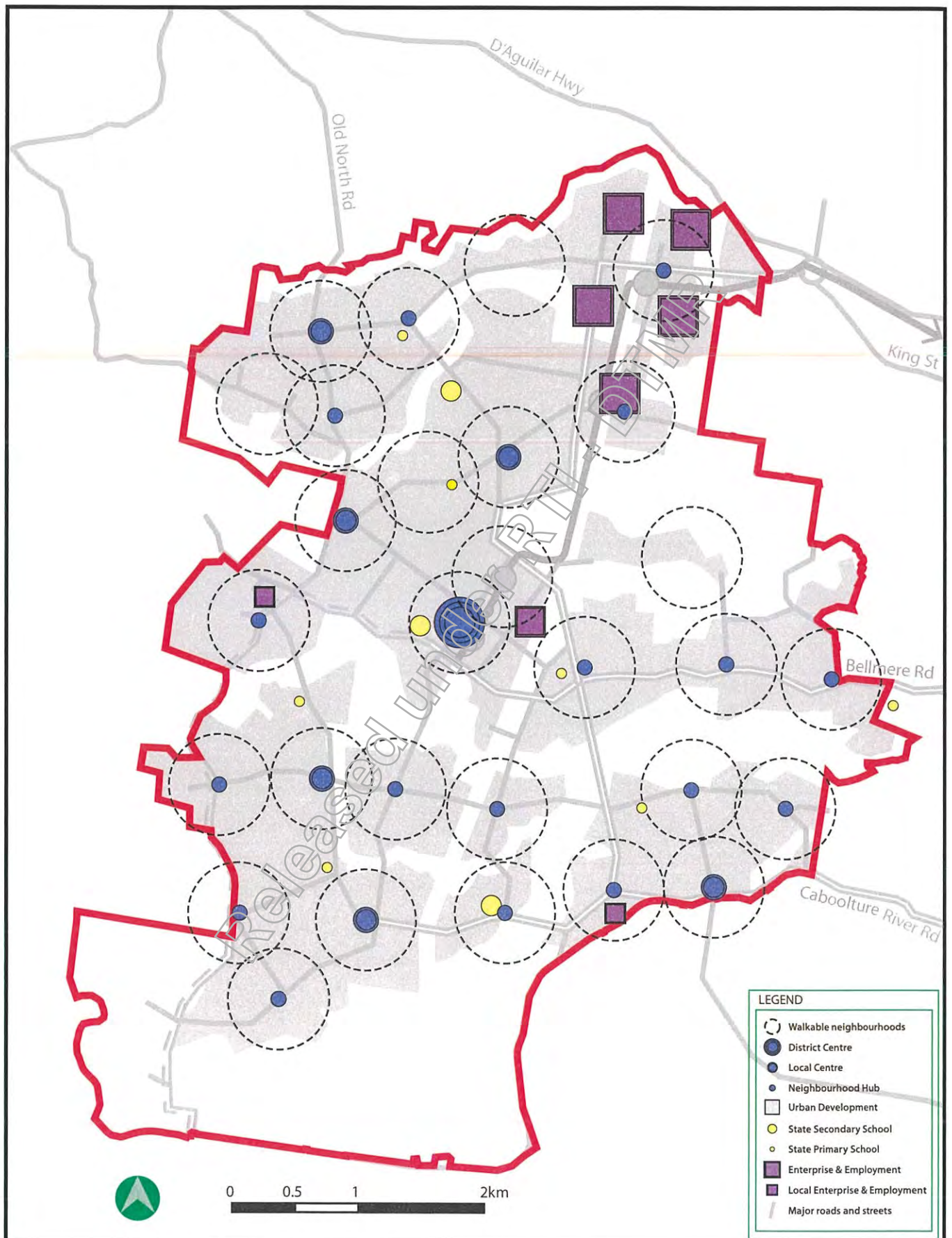














**Fiona Gray**

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**From:** Casandra Smith <Casandra.Smith@moretonbay.qld.gov.au>  
**Sent:** Wednesday, 3 August 2016 8:09 AM  
**To:** Stuart C Duncan; Terry N Upton  
**Cc:** Paul Gleeson; Michael Madden; Darryl R Kong;  
tom.goodhand@moretonbay.qld.gov.au; Wally Wight; Syd Jerram;  
richard.mcrae@moretonbay.qld.gov.au  
**Subject:** Caboolture west transport modelling  
**Attachments:** 2051 Sidra Analysis.pdf; 2051AM\_PeakHour\_StrathpinePetrieNSUA\_A2.pdf;  
2051AM\_PeakHour\_StrathpinePetrieNSUA\_A4.pdf; CabWest 2051 AM - Lanes, traffic  
volume, cabWest share and affected inte....pdf; CabWest 2051 AM - CabWest  
Traffic.pdf

Morning,

Thank you for your time yesterday.

As discussed please find attached the following outputs from the project to date:

- Caboolture west 2051 AM Lanes, traffic volumes and share - plus intersections exceeding DSS and carrying at least 10% Caboolture west traffic
- Cabwest 2051 AM plot showing the distribution of the Caboolture west traffic across the network.
- 2051AM Sidra analysis - intersection assessment
- 2x Plots of 2051AM Peak hour Strathpine, Petrie NSUA - the southern area

I will send a second email including with the project proposal from Arup plus the demographics and employment figures we provided to Arup.

Once we have been provided the VISUM model we will make this available to DTMR.

Kind regards

**Casandra Smith**  
**Senior Strategic Planner – Network Coordination**  
Strategic Planning  
Division of Planning and Economic Development  
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Pages 7 through 69 redacted for the following reasons:

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Part Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

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## Fiona Gray

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**From:** Casandra Smith <Casandra.Smith@moretonbay.qld.gov.au>  
**Sent:** Tuesday, 16 August 2016 3:12 PM  
**To:** Stuart C Duncan  
**Cc:** not relevant  
tom.goodhand@moretonbay.qld.gov.au  
**Subject:** Caboolture west 2051 PM results  
**Attachments:** CabWest 2051 PM - Lanes, traffic volume, cabWest share and affected intersections.pdf; CabWest 2051 PM - CabWest Traffic.pdf; 2051 Sidra Analysis - v2.pdf

Hi Stuart,

Last night Arup sent through the Caboolture west 2051 modelling PM peak analysis.

The results are still being pulled together however there are around 13 new intersections as well as some further upgrades to some existing intersections identified for the AM peak.

The plots are attached for your information.

Issue identified: Self-containment - at the briefing Terry raised concerns regarding MBRC self-containment assumptions and what was contained within the model. Tom has confirmed that the model Arup were provided is the DTMR approved version of the model. The self-containment (employment) has been factored down to the agreed level.

If you have any other questions please feel free to contact me.

Kind regards

**Casandra Smith**  
**Senior Strategic Planner – Network Coordination**  
Strategic Planning  
Division of Planning and Economic Development  
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## Fiona Gray

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**From:** Tom Goodhand <Tom.Goodhand@moretonbay.qld.gov.au>  
**Sent:** Wednesday, 24 August 2016 8:18 AM  
**To:** Stuart C Duncan; Terry N Upton  
**Cc:** casandra.smith@moretonbay.qld.gov.au  
**Subject:** 2051 Cab West Model

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Stuart and Terry,

Please find below a link providing access to our 2051 Caboolture West transport model. This model has been developed to support the infrastructure agreement for Caboolture West, by identifying (the many) deficiencies on the network, investigating and costing possible solutions.

The inputs for this model come from our Strategic EMME model, which was fed with 2051 forecast demographics (for zones outside of the MBRC area, we used 2041 BNE model demogs, extrapolated to 2051). For the network, we have essentially assumed all major road projects currently in planning will be delivered by 2051.

This model is being treated as a 'project' model, and is separate to the joint models being developed jointly by TMR/MBRC.

<http://files.moretonbay.qld.gov.au/download.php?file=b0bb48dceb76be6a106c76da5e452b60>

Regards, Tom.

**Tom Goodhand**  
**Senior Transport Engineer**  
Integrated Transport Planning and Design  
Engineering, Construction & Maintenance  
**Moreton Bay Regional Council | Strathpine Office**  
220 Gympie Road, Strathpine Q 4500  
P (07) 5433 2290  
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---

**From:** Terry N Upton  
**Sent:** Wednesday, 31 August 2016 3:07 PM  
**To:** Roland Cathcart; [casandra.smith@moretonbay.qld.gov.au](mailto:casandra.smith@moretonbay.qld.gov.au)  
**Cc:** Stuart C Duncan  
**Subject:** Caboolture West Modelling - Workshop on Friday 2 Sept 2016  
**Attachments:** Tnu1626.docx

Hi Roland and Casandra,

Please find attached some thoughts about specific questions/topics we would like addressed at Fridays workshop re Cab West modelling.

Kind Regards,

**Terry Upton**  
Senior Engineer (Civil) | North Coast District / Maroochydore Office  
**Program Delivery & Operations** | Department of Transport and Main Roads

Floor 7 | Maroochydore - Government Office Building | 12 First Avenue | Maroochydore Qld 4558  
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E: [terry.n.upton@tmr.qld.gov.au](mailto:terry.n.upton@tmr.qld.gov.au)  
W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

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## Fiona Gray

**From:** Wally Wight <Wally.Wight@moretonbay.qld.gov.au>  
**Sent:** Monday, 5 September 2016 12:05 PM  
**To:** casandra.smith@moretonbay.qld.gov.au; Stuart C Duncan; Terry N Upton; Syd Jerram; Paul Gleeson; Michael Madden; tom.goodhand@moretonbay.qld.gov.au; David Hattam; Peter Rawlinson; [not relevant]@arup.com); [not relevant]  
**Cc:** [not relevant]  
**Subject:** RE: Caboolture West transport workshop 2 September minutes  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

All,  
I think there are a couple of minor corrections to be made to Map 1 before it is modelled:

Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

Best regards,  
Wally Wight  
Senior Strategic Planner - Transport  
Strategic Infrastructure Planning  
Strategic Planning - Planning and Economic Development  
Moreton Bay Regional Council  
(07)5433 2233  
[not relevant]  
[wally.wight@moretonbay.qld.gov.au](mailto:wally.wight@moretonbay.qld.gov.au)  
[www.moretonbay.qld.gov.au](http://www.moretonbay.qld.gov.au)

**From:** Casandra Smith  
**Sent:** Monday, 5 September 2016 11:12 AM  
**To:** 'stuart.c.duncan@tmr.qld.gov.au'; Terry N Upton (terry.n.upton@tmr.qld.gov.au); Syd Jerram; Paul Gleeson; Michael Madden; Tom Goodhand; David Hattam; Wally Wight; Peter Rawlinson; [not relevant]@arup.com); [not relevant]  
**Cc:** [not relevant]  
**Subject:** Caboolture West transport workshop 2 September minutes

Morning,  
I would like to thank everyone for your input and contribution at the meeting last week. The meeting covered a lot of material and I believe we made some good progress.  
Please find attached the following documents:

1. MINUTES - Cab West Transport Workshop 1 Minutes 2 September
2. RESPONSE DOCUMENT: DTMR comments with responses
3. MAP FOR REVIEW: MAP 1: Strategic Road Network
4. PLOT OF CAB WEST TRAFFIC: CabWest 2051 AM - CabWest Traffic
5. PRESENTATION: Cab West Modelling outline of assumptions work August 2016 (Peter Rawlinson)
6. DSS COMMENTS: Desired standards of service note Sept 2016
7. GENERAL CAB WEST INFO: Cab West Structure Plan Summary - December 2013

<< File: Cab West Structure Plan Summary - December 2013.pdf >> << File: Cab West Transport workshop Workshop 1 Minutes 2 September pdf.pdf.docx >> << File: Desired standards of service note Sept 2016.docx >> << File: DTMR comments with responses.docx >> << File: MAP 1\_ Strategic Road

Network FOR DISTRIBUTION.pdf >> << File: PRESENTATION Cab West Modelling outline of assumptions work August 2016.pdf >> << File: CabWest 2051 AM - CabWest Traffic.pdf >>  
Terry/Stuart - can you please review the maps as agreed and advise if you are happy for that option to be tested and reported back. Timeframe for this - 7 Sept COB.

Thank you again,

Kind regards

Cassandra Smith

Senior Strategic Planner – Network Coordination

Strategic Planning

Division of Planning and Economic Development

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2 Hasking Street, Caboolture Qld 4510

P: (07) 5433 2503

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NOTE INTERNAL:

The documents can be accessed with the following document numbers in Objective:

"Cab West Structure Plan Summary - December 2013" (A14111675) v2.0

"Cab West Transport workshop Workshop 1 Minutes 2 September" (A14112993) v5.0

"Desired standards of service note Sept 2016" (A14106070) v1.0

"DTMR comments with responses" (A14102364) v9.0

"MAP 1: Strategic Road Network FOR DISTRIBUTION" (A14114370) v5.0

"PRESENTATION Cab West Modelling outline of assumptions work August 2016" (A14115792) v1.0

"CabWest 2051 AM - CabWest Traffic" (A13976662) v1.0

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**To:** Stuart C Duncan; Terry N Upton; Syd Jerram; Paul Gleeson; Michael Madden; tom.goodhand@moretonbay.qld.gov.au; David Hattam; Wally Wight; Peter Rawlinson; [redacted] not relevant [redacted]@arup.com); [redacted] not relevant  
**Cc:** [redacted]  
**Subject:** Caboolture West transport workshop 2 September minutes  
**Attachments:** CabWest 2051 AM - CabWest Traffic.pdf; PRESENTATION Cab West Modelling outline of assumptions work August 2016.pdf; MAP 1\_ Strategic Road Network FOR DISTRIBUTION.pdf; DTMR comments with responses.docx; Desired standards of service note Sept 2016.docx; Cab West Transport workshop Workshop 1 Minutes 2 September pdf.pdf.docx; Cab West Structure Plan Summary - December 2013.pdf

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Terry/Stuart - can you please review the maps as agreed and advise if you are happy for that option to be tested and reported back. Timeframe for this - 7 Sept COB.

Thank you again,

Kind regards

Casandra Smith  
Senior Strategic Planner – Network Coordination  
Strategic Planning  
Division of Planning and Economic Development  
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- "Desired standards of service note Sept 2016" (A14106070) v1.0

"DTMR comments with responses" (A14102364) v9.0

"MAP 1: Strategic Road Network FOR DISTRIBUTION" (A14114370) v5.0

"PRESENTATION Cab West Modelling outline of assumptions work August 2016" (A14115792) v1.0

"CabWest 2051 AM - CabWest Traffic" (A13976662) v1.0

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# Cab West Modelling

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# 2014/15

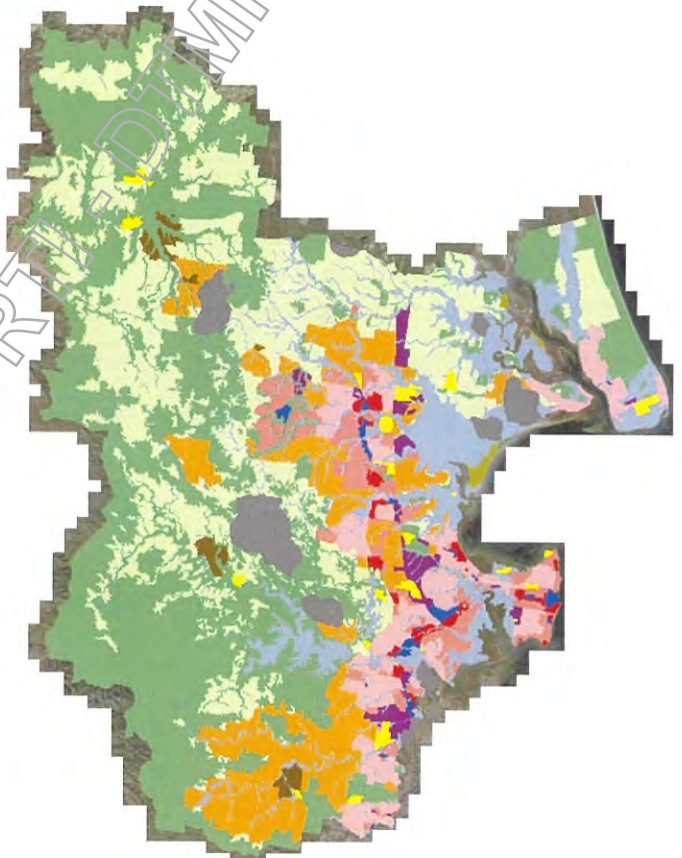
Advertising of planning scheme

New State Government population projections 2015



SEQ Report SEQ economic forecasts 2014/15

	2011	2016	2021	2026	2031	2036	2041
ID Consulting	102,144						
PIP 2013	107,678	128,984	150,269	168,986	186,242		
Pm SC	116,730	130,883	143,658	156,525	169,459	182,762	196,345
SC1	115,485	120,862	130,530	136,412	146,502	153,991	164,045
SC2	116,411	121,697	128,940	134,084	142,996	149,112	157,911

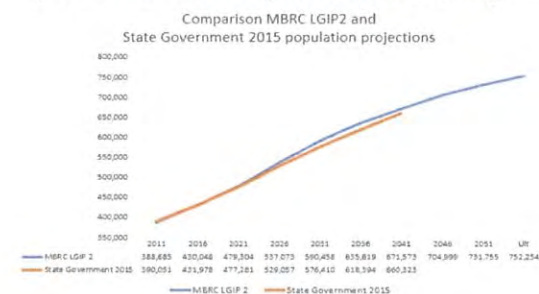




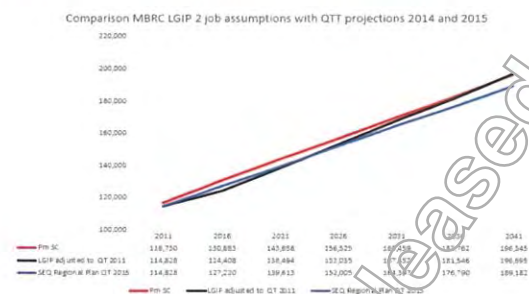
# 2016

MBRC LGIP revised assumptions

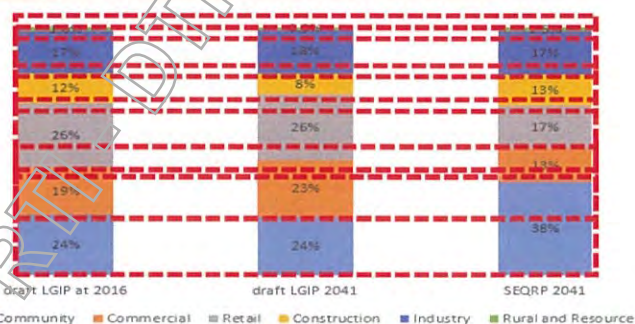
Population 2<sup>nd</sup> cut adopted scheme zonings



Jobs 2<sup>nd</sup> cut adopted scheme zonings

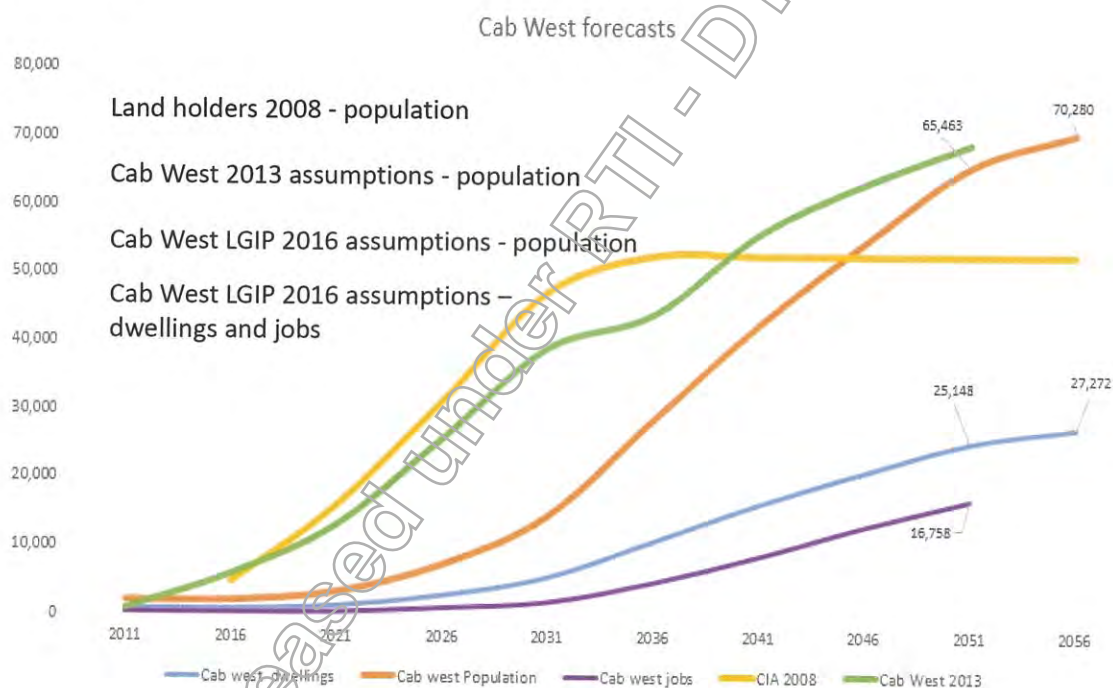


Comparison of share of jobs by LGIP industry category

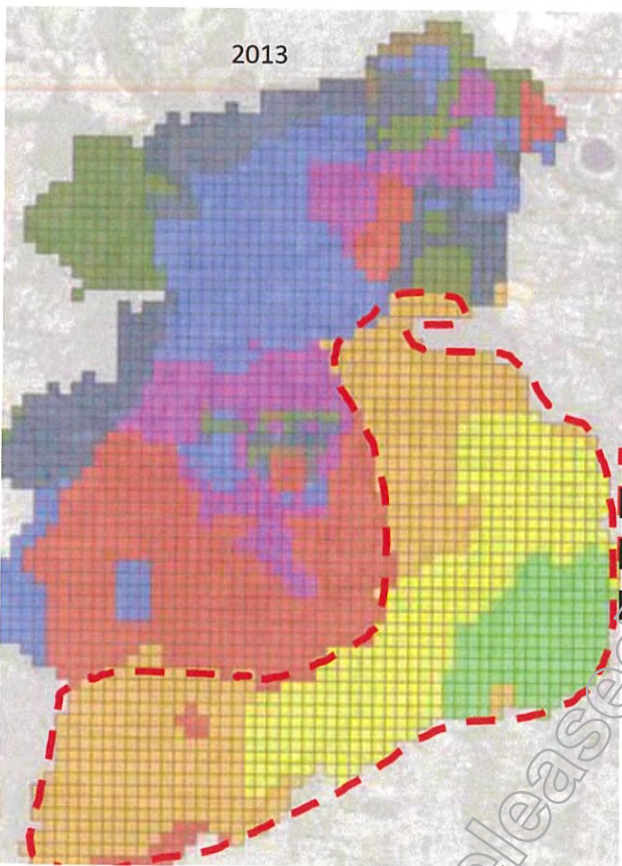


Rural and resource industry jobs are a minor player in the total numbers but could be increased to match the SEQRP scenario.

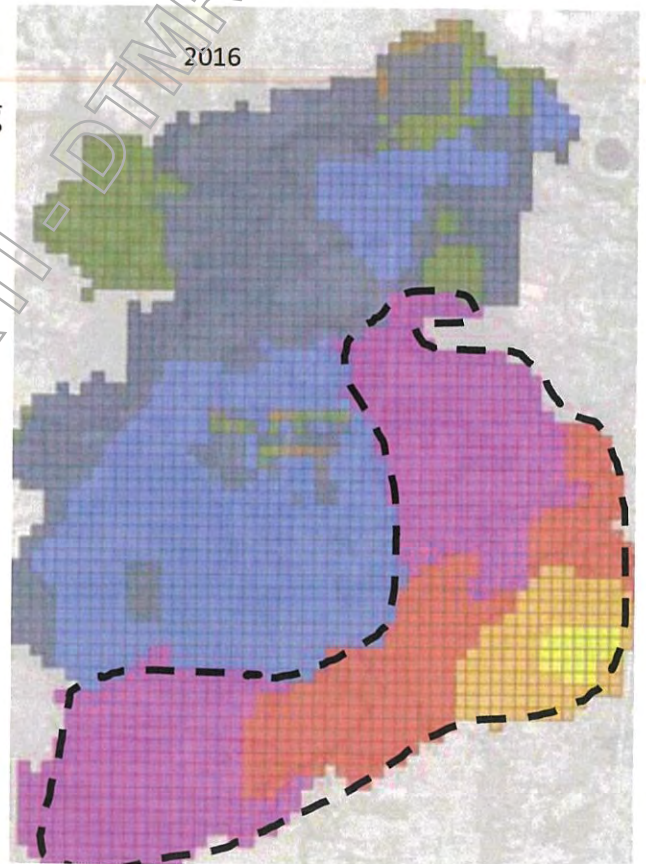
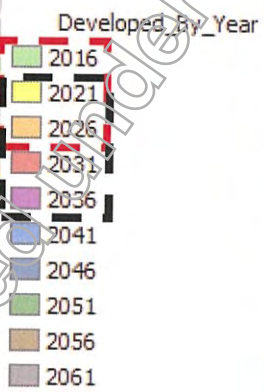
# Cab West







Comparison  
revised timing  
2013  
v  
2016



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Demand by Mode - 2051										
Origin/Destination	Walk	Cycle	PT	PriVeh	Total	%Walk	%Cycle	%PT	%PriVeh	
Cabwest	23629	2660	17748	116163	160200	15%	2%	11%	73%	
Caboolture (excul. CabWest)	57035	8796	70423	540531	676784	8%	1%	10%	80%	
Pine River	66112	9019	75866	540128	691125	10%	1%	11%	78%	
Redcliffe	32895	3289	26744	155435	218363	15%	2%	12%	71%	
Kilcoy	1917	190	150	14564	16822	11%	1%	1%	87%	
Brisbane CBD	538101	20251	371390	650457	1580199	34%	1%	24%	41%	
Brisbane North	182966	24494	250804	1206448	1664712	11%	1%	15%	72%	
Brisbane South	162329	22066	251470	1347838	1783703	9%	1%	14%	76%	
Logan Ipswich Redland	348127	69728	305373	2467580	3190808	11%	2%	10%	77%	
Externals	0	0	12724	241155	253879	0%	0%	5%	95%	
<b>MBRC Area Total</b>	<b>179671</b>	<b>23764</b>	<b>190781</b>	<b>1352257</b>	<b>1746473</b>	<b>10%</b>	<b>1%</b>	<b>11%</b>	<b>77%</b>	
<b>Model Area Total</b>	<b>1413111</b>	<b>160492</b>	<b>1382694</b>	<b>7280298</b>	<b>10236596</b>	<b>14%</b>	<b>2%</b>	<b>14%</b>	<b>71%</b>	

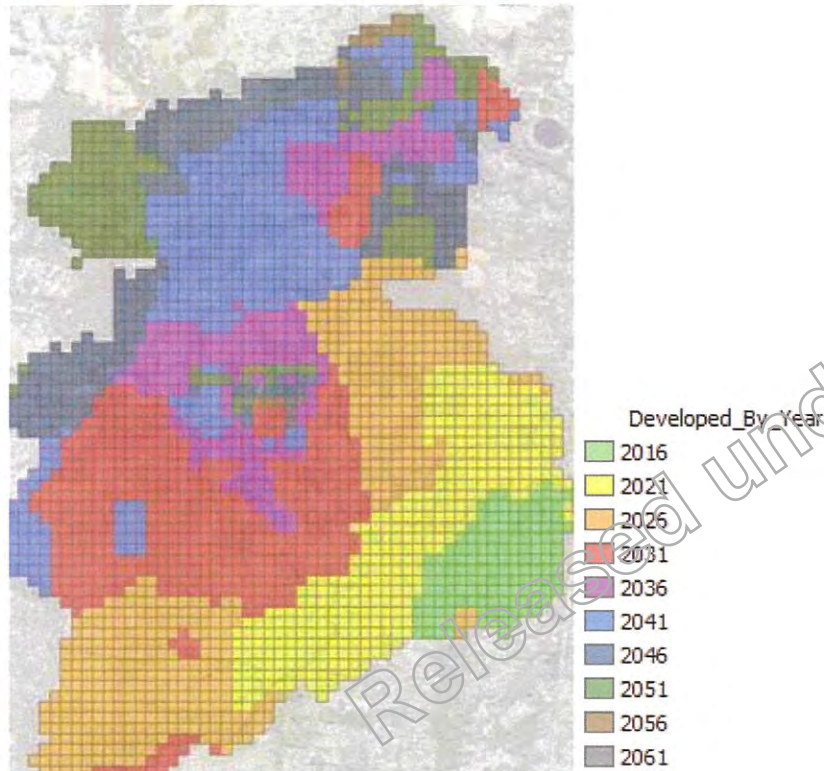
2	What are assumed time frames for development of Caboolture West?	As per Peter Rawlinson's presentation (a copy will be provided)	ACTION: Provide copy of Peter Rawlinson's presentation to DTMR
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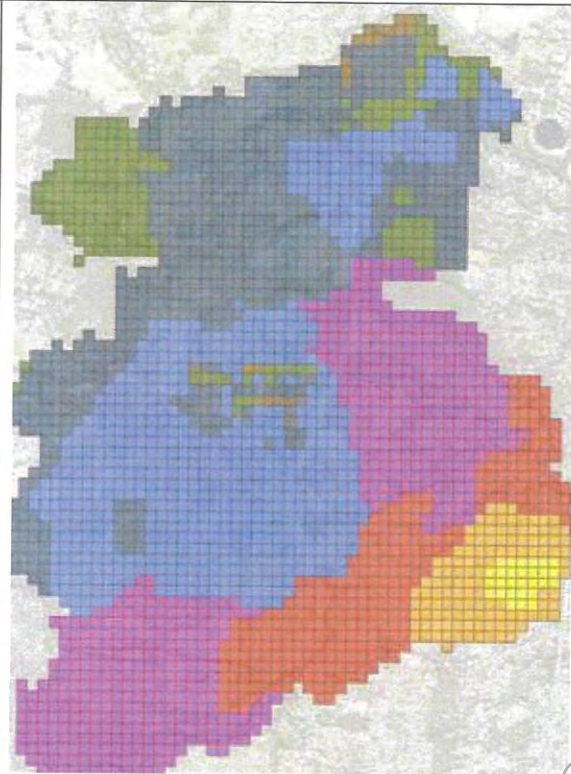
New timings have been applied to reflect the delayed start along with slower uptake in the beginning, which has some flow on effects to the rollout of Cab West.

Previously Cab West was at peak development by 2031, now it is modelled as development peaking at 2041.

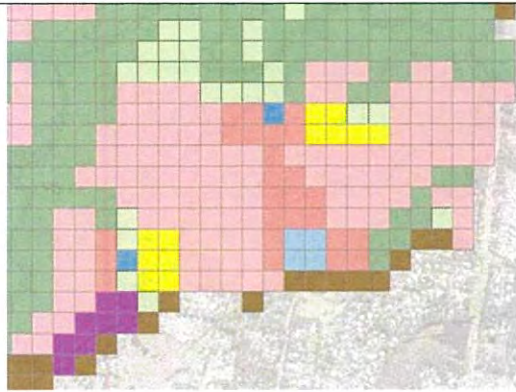
Original Timings in 2013 version of Grid



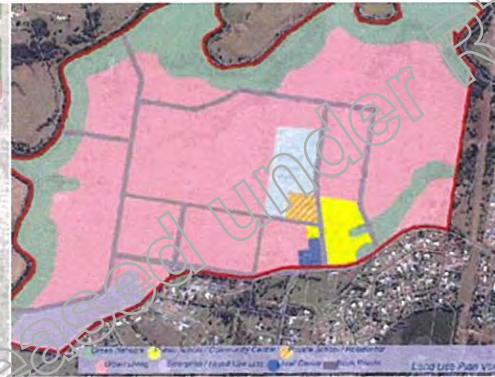
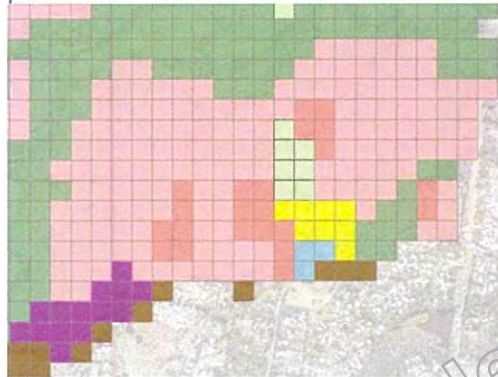
Updated Timings for Cab West to approximate LGIP2 (most of original 2031 & 2036 pushed into 2041 and original growth of 2041 moved into 2046)



NDP1 (Original 2013)



NDP1 (Updated June 2016) Latest Plan (Centre) shows accurate distribution of Green space, Month Older Lot Based plan shows the potential Next Gen / Urban Mix





Page 23 redacted for the following reason:

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Part Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

Released under RTI - DTMR

# Total O-D Demand by Sectors

Origin\Destination	Cabwest	Caboolture (excl. CabWest)	Pine River	Redcliffe	Kilcoy	Brisbane CBD	Brisbane North	Brisbane South	Logan Ipswich Redland	Externals	Total Demand	Demand Share by Area
Cabwest	97,749	47,255	2,873	930	276	3,371	2,960	888	375	3,443	160,121	2%
Caboolture (excl. CabWest)	47,255	489,280	57,942	19,373	1,191	17,748	20,481	5,475	2,722	15,123	676,590	7%
Pine River	2,873	57,942	423,918	28,831	77	40,716	107,935	13,115	6,555	9,148	691,110	7%
Redcliffe	930	19,373	28,831	133,607	21	5,974	20,141	4,767	1,895	2,820	218,358	2%
Kilcoy	276	1,191	77	21	14,411	136	195	72	37	406	16,822	0%
Brisbane CBD	3,371	17,748	40,716	5,974	136	917,599	247,659	200,039	114,518	31,157	1,578,918	15%
Brisbane North	2,960	20,481	107,935	20,141	195	247,659	1,005,115	123,976	87,166	48,882	1,664,510	16%
Brisbane South	888	5,475	13,115	4,767	72	200,039	123,976	1,086,660	315,979	32,456	1,783,428	17%
Logan Ipswich Redland	375	2,722	6,555	1,895	37	114,518	87,166	315,979	2,556,713	103,235	3,189,196	31%
Externals	3,507	15,381	9,411	2,911	430	32,715	47,998	33,143	101,609	6,772	253,879	2%
<b>Total</b>											<b>10,232,932</b>	<b>100%</b>

Pages 25 through 30 redacted for the following reasons:

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Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

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## Desired standards of service - road networks and corridors

Moreton Bay Regional Council (MBRC) has recently (01 February) commenced a new Planning Scheme based on a transect of *"place types"* consistent with the State Government's *"SEQ Place Model"*. As outlined in the MBRC Strategic Framework, the *"place types"* define the nature and character of different parts of the local government area, reflecting differences in the broad type of access and transport integration intended for each area. This adopted approach assists in achieving strategic outcomes for the MBRC region including integrated movement networks, streets that prioritise the needs of pedestrians and cyclists, embracing more sustainable behaviour, as well as ensuring a transport network that meets the needs of other road users in appropriate locations.

In that context, a single standard of service for vehicle movement will not deliver the range of integrated outcomes appropriate to each category of *"place types"*. Our transport planning has therefore sought to differentiate between categories of *"place types"* to align with the vision and policy objectives of the Networks and Corridors Strategy 2031. Council has determined its desired standards of service (DSS) to reflect how the differences in the mix of land uses and the intensity of land use in the different *"place types"* will influence travel mix and travel behaviour. Therefore the capacity-based standard is defined separately for each category of place types, and will be responsive to design features, connectivity, safety, amenity and supporting infrastructure associated with each *"place type"* category.

Council seeks to encourage a wider mode choice, particularly in activity centres. This is supported by not prioritising general traffic over other modes in these locations. For instance, in an activity centre, or in a locality of intensive urban development, vehicle movement takes a lower priority than it does in a less intensive locality. That principle has driven the determination of the *"sliding scale"* of levels of service for road links and intersections.

Our investigations (Arup *"MBRC Transport Networks and Corridors strategy - Background Paper"*, and *"MBRC Transport Networks and Corridors strategy - Technical Note"*) have determined that a higher degree of saturation is tolerable in the more intensive places than in the less intensive areas. Accordingly, a service level of D/E has been determined to be appropriate in the more intensive localities. This is in line with Council's objectives for creating more sustainable transport outcomes such as increased mode shares of walking, cycling and public transport.

These standards have been incorporated in the Priority Infrastructure Plan adopted as part of the new Planning Scheme which had been subject to State Interest Review. It is concluded that the State accepted this approach. These standards are also incorporated in the Local Government Infrastructure Plan currently undergoing 3<sup>rd</sup> party review.

## Caboolture West - Transport Workshop 1

2/09/16 10:00am - 1:30pm  
Committee Room 1  
Level 3  
Caboolture

**Attendees:**

**Moreton Bay Regional Council**

Syd Jerram (until 11.30am), Paul Gleeson, Michael Madden, Casandra Smith, Tom Goodhand, David Hattam, Wally Wight, Theresa Fullerton, Peter Rawlinson (until 11.15am)

**Department of Transport and Main Roads**

Stuart Duncan, Terry Upton

**Consultants - Arup**

not relevant

**Apologies:** Ben Cove and Richard McRae (MBRC)

ITEM NO	ITEM	ACTION
1	<b>Introductions</b> Welcome, housekeeping and around the table introductions	
2	<b>Purpose of workshop:</b> CS gave a quick overview of the meeting purpose and explained the extent of matters to discuss.  Meeting will be in two parts: 1. PART A - Provide DTMR an understanding of the approach and address any concerns 2. PART B- Review the 2051 transport network to identify two options to test on how future traffic growth could be accommodated  <b>Outcome</b> Agreement on the way forward and how to support working in partnership	
<b>PART A - DTMR Briefing</b>		
3	<b>Background</b> CS thanked DTMR for the comments prior to the meeting and explained that firstly we would give some background and then in the second part we would go over the issues.	<b>CS</b> to provide copy of the Caboolture West

## Minutes

	<p><b>Project overview</b></p> <ul style="list-style-type: none"> <li>Reason for the 2051 model PG gave an overview of the purpose of the Cab West modelling work, as it related to previous work and explanation of the Master Planning processes. Explained how Council is moving towards an IA process. There are a large number of land owners and the development will take 30-40 years (+50 years for full build out) Explained MBRC would prefer to include DTMR in the IA rather than leaving it to the SARA conditioning powers.</li> <li>LGIP2 Process and model Explanation that the IA process is only for the Caboolture West area and that the LGIP2 and model update process is a different work program. This will systematically look at all the regions' land uses and upgrades.</li> <li>Demographics PR provided a detailed presentation on the demographics. A copy of this presentation and information to be provided to DTMR.</li> <li>Model and model development RC/VS provided an overview of the model development process. Started with the Demographics - MBRC 2051 (from PR) rest of the region the 2041 TMR BNE forecast extrapolated to 2051. These were run in the EMME model then extrapolated into the Visum model. The Visum model used was the DTMR/ MBRC joint model</li> </ul>	<p>information brochure</p> <p>CS provide copy of PR presentation</p>
4	<p><b>Discussion of the approach and agree on a way forward</b> Discussion of DTMR comments (refer to attachment 1)</p>	<p>MBRC/Arup (TG/RC/VS)</p>
<b>PART B - Strategic network options</b>		
6	<p><b>Strategic Options issue</b></p> <p>Background <i>At 2051 around 64 intersection require upgrades. Of these, around 22 intersection upgrade reached what would be considered the maximum reasonable size given current corridor constraints and MBRC's current network planning. To accommodate the forecast traffic growth to 2051, further enhancements to the future MBRC road network are required.</i></p> <p>It is therefore proposed that a review of the 2051 network be undertaken to identify how traffic growth for the 2051 forecast year should be accommodated.</p> <ul style="list-style-type: none"> <li>Overview of options tested in the past and any learnings (Arup)</li> <li>Overview of the future transport network contained within the Strategic framework (CS)</li> </ul> <p>NOTE: The purpose is to identify a network solution that can provide a basis for the IA. Over time the network and modelling process can be refined.</p>	<p>CS/RC</p>
7	<p><b>WORKSHOP - Strategic Networks Options</b></p> <p>Part Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of gove</p>	<p>CS to provide copy of map to</p>



**Minutes**

	<p>Part Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of gove</p>	<p>Arup, ECM, DTMR</p> <p>MAP 1: Strategic road network</p>
8	<p><b>Network options to test (max. 2)</b> <i>As per 7 above</i></p>	
9	<p><b>Process from here</b> Agreed to present results at another meeting</p>	<p><b>CS</b> to arrange another meeting in two weeks</p>
10	<p><b>Other Business</b> N/A</p>	

Released under RTI - DTMR

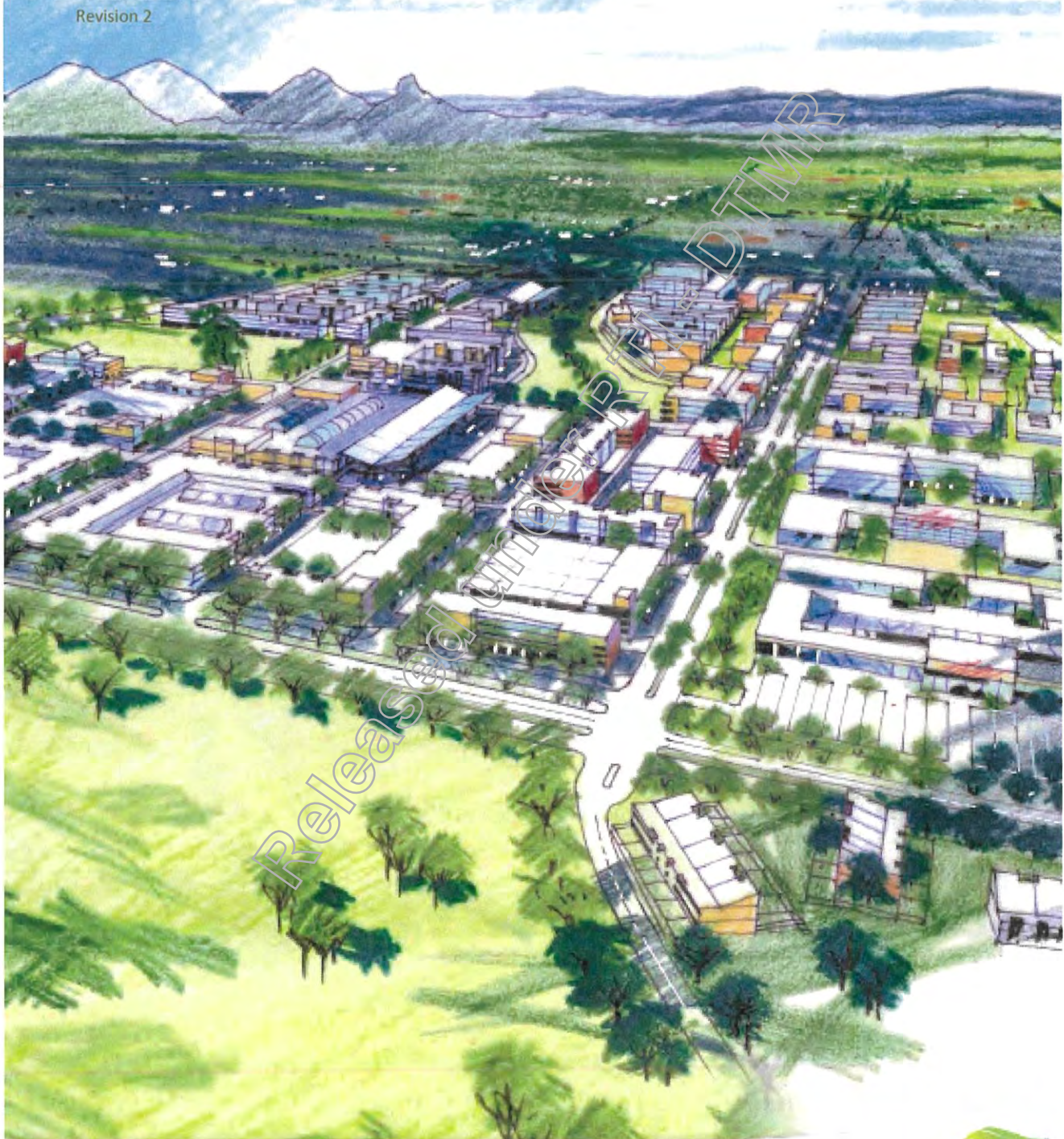
# Caboolture West

## Structure Plan Summary

Master Planned Area Investigation

December 2013

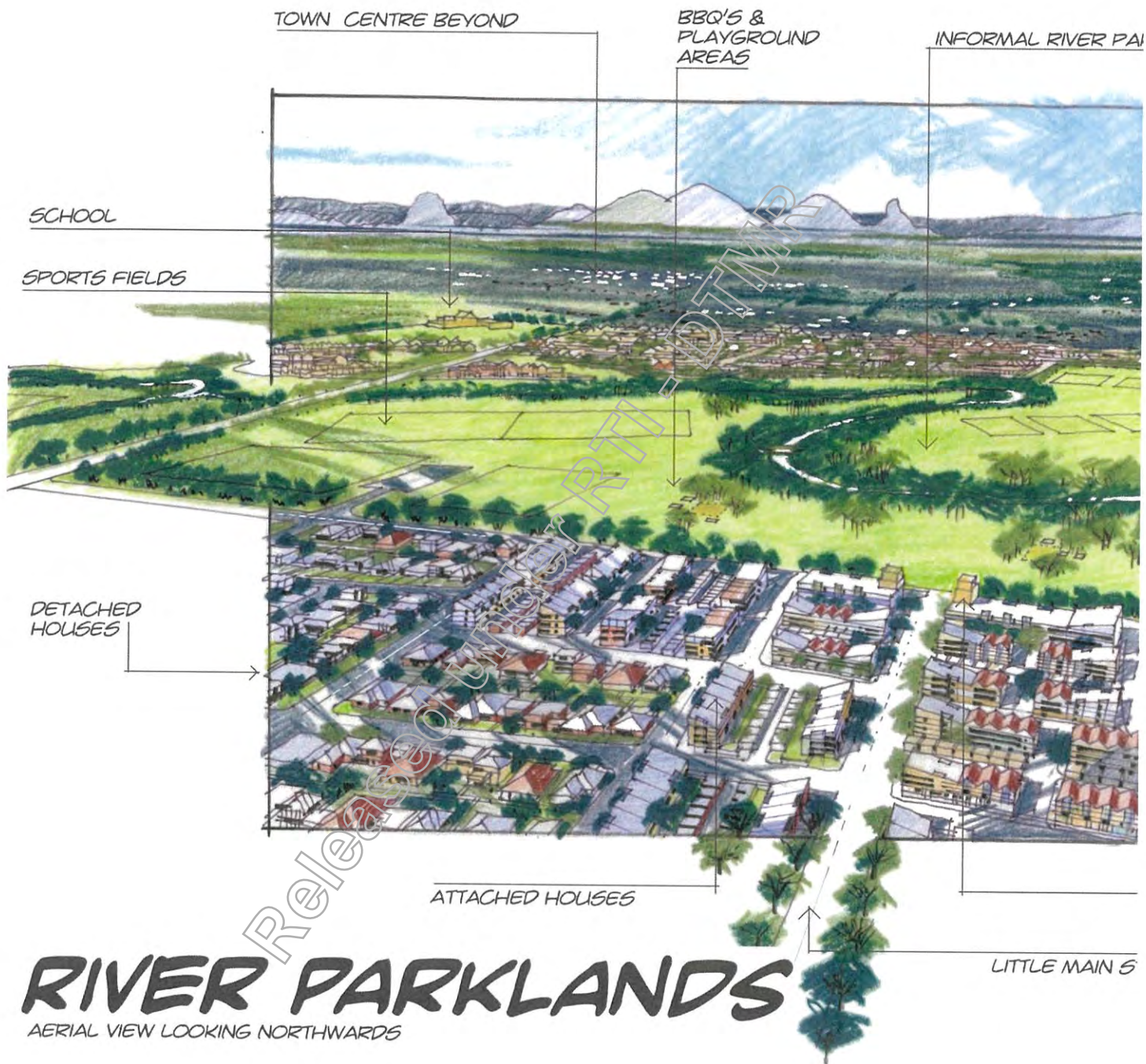
Revision 2



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# At a Glance

- Study Area approx. 6,663 ha
- Structure Plan approx. 3,174 ha
- Project time frame 40 + years
- Development Value est. 9,500 million
- Urban Area 1,787 ha
  - Town Centre 106 ha
  - Enterprise and Employment 160 ha
  - Urban Living 1,521 ha
- Rural Living 355 ha
- Green Network 1,011 ha
- Population 68,700 residents
- Dwellings 26,900
- Jobs 17,000
- 6 local centres, 13 neighbourhood centres
- TAFE and private hospital
- 3 high schools, 9 primary schools
- C-Bahn Bus rapid transport connection to Caboolture Central



# Caboolture West 2050 Vision



Caboolture West is one of the best areas to live in South East Queensland. There is a lot of natural bushland and wildlife retained in the area as well as many parks and open space areas. There is a range of homes that people can afford that reflect the needs of all residents from families with children to retirees, singles and extended families. The area has a “sense of place” with views to the range, river and mountains.

It is easy to move around due to many choices in how you can travel. Many people walk or cycle to local destinations such as shops, schools and other services that are easily accessed by dedicated pathways. Nearly all the services and shops needed are in the Caboolture West area. You don't have to travel long distances to work and there is a convenient public transport/bus service connecting to these sites.





# Key Features

## Caboolture City

The new growth centre of Caboolture West will assist the development of Caboolture City as a well-planned city with a clear role in South East Queensland. Caboolture City will be a self-contained regional network of economic and urban developments that includes the Caboolture-Morayfield Principal Activity Centre, Caboolture West, North East Business Park, Airport and Elimbah East employment areas, and the growing suburbs of Morayfield-Burpengary.

## A Town Centre

A new town centre will service the day to day needs of 68,000 people by providing a range of district level community facilities and services, and retail and commercial business and employment opportunities that complement the range of services, facilities and opportunities provided in the nearby PAC.

## An Enterprise and Employment Area

A new enterprise and employment area with access to the D'Aguilar Highway will provide additional opportunities for mixed business, industry and bulky goods and associated employment for the growing population of Caboolture City.

## Next Generation Neighbourhoods

The Caboolture West community is designed as a series of walkable neighbourhoods each with a local centre providing local business opportunities, community services, facilities and jobs, open space and recreation opportunities, a mix of housing types, a connected network of streets and main streets connected to public transport.

## Green Network Plan

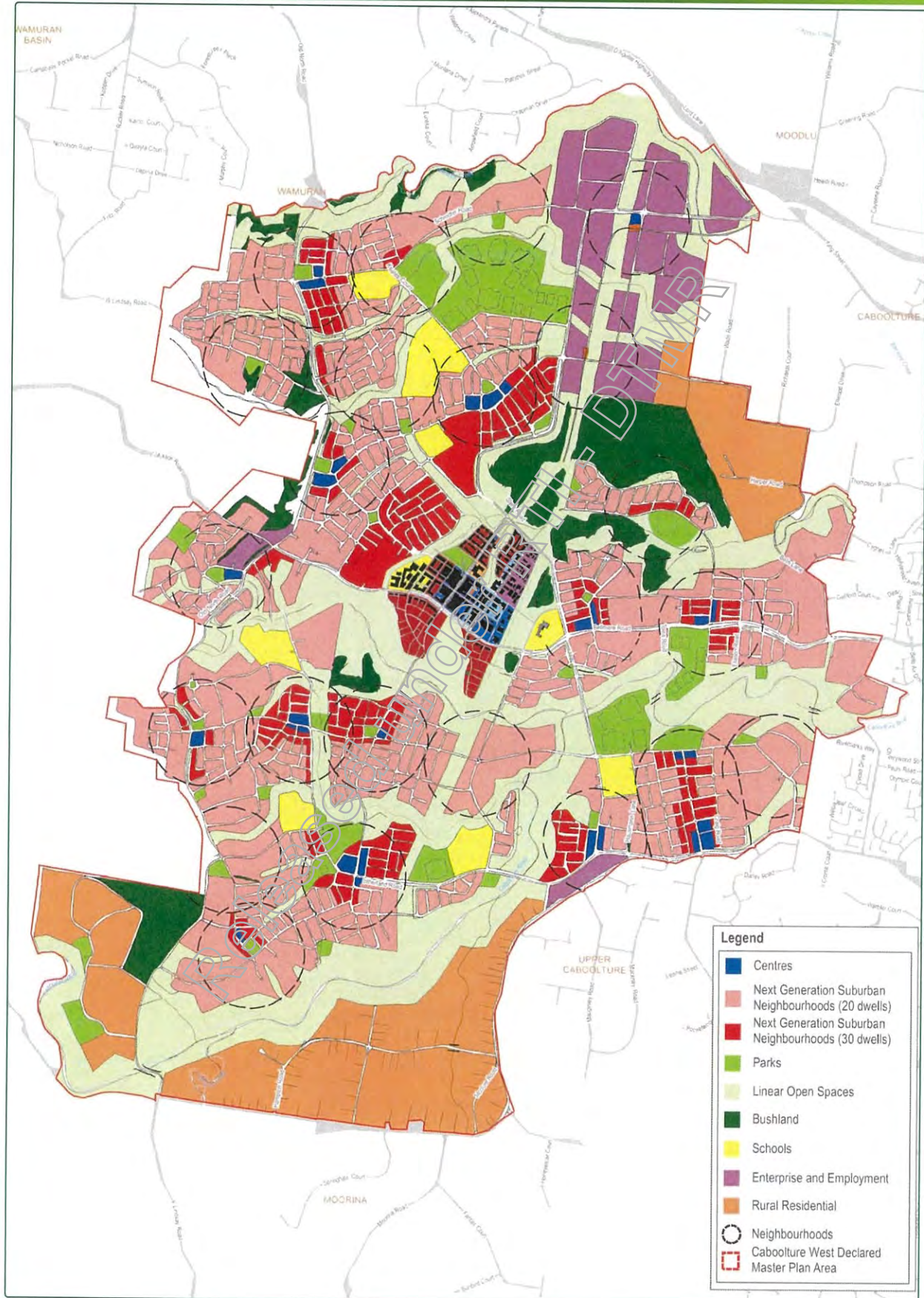
An infrastructure network is planned of natural, semi-natural and engineered green spaces that provides ecosystem services and contributes to regional biodiversity and environmental reliance.

## Transport Linkages

Bus and road linkages to the Town Centre the Caboolture-Morayfield Principal Activity Centre (PAC), and other employment centres, together with a Rapid Bus System – the C-Bahn that will link the Caboolture West Town Centre with Caboolture Central in a 10 minute journey.

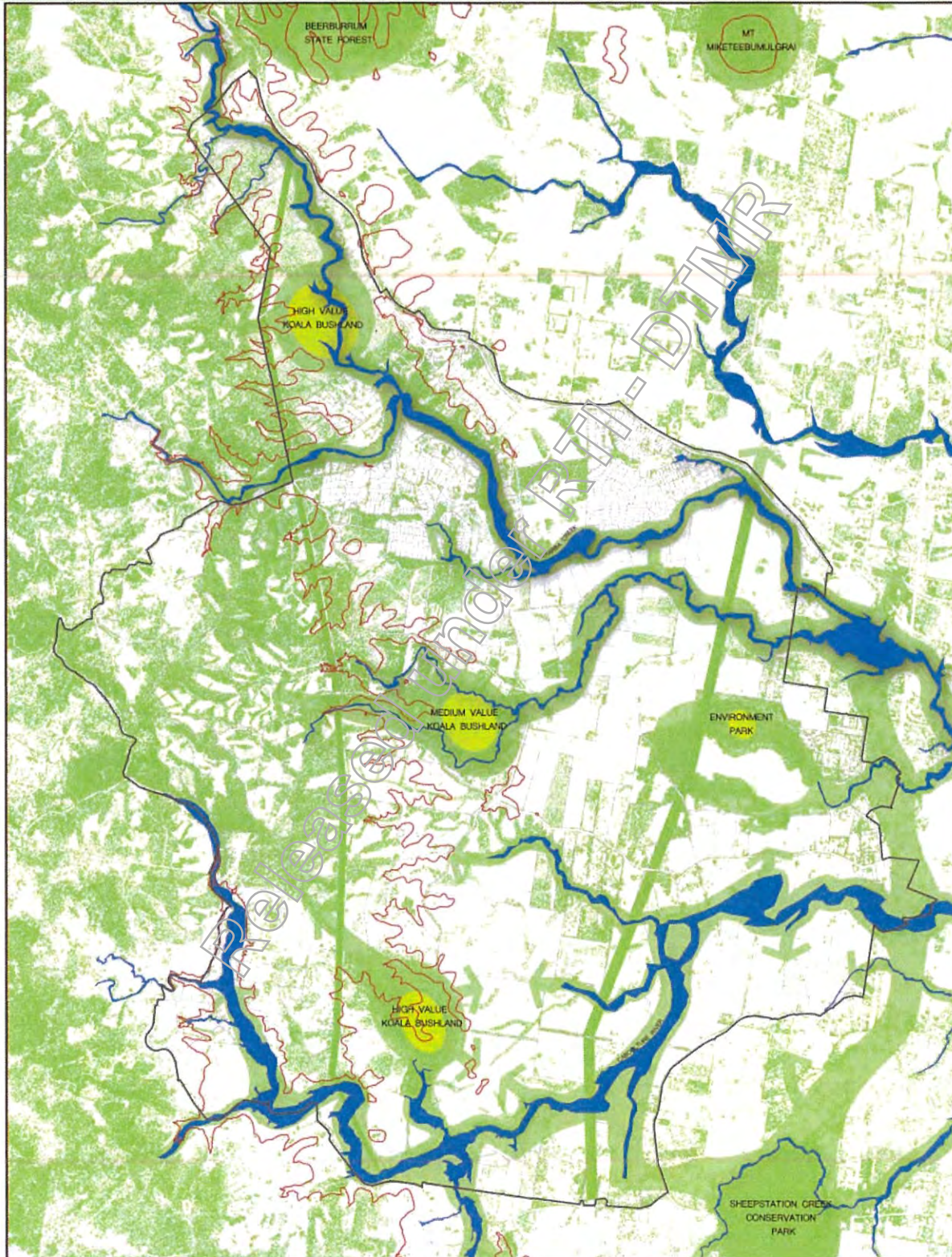


# Illustrative Masterplan





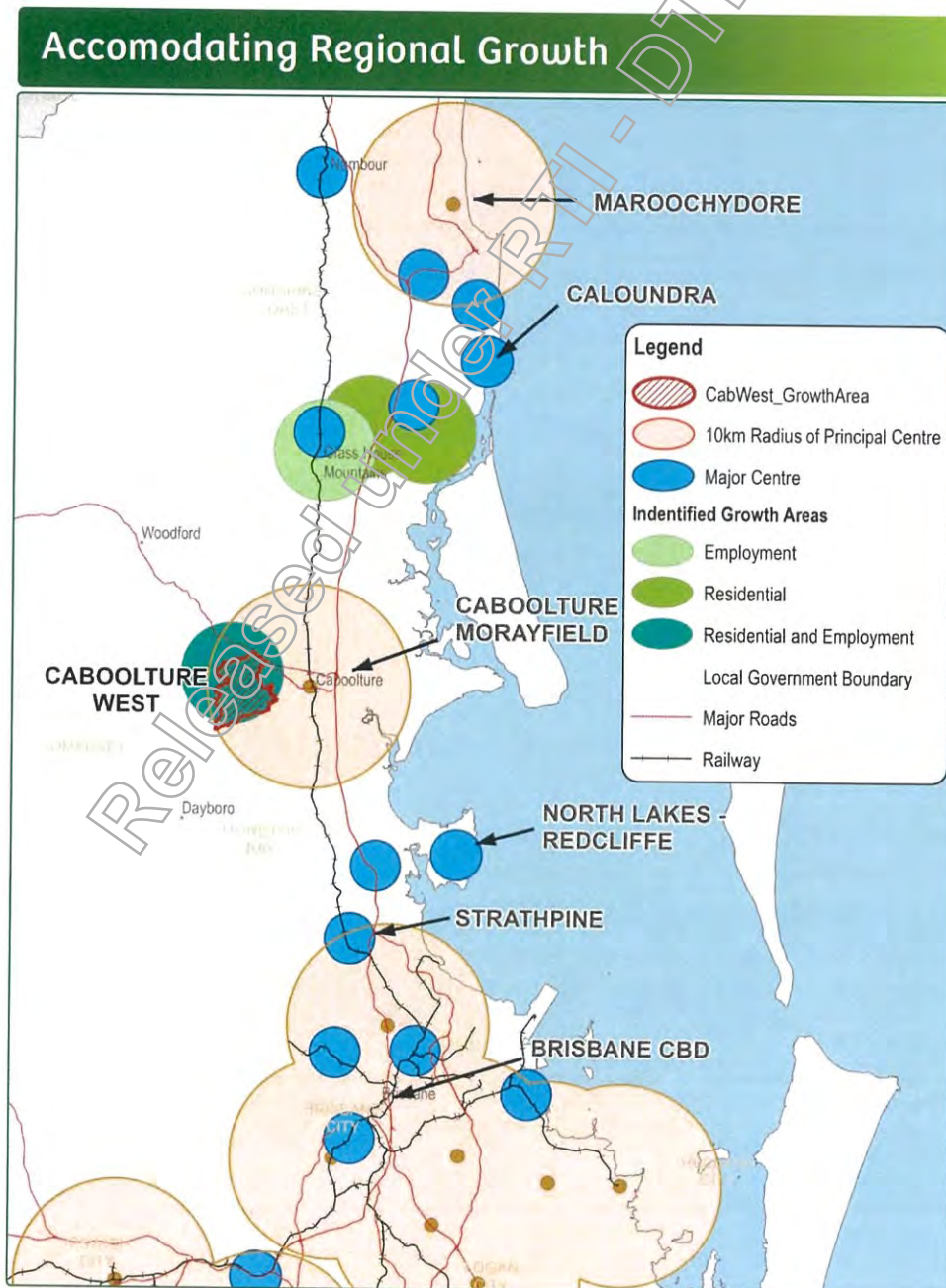
# Green Infrastructure Vision





# Accommodating Regional Growth

- The urban corridor extending from Brisbane City in the south to the Sunshine Coast to the north is expected to grow by approximately 300,000 people over the next 20+ years. The Moreton Bay Region is expected to accommodate at least half of this projected growth.
- A new greenfield land supply is needed in Moreton Bay as the alternatives of redevelopment, infill and conversion of rural residential areas to urban development cannot accommodate the projected growth at a sufficient rate.
- Caboolture West is well-located as it is within 10km of the Caboolture-Morayfield PAC and rail stations, water and sewerage services are able to be efficiently extended and existing community infrastructure is readily accessible.
- Caboolture West is the only new greenfield location in Moreton Bay of sufficient size to accommodate projected housing growth in a timely and affordable manner to meet projected housing needs.

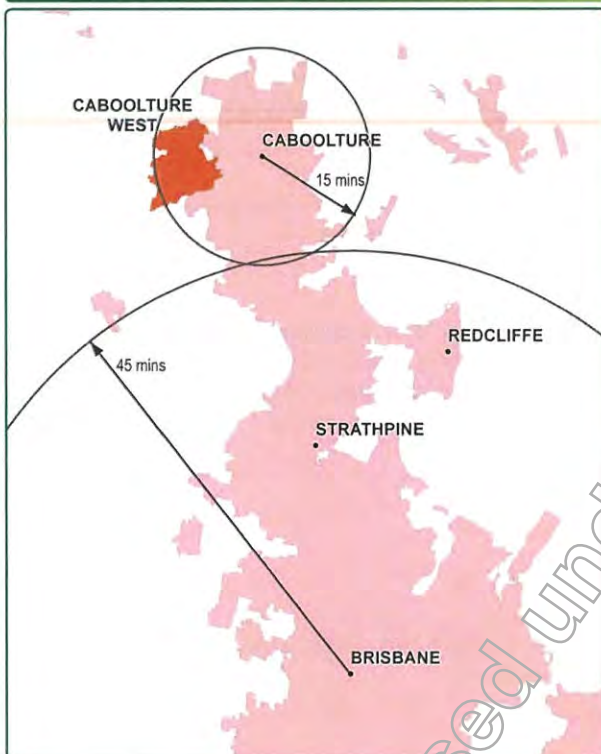




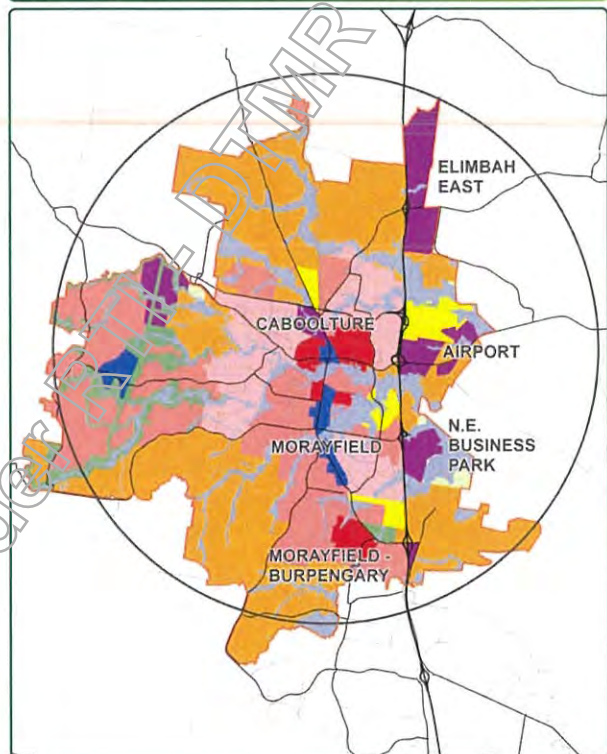
# Caboolture City

- The growth of Caboolture City is part of a balanced growth strategy for the Moreton Bay Region.
- The Caboolture-Morayfield Principal Activity Centre is vital to the Moreton Bay Region as it provides jobs, retailing and a mix of other commercial activities including health and education. This role of the centre is to be strengthened in the draft MBRC strategic framework into a vibrant and dynamic location.

**Caboolture City - a 15 min city, beyond the Brisbane Suburbs**



**Caboolture City - a network of economic and urban development**



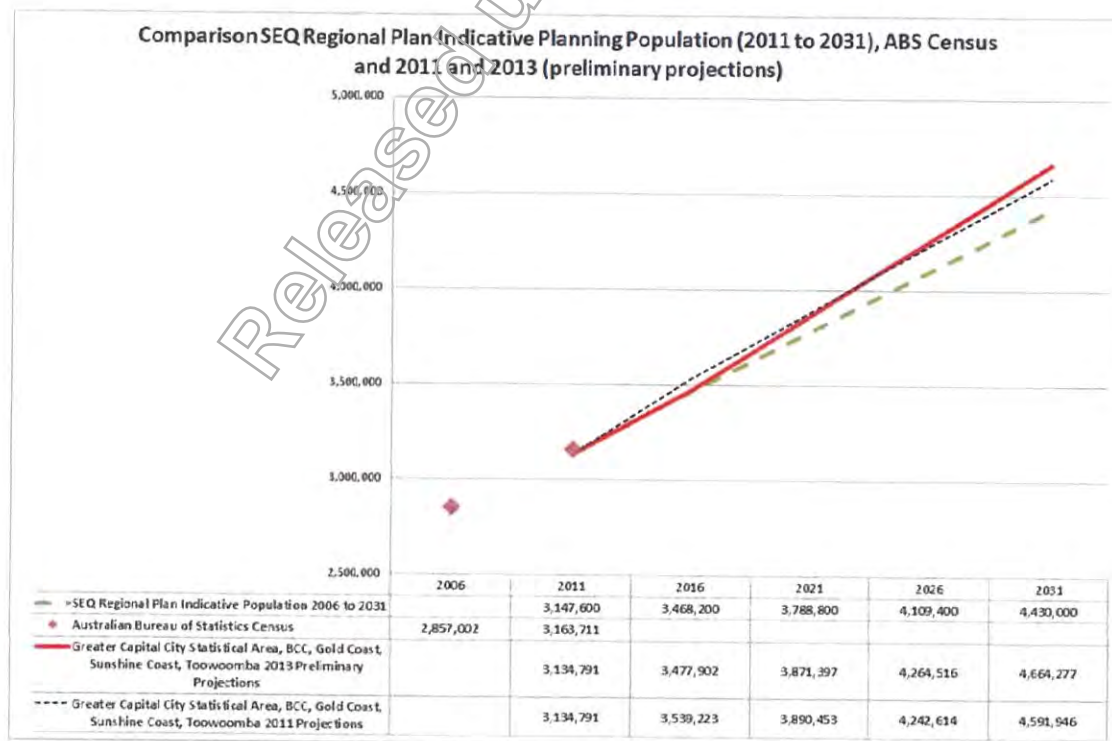
- Caboolture-Morayfield is within a self-contained regional catchment as it is outside the 45 minute travel-time constant to Brisbane. So it needs to look to its own regional opportunities to widen and deepen job and business opportunities.
- Caboolture City looks regionally at the network of economic and urban development within the Caboolture-Morayfield Principal Activity Centre catchment. This includes the retail and services centres of Caboolture-Morayfield, the North East Business Park, Airport and Elimbah East employment areas, the existing growth centre of Morayfield-Burpengary and the new growth centre of Caboolture West.
- Caboolture West also has a vital role to play in forming part of the future Caboolture City as it will encourage people into the Northern Corridor of Brisbane that would not be accommodated elsewhere.
- Caboolture West will assist the Caboolture-Morayfield PAC through:
  - Supporting the critical mass of population required to grow and diversify the PAC
  - Providing residential diversity, including affordable to premium housing that will support greater population diversity (e.g. young professionals, families, etc.) ensuring a diverse labour force including higher levels of white collar workers who are vital to underpin retail and commercial diversification of the PAC
  - Generating employment from land development, building and infrastructure projects that supports a wide range of jobs and skills and creating significant economic value to the PAC.

# Population & Housing Growth



- Moreton Bay Regional Council is the fifth largest growing local government in Queensland (Queensland Treasury) and is a sizeable source of new Greenfield lot sales into the SEQ land market.
- SEQ population forecasts have consistently risen over the last several years, which presents challenges to the capacity of the Moreton Bay Region to accommodate projected growth:
  - The 2009 SEQ Regional Plan's indicative planning population for the MBRC area of 513,000 people increased by 20,000 people (medium series) within the four years since the regional plan was approved.
  - The latest 2013 review of the MBRC population projections by OESR indicates an almost 50% increase in dwellings needed in Moreton Bay to 123,200 dwellings from the 84,000 forecast of the SEQ Regional Plan.
  - Dwelling construction activity in MBRC urban footprint is also well in excess of the level of activity anticipated in the SEQ Regional Plan, confirming the projected increases.
- Progressing Caboolture West is vital to supply sufficient housing to meet the underlying dwelling requirements in MBRC to 2031 and maintain the balance of new dwelling production in MBRC between infill and greenfield development to 40% and 50%.
- Without Caboolture West there will be major housing supply shortfalls in MBRC in the medium to longer term:
  - Greenfield land development opportunities in MBRC will fall from a planned 60% to around 20% beyond 2021.

Infill and redevelopment (including rural residential conversion) would have to exceed planned targets of 40% and would need to rise to an unrealistic 80% by 2031.





# Economic Development Opportunities

- MBRC had an estimated 114,000 jobs in 2011. It is the fourth largest local government in Queensland by the number of businesses and local employment in any LGA, but has a low 48% level of self-containment of jobs.
- Increasing the level of job self-containment in MBRC is a critical issue. Master planning for Caboolture West has sought to address jobs by helping to stimulate and support the economic development of the future Caboolture City and the Caboolture Morayfield PAC.
  - Caboolture West also provides an opportunity to directly provide 17,000 jobs and 4,000 new business opportunities:
    - 8,000 centre based jobs located in a new town centre, together with local centres co-located with community facilities and commercial activities.
    - 5,000 enterprise and employment jobs located at large enterprise and employment area and three small local employment areas;
    - 4,000 dispersed jobs in community facilities and services, working from home and construction activities.





CIVIC HUB BUILDING

TOWN CENTRE PARK

SECONDARY  
& TERTIARY  
CAMPUS

RESIDENTIAL  
MEDIUM  
DENSITY  
2-3 STOREY

RETAIL & RESIDENTIAL  
MAIN BOULEVARD

BUS 5

# TOWN CENTRE

AERIAL LOOKING NORTHWARDS TOWARDS GLASSHOUSE MOUNTAINS



BUSINESS BOULEVARD

POWERLINE  
CORRIDOR

RETAIL  
SHOWROOMS

P. EDGELEY  
NOVEMBER 2013

BELLMERE ROAD

TATION



# Sustainability

It is proposed to achieve sustainable development by seeking economic, social and environmental gains jointly and simultaneously through the planning, design, delivery and operation of the new community of Caboolture West.

## **Criteria 1: Quality Places – well planned urban systems to supports lifestyle, health and wellbeing.**

Caboolture West is to be developed as a balanced community with a diversity of land uses and employment opportunities that integrates with Caboolture City, Moreton Bay and South East Queensland.

## **Criteria 2: Healthy ecological systems and natural processes**

Caboolture West will support and enhance the important environmental values and natural processes of the area over time by building a Green Network Plan made up of interconnected natural elements – forests, wetlands, rivers and streams – that work together to sustain ecological values and functions.

## **Criteria 3: Accessibility and Travel Choice – to promote liveability and transport efficiency that reflects the complementary role of Caboolture West to Caboolture City**

Caboolture West and Caboolture City will be linked with public transport corridors to ensure multimodal transportation choices to reduce car trips and kilometres travelled.

## **Criteria 4: Affordable Living – support an affordable lifestyle with housing choices for a broad population**

A socially equitable and engaging community will be promoted at Caboolture West by ensuring that there is a range of housing types and sizes available to suit a range of economic levels, household types and sizes, and age groups.

## **Criteria 5: A Prosperous Community – to encourage a balanced community with a diversity of employment opportunities**

Economic development and high levels of sustainable business, employment and education opportunities are planned across Caboolture City to maximise employment self-containment and avoid unnecessary commuting.

## **Criteria 6: Building Community – to ensure a cohesive, inclusive and healthy community with access to a full range of services and facilities that meet diverse community needs**

Caboolture West will have a healthy and inclusive community with equitable access to a full range of services and facilities that meet diverse community needs. This will allow for opportunities for interactions between members of the community through safe and accessible environments and developments.

## **Criteria 7: Agricultural Land – to ensure important agricultural lands are conserved**

Caboolture West is part of a balanced strategy for the Moreton Bay Region to maintain agricultural production in key areas whilst accommodating urban growth.

## **Criteria 8 Governance – to establish effective, land use planning and value-for-money infrastructure provision**

MBRC is of sufficient scale and expertise to deliver Caboolture West as major growth centre – with the support of a partnership with State agencies in the planning and development of Caboolture West.



# Planning Process

- Moreton Bay Regional Council is undertaking a comprehensive planning process to investigate the urban development opportunities in Caboolture West for inclusion in the new MBRC planning scheme to be advertised in 2014.
- The SEQ Regional Plan 2009-2031 had envisaged that urban growth at Caboolture West area would only occur before 2031 in exceptional circumstances, but the MBRC considered that Caboolture West would be needed for land supply in the short to medium term.
- In response, the former State Government declared Caboolture West a Master Planned area (MPA) under the provisions of the Sustainable Planning Act on 17 February 2012. The declaration initiated the current structure planning process for Caboolture West.
- The Caboolture West Structure Plan is being prepared as a joint State – Local Government planning partnership with the Caboolture West Structure Plan to be completed by December 2013.
- The planning process has been intensive and comprehensive, encompassing a wide range of issues and considerations including the following:
  - Environmental and ecological issues;
  - Housing needs;
  - Future employment and business needs;
  - Infrastructure requirements (public transport, roads, water, sewerage and stormwater);
  - Parks, open space and community uses; and
  - Economic and financial impacts.



- Input has been sought from key stakeholders through the multiple project stages and has assisted in forming the adopted vision and strategies shown within. Along the way, the community has been kept up-to-date through periodic updates on the Caboolture West webpage, public information sessions at halls in the area and Councillor newsletters distributed in the area.
- Key milestones of the project are:
  - Context and study area investigations completed in March 2013
  - Conceptual development scenarios formulated in July 2013
  - Selection of preferred scenario in September 2013
  - Finalised Development Feasibility in November 2013
  - Adoption of broad land use plan and infrastructure strategy in December 2013.
- Submit with new planning scheme to the Queensland Government in December 2013

State Declaration	Project Initiated	Planning Investigations	Public Information Sessions	Detailed Planning	Adoption of Structure Plan	Implementation of Structure Plan through Planning Scheme
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**Strategic Planning Department**

Moreton Bay Regional Council

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Email: [CaooltureWest@moretonbay.qld.gov.au](mailto:CaooltureWest@moretonbay.qld.gov.au)





## Fiona Gray

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Thursday, 13 October 2016 9:24 AM  
**To:** Stuart C Duncan  
**Cc:** Terry N Upton; Darryl R Kong; Michael Hyslop; casandra.smith@moretonbay.qld.gov.au  
**Subject:** 13.10.16 9.24am RE: Caboolture West base network requirements and demographics update meeting

Stuart,

Couple of questions based on your responses -

Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

Thanks

Paul

**Paul Gleeson**  
**Coordinator Strategic Infrastructure Planning**  
**Strategic Planning Department**  
phone: 5433 2613  
mobile: not relevant  
Email: [paul.gleeson@moretonbay.qld.gov.au](mailto:paul.gleeson@moretonbay.qld.gov.au)

**From:** Stuart C Duncan [mailto:[stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)]  
**Sent:** Thursday, 13 October 2016 8:05 AM  
**To:** Casandra Smith  
**Cc:** Paul Gleeson; Terry N Upton; Darryl R Kong; Michael Hyslop  
**Subject:** FW: Caboolture West base network requirements and demographics update meeting

Hi Cassandra

Generally agree with you're the notes captured from the meeting some comments in response to your queries and/or to clarify are included in red below. There are also a few additions that were missed also included in red. Will call shortly to run through this.

Regards,

**Stuart Duncan**  
Principal Advisor (Development Assessment) | North Coast District / Maroochydore  
**Program Delivery & Operations** | Department of Transport and Main Roads

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E: [stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)  
W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

**From:** Darryl R Kong  
**Sent:** Wednesday, 12 October 2016 2:26 PM  
**To:** Stuart C Duncan <[stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)>  
**Subject:** FW: Caboolture West base network requirements and demographics update meeting

Kind regards,

**Darryl Kong**  
Senior Planner (Area Development / Development Assessment) | North Coast District | Maroochydore Office  
**Program Delivery And Operations** | Department of Transport and Main Roads

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P: (07) 5451 7056 | F: (07) 5451 7098  
M: not relevant  
E: [darryl.r.kong@tmr.qld.gov.au](mailto:darryl.r.kong@tmr.qld.gov.au)  
W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)



**From:** Casandra Smith [<mailto:Casandra.Smith@moretonbay.qld.gov.au>]  
**Sent:** Friday, 7 October 2016 11:58 AM  
**To:** Darryl R Kong <[Darryl.R.Kong@tmr.qld.gov.au](mailto:Darryl.R.Kong@tmr.qld.gov.au)>  
**Cc:** Terry N Upton <[terry.n.upton@tmr.qld.gov.au](mailto:terry.n.upton@tmr.qld.gov.au)>; Paul Gleeson <[Paul.Gleeson@moretonbay.qld.gov.au](mailto:Paul.Gleeson@moretonbay.qld.gov.au)>  
**Subject:** FW: Caboolture West base network requirements and demographics update meeting

Hi Darryl,

I just caught up with Paul this morning and he had a couple of additions to my email. These are highlighted below.

We look forward to your memo.

Kind regards

**Casandra Smith**  
**Senior Strategic Planner – Network Coordination**  
Strategic Planning  
Division of Planning and Economic Development  
**Moreton Bay Regional Council** | Caboolture Office  
2 Hasking Street, Caboolture Qld 4510  
P: (07) 5433 2503  
[www.moretonbay.qld.gov.au](http://www.moretonbay.qld.gov.au)

---

**From:** Casandra Smith  
**Sent:** Tuesday, 4 October 2016 2:46 PM  
**To:** 'Darryl R Kong'



Cc: Paul Gleeson

Subject: RE: Caboolture West base network requirements and demographics update meeting

Morning Darryl,

How are you coming along with the DTMR network. I think most of the things identified are included within the 2051 scenario.

Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

I have pulled together some notes from our telephone discuss - which might assist you and preparing a response:

1. Can you please provide some clarification on what the date for the following were - there was some discussion (however I didn't note a timeframe):

Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

#### DTMR indicative upgrade list:

##### 2026

Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative pr

##### 2031

Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

2036

-

2051

Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

**Notes:**

Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

Kind regards

Casandra

-----Original Message-----

From: Darryl R Kong [<mailto:Darryl.R.Kong@tmr.qld.gov.au>]

Sent: Tuesday, 27 September 2016 9:33 AM

To: Casandra Smith

Subject: FW: Caboolture West base network requirements and demographics update meeting

From: Darryl R Kong

Sent: Tuesday, 27 September 2016 9:29 AM

To: 'paul.gleeson@moretonbay.qld.gov.au' <[paul.gleeson@moretonbay.qld.gov.au](mailto:paul.gleeson@moretonbay.qld.gov.au)>

Subject: Caboolture West base network requirements and demographics update meeting

Hello Paul,

I have organised some time with TMR (PD&O) Regional Planning Manager - Mike Hyslop, to discuss / confirm base network assumption for the modelling runs being 2021, 2026, 2031, 2036, 2041, 2046, 2051. Also, TMR will provide an update regarding demographics used in the model and the impact on the ability to provide acceptable modelling results.

Are you available 10:15am this morning?

Kind regards,

Darryl Kong

A/Principal Advisor (Area Development) | North Coast District | Maroochydore Office Program Delivery And Operations | Department of Transport and Main Roads



Floor 7 | Maroochydore - Government Office Building | 12 First Avenue | Maroochydore Qld 4558 PO Box 1600 | Sunshine Plaza Post Shop, Maroochydore Qld 4558  
P: (07) 5451 7056 | F: (07) 5451 7098  
M: not relevant  
E: [darryl.r.kong@tmr.qld.gov.au](mailto:darryl.r.kong@tmr.qld.gov.au)<<mailto:darryl.r.kong@tmr.qld.gov.au>>  
W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)<<http://www.tmr.qld.gov.au>>  
[\[cid:image001.png@01D218A1.9C5A2380\]](#)

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Released under RTI - DTMR



## Fiona Gray

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Thursday, 13 October 2016 4:00 PM  
**To:** Stuart C Duncan  
**Cc:** Kate Isles; casandra.smith@moretonbay.qld.gov.au  
**Subject:** 13.10.16 RE: Caboolture West base network requirements and demographics update meeting

Thanks Stuart, any feedback on when the assumption work review will commence and be completed, so we can move forward with the modelling?

Thanks  
Paul

**From:** Stuart C Duncan [mailto:stuart.c.duncan@tmr.qld.gov.au]  
**Sent:** Thursday, 13 October 2016 1:15 PM  
**To:** Paul Gleeson  
**Cc:** Terry N Upton; Michael Hyslop  
**Subject:** RE: Caboolture West base network requirements and demographics update meeting

Thanks Paul

Comments/response in red

Regards,

**Stuart Duncan**  
Principal Advisor (Development Assessment) | North Coast District / Maroochydhore  
Program Delivery & Operations | Department of Transport and Main Roads

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W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

**From:** Paul Gleeson [mailto:[Paul.Gleeson@moretonbay.qld.gov.au](mailto:Paul.Gleeson@moretonbay.qld.gov.au)]  
**Sent:** Thursday, 13 October 2016 9:24 AM  
**To:** Stuart C Duncan <[stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)>  
**Cc:** Terry N Upton <[terry.n.upton@tmr.qld.gov.au](mailto:terry.n.upton@tmr.qld.gov.au)>; Darryl R Kong <[Darryl.R.Kong@tmr.qld.gov.au](mailto:Darryl.R.Kong@tmr.qld.gov.au)>; Michael Hyslop <[Michael.Z.Hyslop@tmr.qld.gov.au](mailto:Michael.Z.Hyslop@tmr.qld.gov.au)>; [casandra.smith@moretonbay.qld.gov.au](mailto:casandra.smith@moretonbay.qld.gov.au)  
**Subject:** RE: Caboolture West base network requirements and demographics update meeting

Stuart,

Couple of questions based on your responses -

- 
- 
- 

Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

Thanks

Paul

**Paul Gleeson**  
**Coordinator Strategic Infrastructure Planning**  
**Strategic Planning Department**

phone: 5433 2613

mobile: not relevant

Email: [paul.gleeson@moretonbay.qld.gov.au](mailto:paul.gleeson@moretonbay.qld.gov.au)

**From:** Stuart C Duncan [<mailto:stuart.c.duncan@tmr.qld.gov.au>]

**Sent:** Thursday, 13 October 2016 8:05 AM

**To:** Casandra Smith

**Cc:** Paul Gleeson; Terry N Upton; Darryl R Kong; Michael Hyslop

**Subject:** FW: Caboolture West base network requirements and demographics update meeting

Hi Cassandra

Generally agree with you're the notes captured from the meeting some comments in response to your queries and/or to clarify are included in red below. There are also a few additions that were missed also included in red. Will call shortly to run through this.

Regards,

**Stuart Duncan**

Principal Advisor (Development Assessment) | North Coast District / Maroochydore  
**Program Delivery & Operations** | Department of Transport and Main Roads

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E: [stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)

W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

**From:** Darryl R Kong

**Sent:** Wednesday, 12 October 2016 2:26 PM

**To:** Stuart C Duncan <[stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)>

**Subject:** FW: Caboolture West base network requirements and demographics update meeting

Kind regards,

**Darryl Kong**

Senior Planner (Area Development / Development Assessment) | North Coast District | Maroochydore Office  
**Program Delivery And Operations** | Department of Transport and Main Roads

Floor 7 | Maroochydore - Government Office Building | 12 First Avenue | Maroochydore Qld 4558

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P: (07) 5451 7056 | F: (07) 5451 7098

M: not relevant

E: [darryl.r.kong@tmr.qld.gov.au](mailto:darryl.r.kong@tmr.qld.gov.au)

W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)





**From:** Casandra Smith [<mailto:Casandra.Smith@moretonbay.qld.gov.au>]  
**Sent:** Friday, 7 October 2016 11:58 AM  
**To:** Darryl R Kong <[Darryl.R.Kong@tmr.qld.gov.au](mailto:Darryl.R.Kong@tmr.qld.gov.au)>  
**Cc:** Terry N Upton <[terry.n.upton@tmr.qld.gov.au](mailto:terry.n.upton@tmr.qld.gov.au)>; Paul Gleeson <[Paul.Gleeson@moretonbay.qld.gov.au](mailto:Paul.Gleeson@moretonbay.qld.gov.au)>  
**Subject:** FW: Caboolture West base network requirements and demographics update meeting

Hi Darryl,

I just caught up with Paul this morning and he had a couple of additions to my email. These are highlighted below.

We look forward to your memo.

Kind regards

**Casandra Smith**  
**Senior Strategic Planner – Network Coordination**  
Strategic Planning  
Division of Planning and Economic Development  
**Moreton Bay Regional Council** | Caboolture Office  
2 Hasking Street, Caboolture Qld 4510  
P: (07) 5433 2503  
[www.moretonbay.qld.gov.au](http://www.moretonbay.qld.gov.au)

---

**From:** Casandra Smith  
**Sent:** Tuesday, 4 October 2016 2:46 PM  
**To:** 'Darryl R Kong'  
**Cc:** Paul Gleeson  
**Subject:** RE: Caboolture West base network requirements and demographics update meeting

Morning Darryl,

How are you coming along with the DTMR network. I think most of the things identified are included within the 2051 scenario.

Part Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

I have pulled together some notes from our telephone discuss - which might assist you and preparing a response:

1. Can you please provide some clarification on what the date for the following were - there was some discussion (however I didn't note a timeframe):

Part Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

**DTMR indicative upgrade list:**

**2026**

**2031**

Part Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

d at

**2036**

**2051**

Part Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government



**Notes:**

Part Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

Kind regards

Casandra

-----Original Message-----

From: Darryl R Kong [mailto:[Darryl.R.Kong@tmr.qld.gov.au](mailto:Darryl.R.Kong@tmr.qld.gov.au)]

Sent: Tuesday, 27 September 2016 9:33 AM

To: Casandra Smith

Subject: FW: Caboolture West base network requirements and demographics update meeting

From: Darryl R Kong

Sent: Tuesday, 27 September 2016 9:29 AM

To: 'paul.gleeson@moretonbay.qld.gov.au' <[paul.gleeson@moretonbay.qld.gov.au](mailto:paul.gleeson@moretonbay.qld.gov.au)>

Subject: Caboolture West base network requirements and demographics update meeting

Hello Paul,

I have organised some time with TMR (PD&O) Regional Planning Manager - Mike Hyslop, to discuss / confirm base network assumption for the modelling runs being 2021, 2026, 2031, 2036, 2041, 2046, 2051. Also, TMR will provide an update regarding demographics used in the model and the impact on the ability to provide acceptable modelling results.

Are you available 10:15am this morning?

Kind regards,

Darryl Kong

A/Principal Advisor (Area Development) | North Coast District | Maroochydhore Office Program Delivery And Operations | Department of Transport and Main Roads

Floor 7 | Maroochydhore - Government Office Building | 12 First Avenue | Maroochydhore Qld 4558 PO Box 1600 | Sunshine Plaza Post Shop, Maroochydhore Qld 4558

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M: not relevant

E: [darryl.r.kong@tmr.qld.gov.au](mailto:darryl.r.kong@tmr.qld.gov.au) <<mailto:darryl.r.kong@tmr.qld.gov.au>>

W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au) <<http://www.tmr.qld.gov.au>>

[cid:image001.png@01D218A1.9C5A2380]

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**Fiona Gray**

---

**From:** Terry N Upton  
**Sent:** Monday, 17 October 2016 2:19 PM  
**To:** paul.gleeson@moretonbay.qld.gov.au  
**Cc:** Stuart C Duncan; Michael Hyslop  
**Subject:** Caboolture West - TMR's review of Demographic Forecasts

Hi Paul

As discussed at the Caboolture West Strategic Coordination meeting last week, TMR were requesting a workshop with Peter Rawlinson this week to provide an opportunity for TMR and their consultants to be advised on council's new demographic forecasts for the region, and the planning assumptions used to support the 2051 transport model for Caboolture West were developed. TMR's demographic review included 3 workshops:

- Week 1 (this week) - The first workshop will be a presentation by council on their data inputs, assumptions and procedures, with an opportunity for TMR and its consultants to interrogate all inputs to this exercise.
- Week 3 - The second workshop will be a presentation by TMR's consultant to report on analyses and interpretation of the demographic forecasts and suggested modifications to the assumptions or procedures.
- Week 5 – The third workshop will aim to bring closure to the review exercise and seek agreement of TMR and council to adopt a single set of agreed future year trip matrices.

At the conclusion of this exercise, TMR will have a comprehensive set of demographics for its strategic transport planning and project planning purposes. TMR will use this information in its review of the current major planning scheme amendments including Caboolture West.

It is expected that the first workshop will take 3-4 hours and we will need to coordinate timing with the consultants, ideally we would like a couple of optional dates for this week that also suits Peter. Is it possible to have this late Wednesday afternoon, say from 2.00pm or any time Thursday?

It is confirmed that TMR have engaged ARUP to do this demographic review.

Kind Regards,

**Terry Upton**  
Senior Engineer (Civil) | North Coast District / Maroochydore Office  
**Program Delivery & Operations** | Department of Transport and Main Roads

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W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)



## Fiona Gray

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Friday, 21 October 2016 8:22 AM  
**To:** Stuart C Duncan  
**Subject:** Re: Cab west - presentation from wed 19/10

Yes, I will today  
Paul

Sent from my iPhone

On 21 Oct. 2016, at 8:12 am, Stuart C Duncan <[stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)> wrote:

Hi Paul

Were you going to circulate notes from the discussion/workshop on Wednesday and a copy of Peter's presentation?

Regards,

**Stuart Duncan**

Principal Advisor (Development Assessment) | North Coast District / Maroochydore  
**Program Delivery & Operations** | Department of Transport and Main Roads

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**Fiona Gray**

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Friday, 21 October 2016 3:21 PM  
**To:** Stuart C Duncan  
**Subject:** RE: Presentation form todays meeting

Stuart,  
Have you had chance to review the minutes and provide details of the attendees from TMR's end?  
Thanks  
Paul

**From:** Paul Gleeson  
**Sent:** Friday, 21 October 2016 11:34 AM  
**To:** 'Stuart.C.Duncan@tmr.qld.gov.au'  
**Subject:** FW: Presentation form todays meeting

Stuart,  
Please review the draft minutes and actions out of the first meeting and I will re-issue when you are happy.  
Can you please send me the contact emails for ARUP, Foresight and the other TMR people who will continue to be part of this review. An a copy of the brief for ARUP and Foresights work if possible.  
Thanks  
Paul

**From:** Peter Rawlinson  
**Sent:** Wednesday, 19 October 2016 5:38 PM  
**To:** [terry.n.upton@tmr.qld.gov.au](mailto:terry.n.upton@tmr.qld.gov.au)  
**Cc:** Paul Gleeson; Michael Madden; Casandra Smith  
**Subject:** Presentation form todays meeting

Terry,  
Please see attached. For distribution to meeting attendees.

A file has been submitted for you to download:

<http://files.moretonbay.qld.gov.au/download.php?file=1ae25c87bd1080d6342bce5dcb409569>

Please note: Files are only made available for 7 days from the time they were uploaded.

Peter Rawlinson  
Regional Strategic Planner  
Strategic Planning Department  
Moreton Bay Regional Council  
T (07) 5433 2380  
[Peter.rawlinson@moretonbay.qld.gov.au](mailto:Peter.rawlinson@moretonbay.qld.gov.au)

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**Fiona Gray**

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Friday, 21 October 2016 11:34 AM  
**To:** Stuart C Duncan  
**Subject:** FW: Presentation form todays meeting  
**Attachments:** Caboolture West 2051 Transport Model TMR Assumptions Review - Meeting 1.docx

Stuart,  
Please review the draft minutes and actions out of the first meeting and I will re-issue when you are happy. Can you please send me the contact emails for ARUP, Foresight and the other TMR people who will continue to be part of this review. An a copy of the brief for ARUP and Foresights work if possible.  
Thanks  
Paul

**From:** Peter Rawlinson  
**Sent:** Wednesday, 19 October 2016 5:38 PM  
**To:** terry.n.upton@tmr.qld.gov.au  
**Cc:** Paul Gleeson; Michael Madden; Casandra Smith  
**Subject:** Presentation form todays meeting

Terry,  
Please see attached. For distribution to meeting attendees.

A file has been submitted for you to download:

<http://files.moretonbay.qld.gov.au/download.php?file=1ae25c87bd1080d6342bce5dcb409569>

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Peter Rawlinson  
Regional Strategic Planner  
Strategic Planning Department  
Moreton Bay Regional Council  
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# Caboolture West 2051 Transport Model - Planning Assumption Review - Meeting 1

19/10/16 | 2pm-5pm | MBRC Office, Caboolture

Meeting called by Stuart Duncan (TMR)

Type of meeting To gain agreement on the planning assumptions used to support the 2051 Caboolture West Visum modelling.

## Attendees:

Stuart Duncan (TMR), Terry Upton (TMR), Chris Begley (TMR), Phil Charles (TMR), [not relevant] (ARUP), [redacted] ... (ARUP), [redacted] (ARUP), [not relevant] (Foresight), [redacted] (Foresight), [redacted] (MBRC), Michael Madden (MBRC), Paul Gleeson (MBRC), Casandra Smith (MBRC), Curt Arlberg (MBRC), Ryan Longland (DLGP)

## AGENDA TOPICS

### 1. Welcome, background and TMR's process for review | Paul Gleeson & Stuart Duncan

Paul gave a brief overview of the Caboolture West program and advised that the first stage of Caboolture West, Structure Plan Area 1 (previously NDP1), an area of approximately 3,000 lots, was submitted to the Minister as part of a proposed scheme amendment.

At the same time, MBRC is working with the State Government on a "strategic review" of the State Government's interests over the whole Caboolture West Area. This review included TMR's interest in the potential impact on the State Controlled Road Network.

To assist in this review, MBRC are updating their strategic model (EMME) and preparing new microscopic modelling using Visum. This modelling will produce a 2051, 2041, 2031 and 2026 (end of Structure Plan Area 1) models, to assist in the identification and timing of infrastructure upgrades to both the local and State road networks.

TMR advised MBRC that the first step in their review was to agree to the planning assumptions that underpin the modelling. Paul advised that the timing of this process was critical to the consideration of charging and infrastructure necessary to support the whole of Caboolture West.

Stuart advised, that TMR has drafted a 5 week program to review the planning assumptions and the ARUP and Foresight would be undertaking this review and advising TMR on the outputs. A copy is attached. Stuart also advised that they would share ARUP's brief with MBRC.

## Action items

## Person responsible

## Deadline

Copy of TMR's 5 week review program to be forwarded to attendees

Paul Gleeson

21/10/16

TMR to provide copy of ARUP brief

Stuart Duncan

21/10/16

### 2. Development of MBRC's Residential and Employment Assumptions | Peter Rawlinson

Peter gave a presentation that summarised the process, inputs and outputs of Council's growth projections out to 2051. A copy of the presentation is attached to the covering email.



### Action items

### Person responsible

### Deadline

Copy of presentation to be forwarded to attendees

Peter Rawlinson

21/10/16

### General Discussion about review

There was general discussion about the process moving forward and what information would be needed for the review.

- MBRC advised that ARUP already had the planning assumptions and were using them to develop the transport models.
- MBRC advised that they had previously sent these projections to Queensland Treasury (QT) and TMR and not received any feedback about the assumptions.
- Peter advised that he had recently received a copy of the DTMR employment projections from the Transport Analysis Unit -but had not had a chance to unpack these and compare them to the MBRC projections.
- There was discussion about aggregating the transport zones (about 1200) into 15-20 super zones/sectors to make the review of the assumptions simpler.
- Vikas indicated that the Strategic (EMME) Model already had 13-15 sectors that could be used for this purpose.

### Action items

### Person responsible

### Deadline

MBRC to review QT employment projections and flag any compatibility issues with MBRC's planning projections

Peter Rawlinson

28/10/16

Aggregated transport zones - ARUP to provide draft geographical zones to MBRC so that planning assumptions can be aggregated into those zones.

ARUP

24/10/16

Upon receipt of the aggregated transport zones MBRC to provide planning assumptions by aggregated zones/sectors and compare this to the QT employment projections and flag any compatibility issues

Peter Rawlinson

within two weeks of receipt of the aggregated transport zones

ARUP and Foresight to commence review

not relevant

TBA

Next Meeting in 2 weeks to be arranged by TMR (Stuart Duncan)

Meeting end

**Fiona Gray**

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Wednesday, 26 October 2016 3:32 PM  
**To:** Stuart C Duncan; Terry N Upton; Michael Madden; Peter Rawlinson; Curt Ahlberg; David Hattam; 'Ryan.Longland@dilgp.qld.gov.au'  
**Subject:** Caboolture West 2051 Transport Model TMR Assumptions Review - Meeting 1  
**Attachments:** Caboolture West 2051 Transport Model TMR Assumptions Review - Meeting 1.docx; TMR\_Presentation\_October\_2016.pptx

Stuart,  
I will leave the following with you for distribution to your consultants (ie; ARUP and Foresight) as I do not have their email details.  
Thanks

**Paul Gleeson**  
**Coordinator Strategic Infrastructure Planning**  
**Strategic Planning Department**  
phone: 5433 2613  
mobile not relevant  
Email: [paul.gleeson@moretonbay.qld.gov.au](mailto:paul.gleeson@moretonbay.qld.gov.au)

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# Caboolture West 2051 Transport Model - Planning Assumption Review - Meeting 1

19/10/16 | 2pm-5pm | MBRC Office, Caboolture

Meeting called by	Stuart Duncan (TMR)
Type of meeting	To gain agreement on the planning assumptions used to support the 2051 Caboolture West Visum modelling.

Attendees:
Stuart Duncan (TMR), Terry Upton (TMR), Chris Begley (TMR), Phil Charles (TMR), Mark Brussels (ARUP), Ben (ARUP), [REDACTED] (ARUP), [REDACTED] (Foresight), [REDACTED] (Foresight), [REDACTED] (MBRC), Michael Madden (MBRC), Paul Gleeson (MBRC), Casandra Smith (MBRC), Curt Arlberg (MBRC), Ryan Longland (DILGP)

## AGENDA TOPICS

### 1. Welcome, background and TMR's process for review | Paul Gleeson & Stuart Duncan

Paul gave a brief overview of the Caboolture West program and advised that the first stage of Caboolture West, Structure Plan Area 1 (previously NDP1), an area of approximately 3,000 lots, was submitted to the Minister as part of a proposed scheme amendment.

At the same time, MBRC is working with the State Government on a "strategic review" of the State Government's interests over the whole Caboolture West Area. This review included TMR's interest in the potential impact on the State Controlled Road Network.

To assist in this review, MBRC are updating their strategic model (EMME) and preparing new microscopic modelling using Visum. This modelling will produce a 2051, 2041, 2031 and 2026 (end of Structure Plan Area 1) models, to assist in the identification and timing of infrastructure upgrades to both the local and State road networks.

TMR advised MBRC that the first step in their review was to agree to the planning assumptions that underpin the modelling. Paul advised that the timing of this process was critical to the consideration of charging and infrastructure necessary to support the whole of Caboolture West.

Stuart advised, that TMR has drafted a 5 week program to review the planning assumptions and the ARUP and Foresight would be undertaking this review and advising TMR on the outputs. A copy is attached. Stuart also advised that they would share ARUP's brief with MBRC.

Action items	Person responsible	Deadline
Copy of TMR's 5 week review program to be forwarded to attendees	Paul Gleeson	21/10/16
TMR to provide copy of ARUP brief	Stuart Duncan	21/10/16

### 2. Development of MBRC's Residential and Employment Assumptions | Peter Rawlinson

Peter gave a presentation that summarised the process, inputs and outputs of Council's growth projections out to 2051. A copy of the presentation is attached to the covering email.

Action items	Person responsible	Deadline
Copy of presentation to be forwarded to attendees	Peter Rawlinson	21/10/16

### General Discussion about review

There was general discussion about the process moving forward and what information would be needed for the review.

- MBRC advised that ARUP already had the planning assumptions and were using them to develop the transport models for the Caboolture West planning.
- MBRC advised that they had previously sent these projections to Queensland Treasury (QT) and TMR and not received any feedback about the assumptions.
- Peter advised that he had recently received a copy of the DTMR employment projections from the Transport Analysis Unit but had not had a chance to unpack these and compare them to the MBRC projections.
- There was discussion about aggregating the transport zones (about 1200) into 15-20 super zones/sectors to make the review of the assumptions simpler. (30 sectors agreed 24/10)
- Vikas indicated that the Strategic (EMME) Model already had 13-15 sectors that could be used for this purpose.

Action items	Person responsible	Deadline
MBRC to review QT employment projections and flag any compatibility issues with MBRC's planning projections	Peter Rawlinson	28/10/16
Aggregated transport zones - ARUP to provide draft geographical zones to MBRC so that planning assumptions can be aggregated into those zones.	ARUP	24/10/16
Upon receipt of the aggregated transport zones MBRC to provide planning assumptions by aggregated zones/sectors and compare this to the QT employment projections and flag any compatibility issues	Peter Rawlinson	within two weeks of receipt of the aggregated transport zones
ARUP and Foresight to commence review	Mike McCracken	TBA

Next Meeting in 2 weeks to be arranged by TMR (Stuart Duncan)

Meeting end

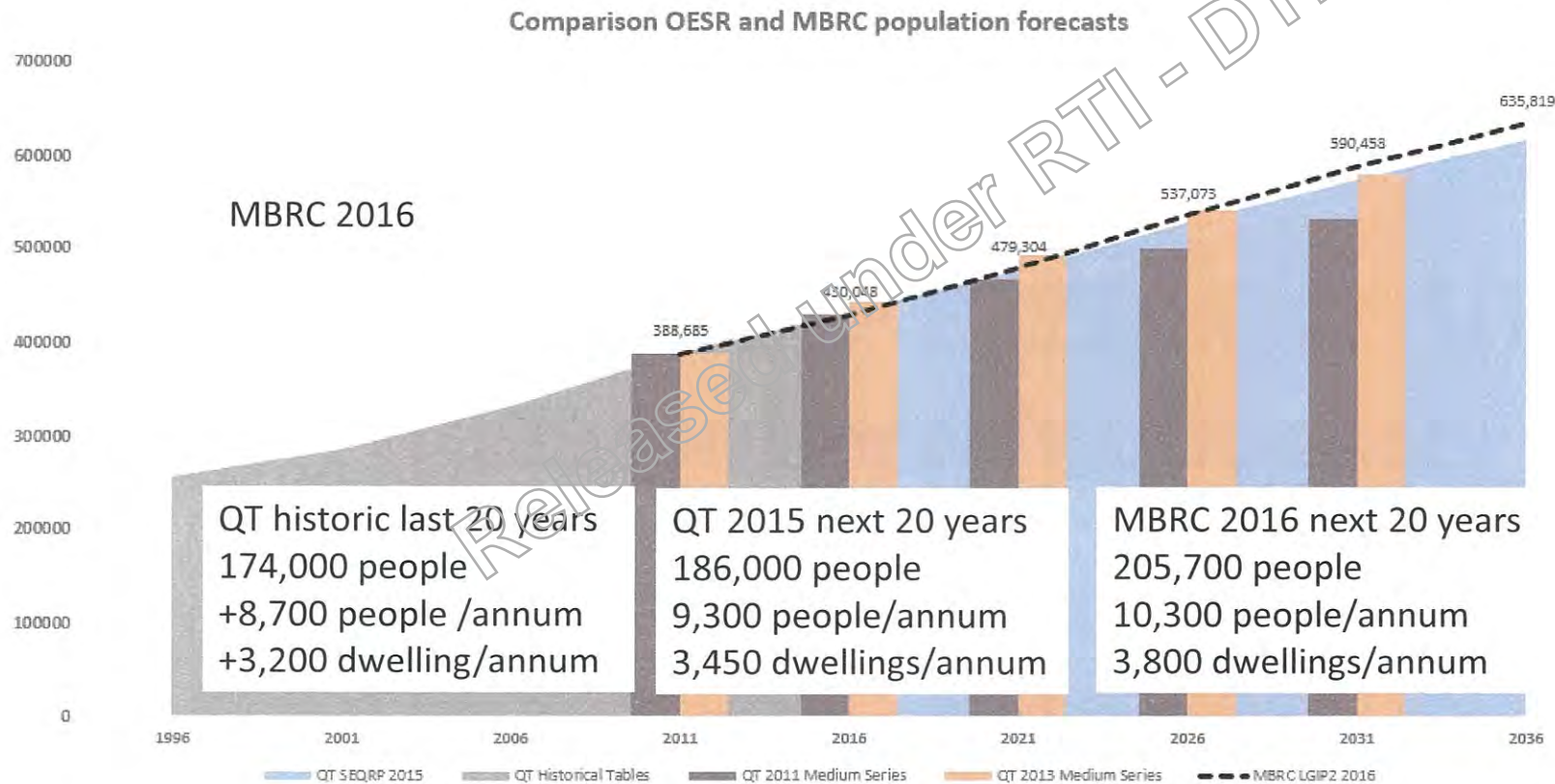


# Planning Assumptions Presentation to TMR Oct 2016

Peter Rawlinson

## Population forecasts

- Moreton Bay last 20 years
- Moreton Bay next 20 years



Forecasts reviewed every 2 years. Trend is for forecasts to be revised upwards. Strong growth forecast to continue.



## Smaller lots

Moreton Bay - Median urban lot size intended for standard detached dwellings (R)



Source –

- QT Residential Land Activity Monitor 2015
- QT Residential land development indicators, December Quarter 2015

## An aerial photograph of a coastal area, likely a bay or inlet. A large portion of the land area is highlighted in yellow, indicating a specific zone of interest. A network of roads and a railway line are visible. In the bottom right corner, there is an inset map showing a closer view of a specific area with several black star markers. Each marker is accompanied by a text label: "Max 15m" (appearing five times) and "Max 27m" (appearing once). The inset map also shows a small body of water and a shoreline. A large, semi-transparent watermark reading "Released" is oriented diagonally across the right side of the image. Below the main map, there is a small photograph of a modern, multi-story apartment building with balconies, surrounded by palm trees.

- Urban neighbourhood
- Next generation neighbourhood
- Transition Precinct


 Building heights

	Not Specified
	Max 8.5m
	Max 12m
	Max 15m
	Max 21m_Min 5m
	Max 21m
	Max 27m_Min 8.5m
	Max 27m
	Max 30m
	Max 39m

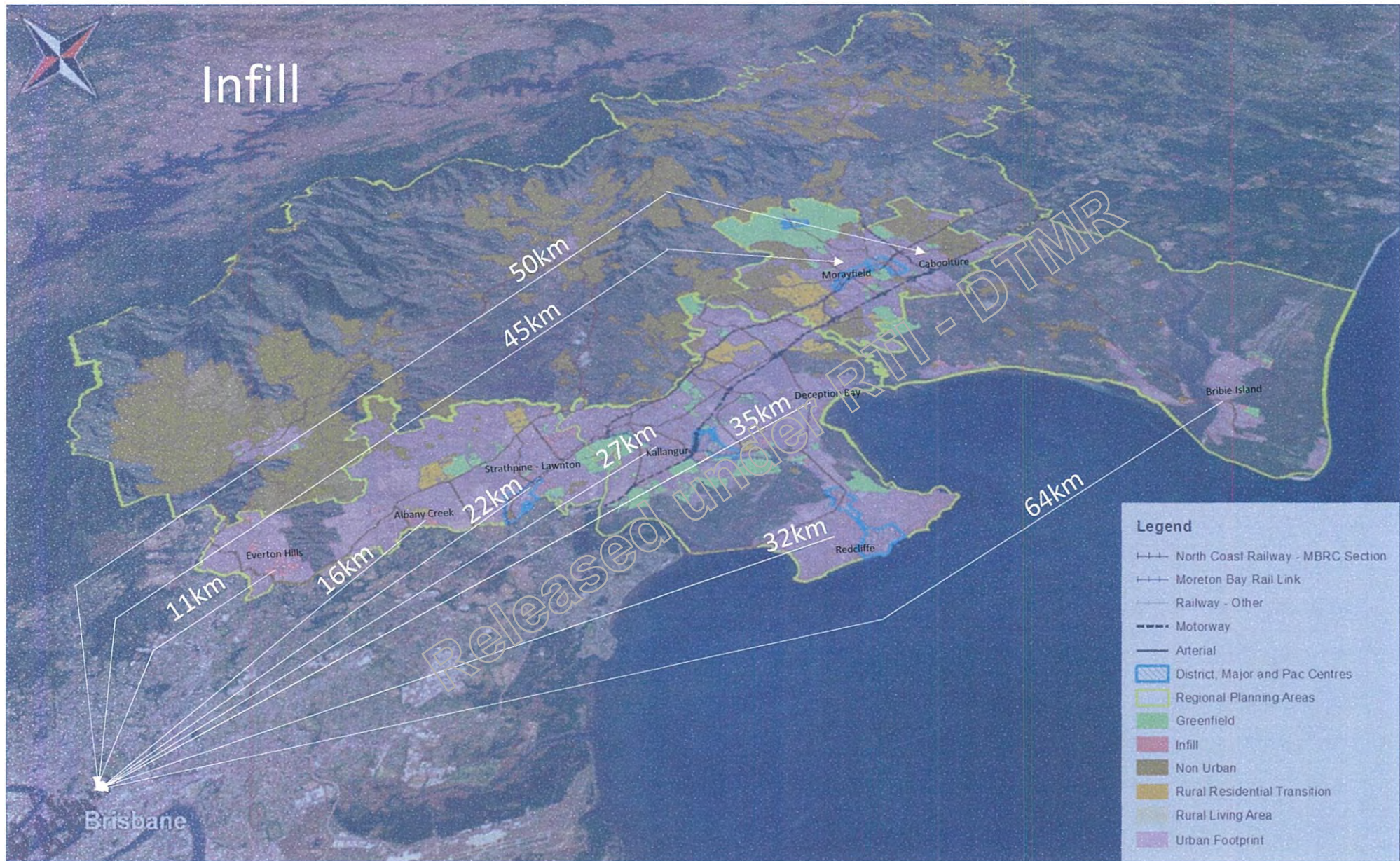


# Planning Scheme Policy Residential Design

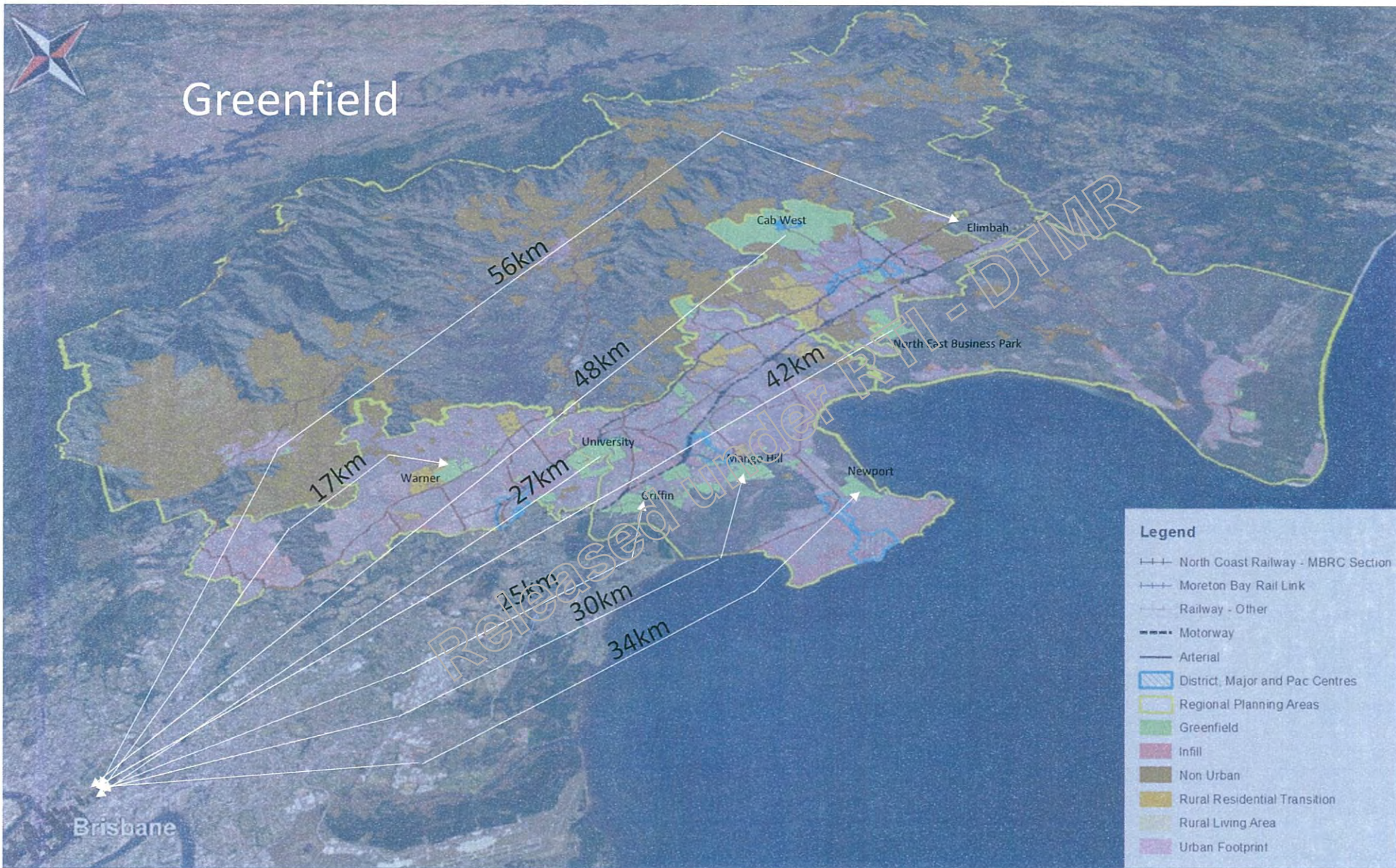
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A photograph of modern residential buildings. The buildings feature white and orange facades, balconies with white railings, and large windows. The architecture is contemporary and multi-story.



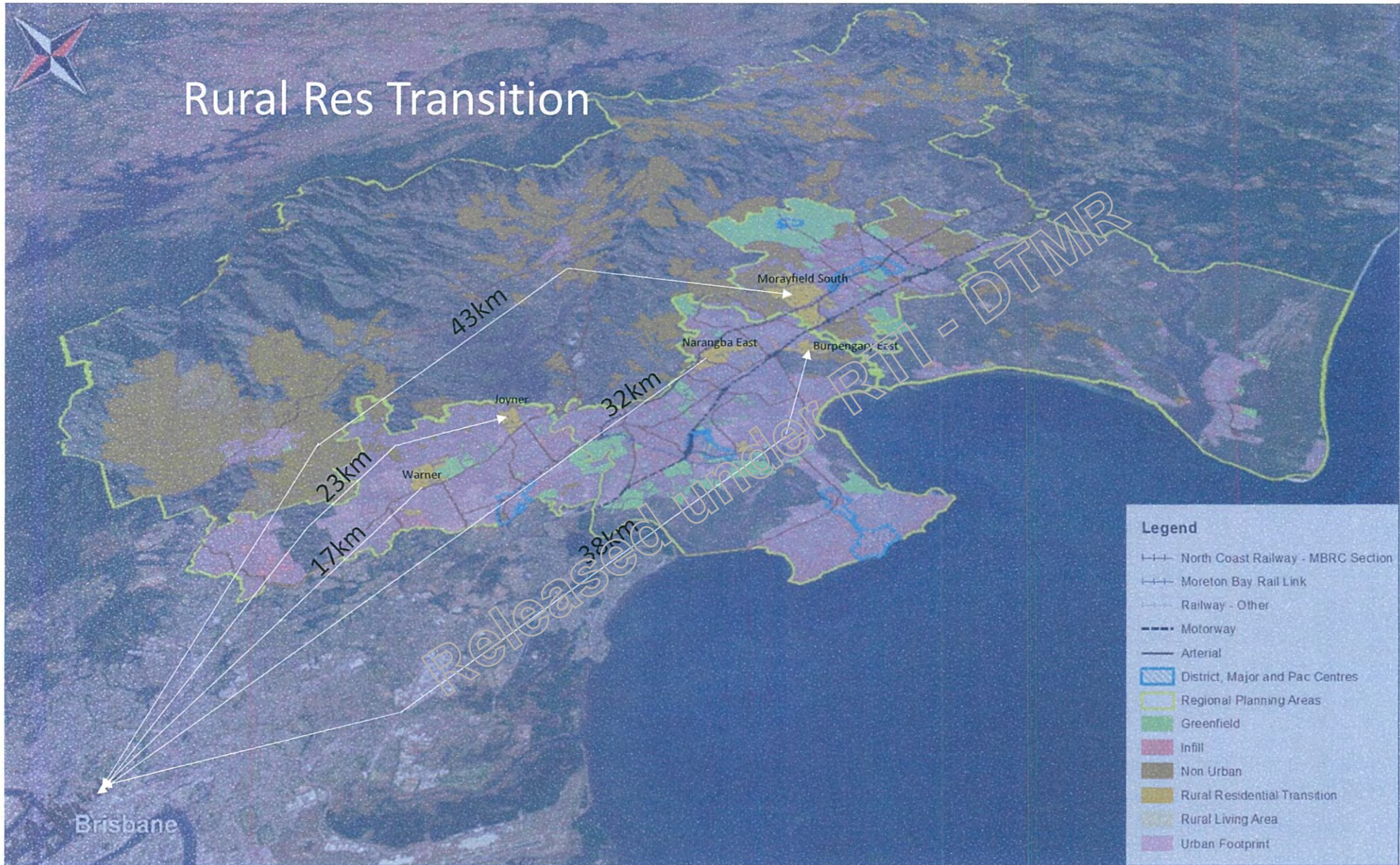






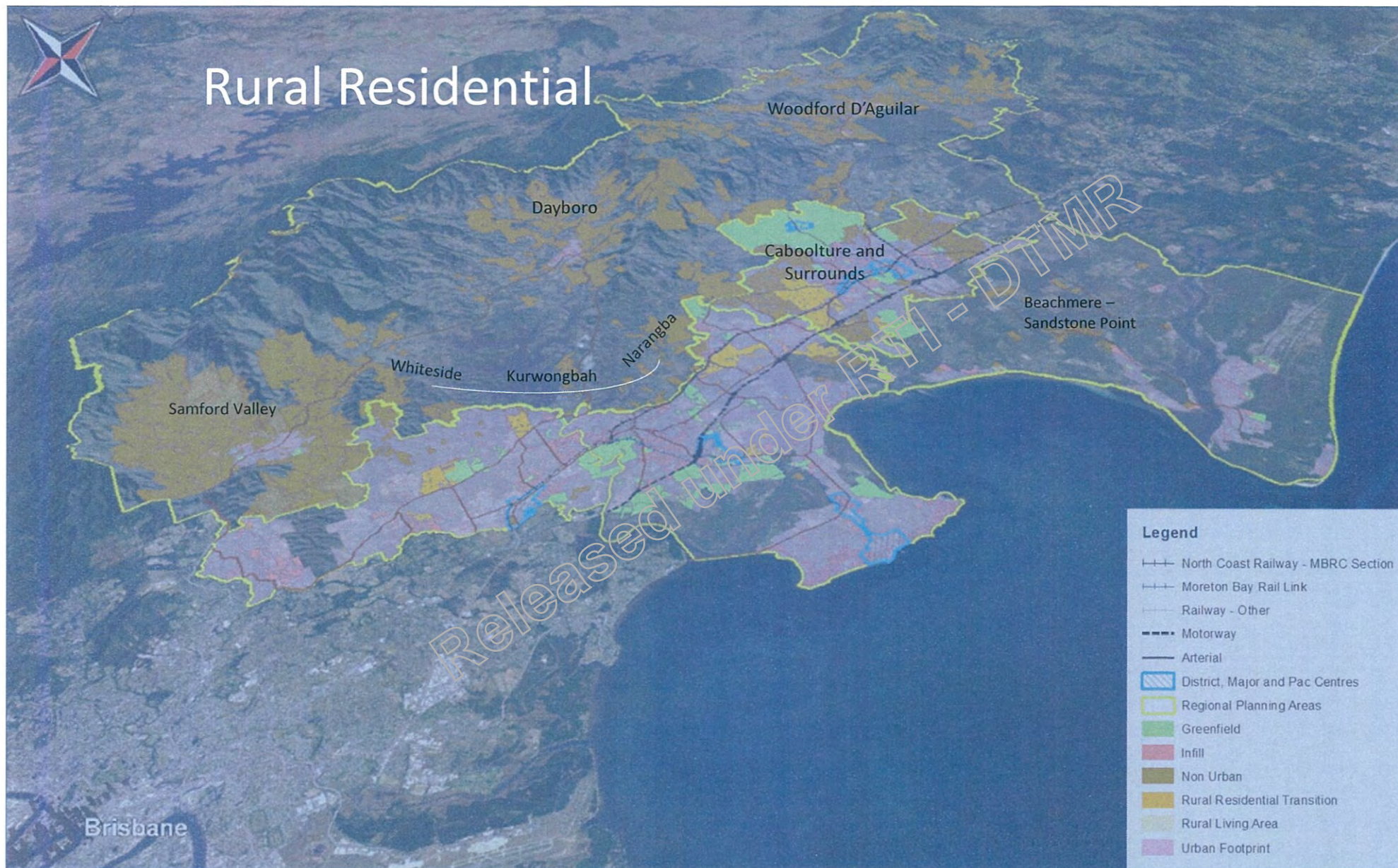


# Rural Res Transition



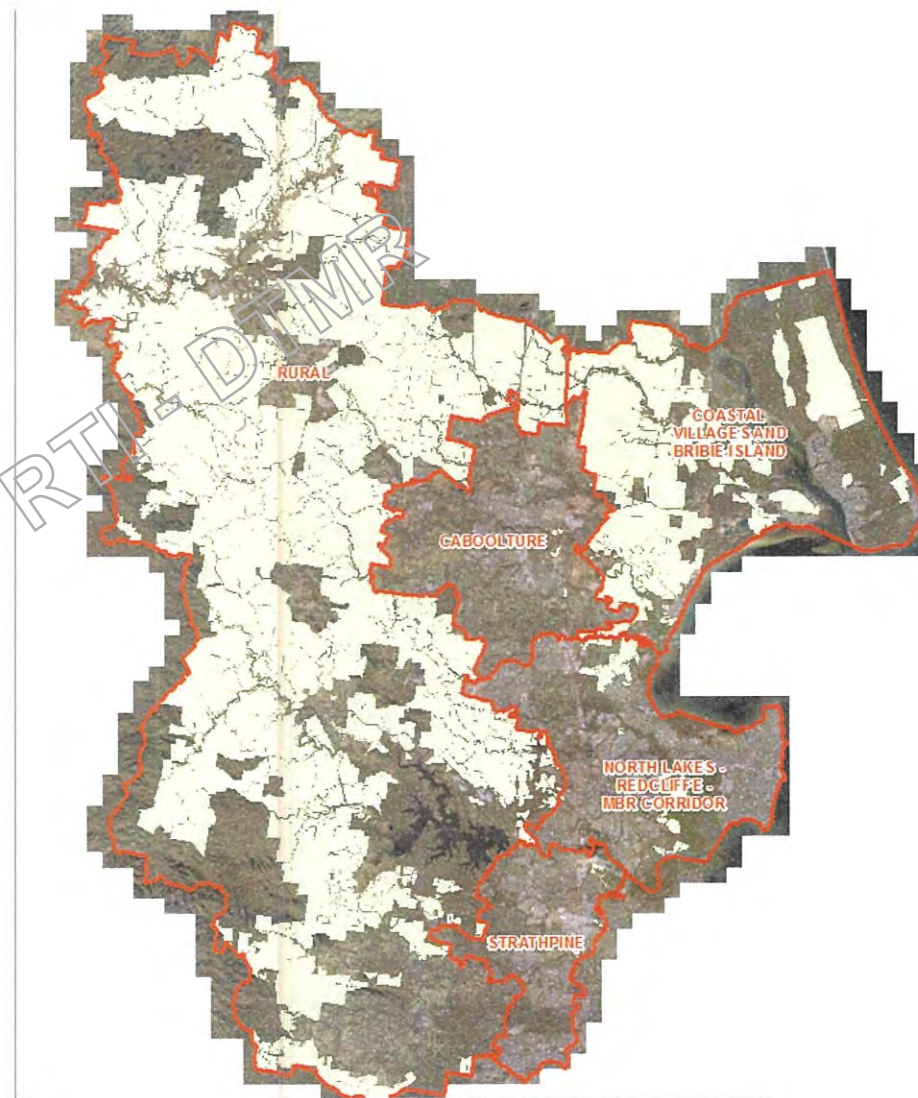


# Rural Residential

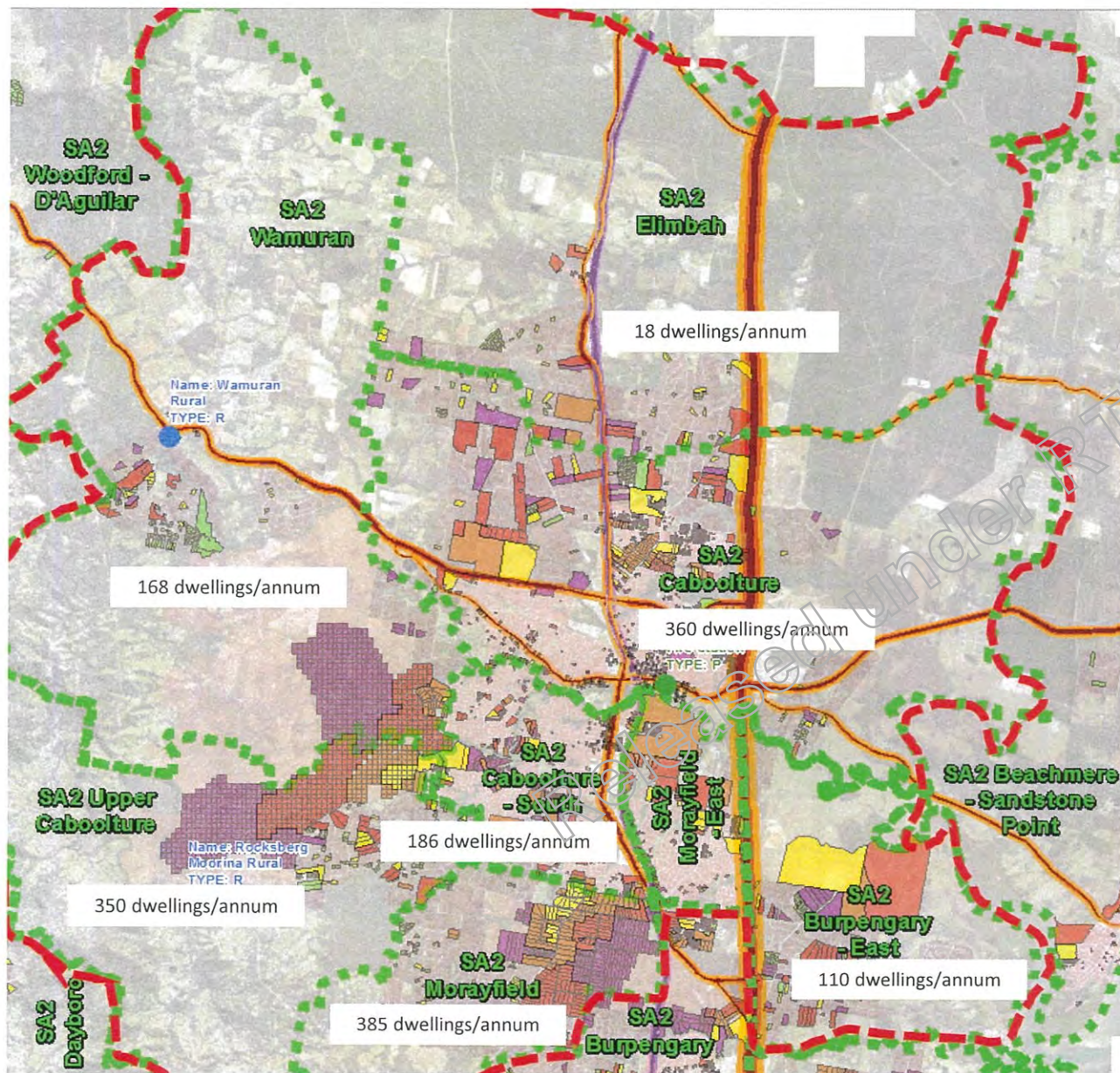




# Rural areas



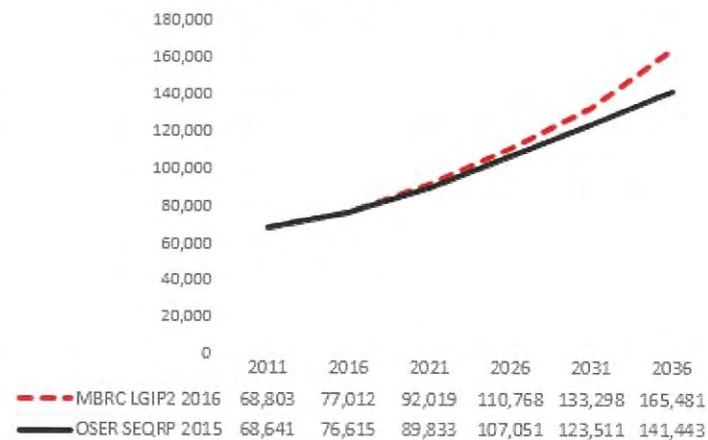




## Caboolture

1,700 dwellings/annum

Caboolture Population



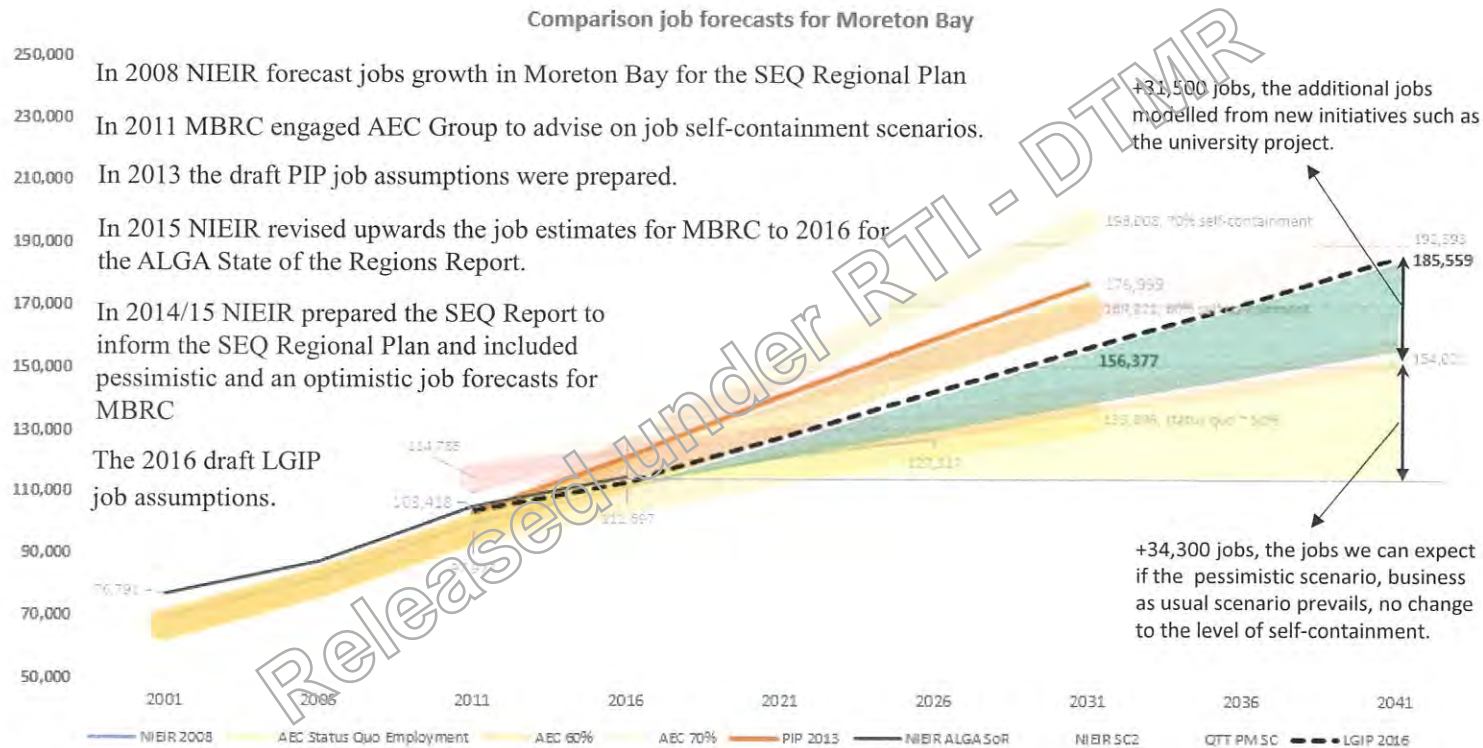


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Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

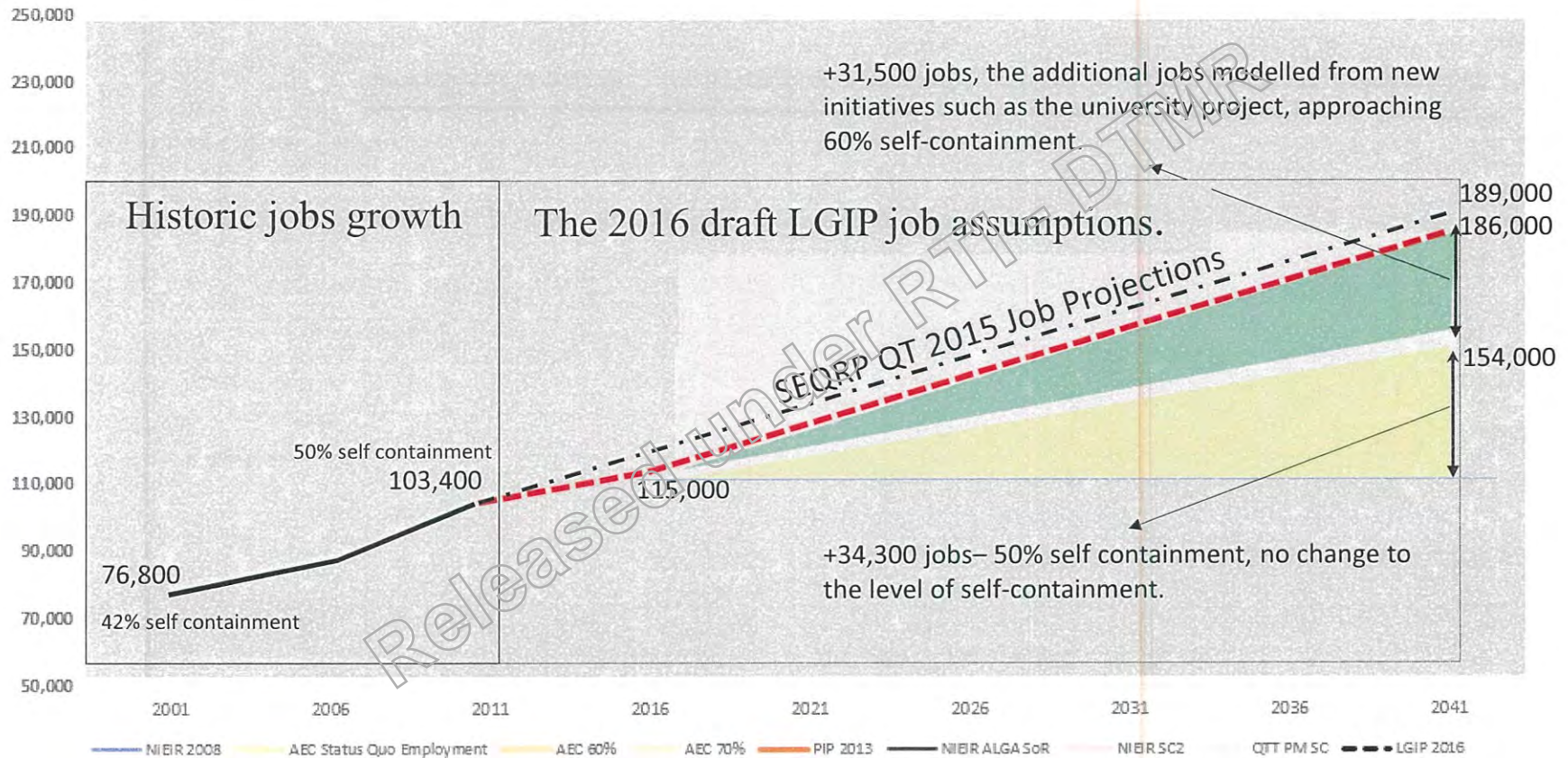
Released under RTI - DTMR

# Comparison job forecasts

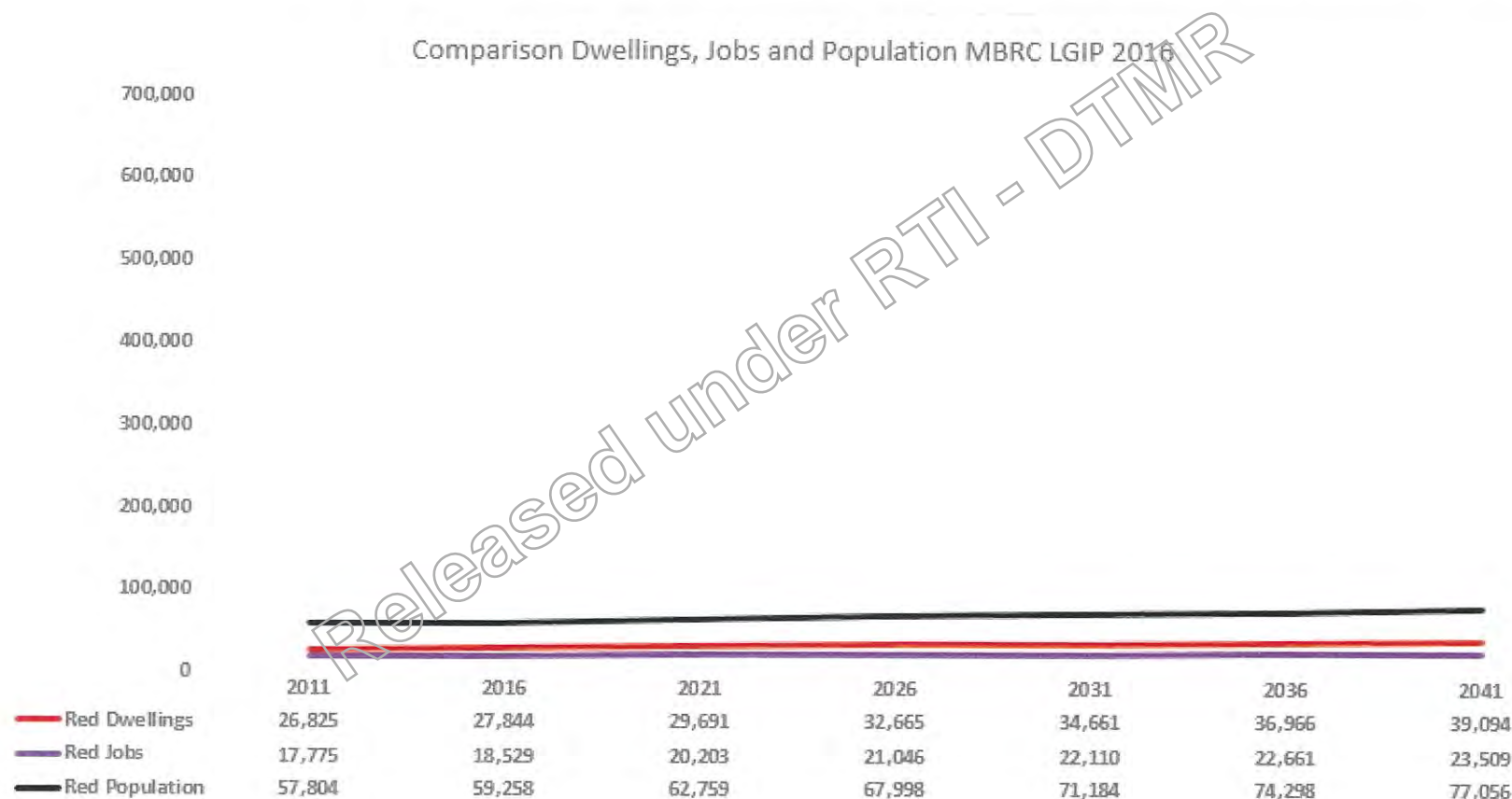




Comparison job forecasts for Moreton Bay

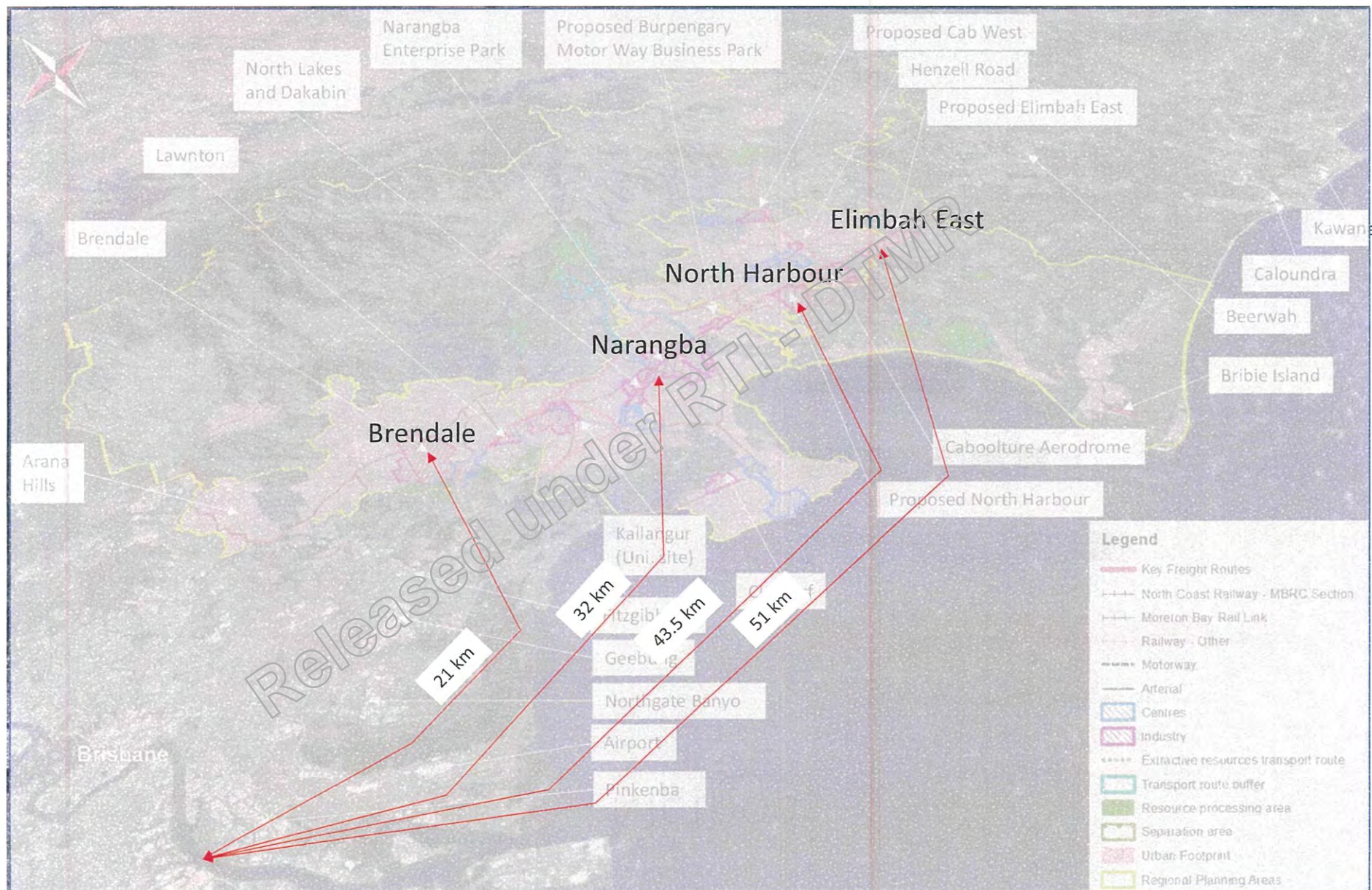


# How the jobs are distributed north and south in MBRC





MBRC  
Industry areas  
currently  
being  
reviewed by  
the AEC  
Group.  
Project to be  
completed  
November.

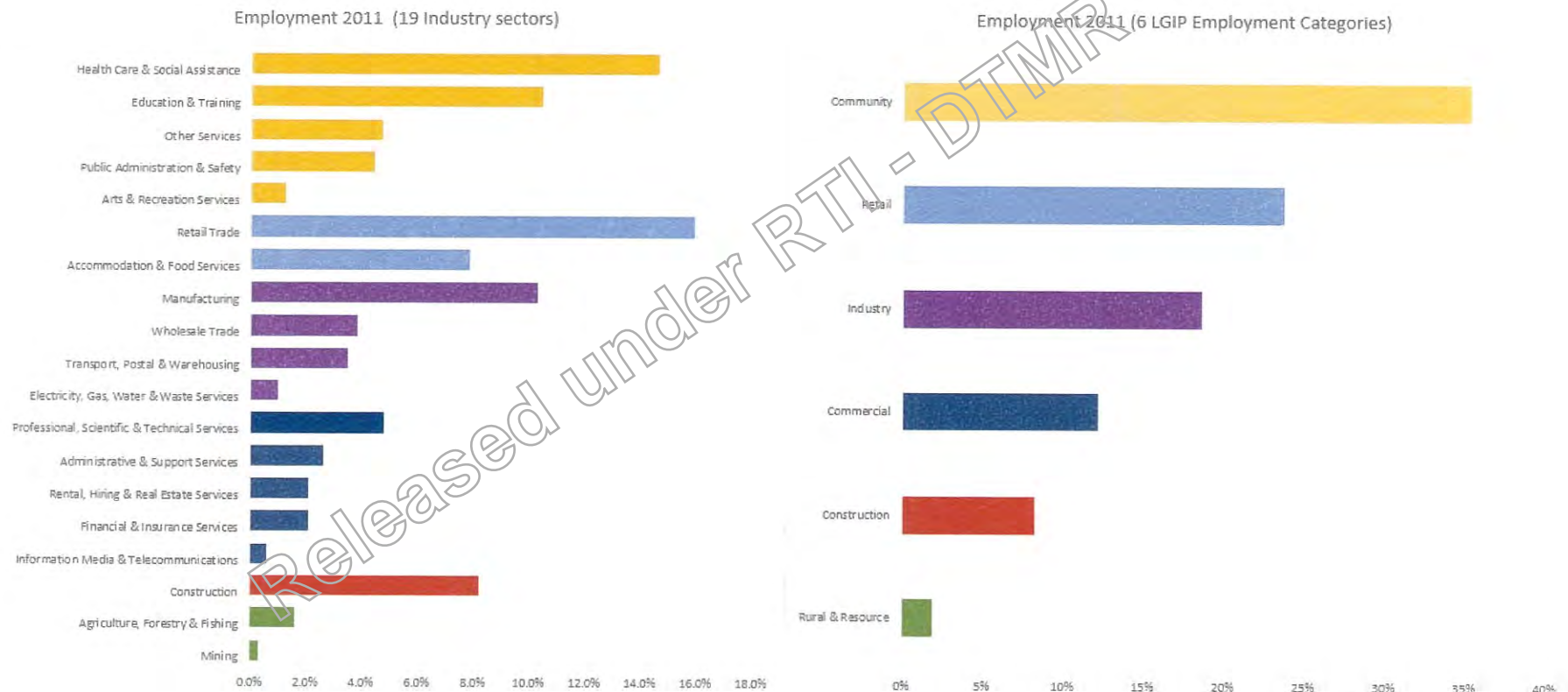


# Method

Convert 19 industry sector jobs from:

- QT/Council of Mayors
- NIEIR,
- AEC Group and
- Economic Associated

To 6 LGIP categories for comparison purposes.



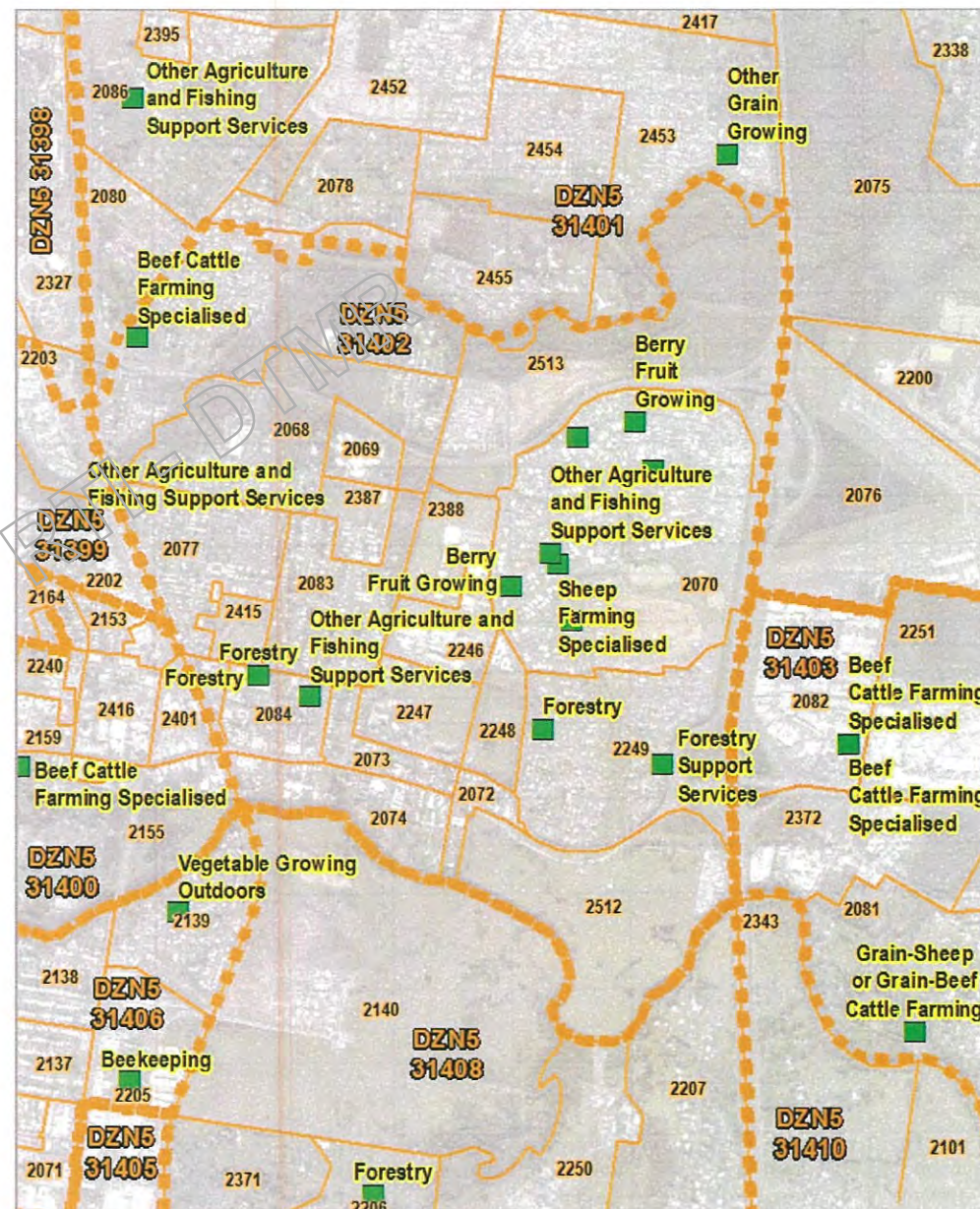


## Method /1

Moreton Bay divided into ABS JTW DZN

For each DZN i.e.

- Compare various LGIP category job assumptions
- For each DZN identify MBRSTM
- Locate key uses – community hubs, schools, hospitals, caravan parks, child care centres, hotels, motels, aged care facilities
- identify zoning and precinct in each MBRSTM and for business and industry zones use building footprints to indicate distribution of GFA
- For each MBRSTM identify ABR by LGIP category – retail, commercial, community, industry, construction, rural and resource activities





# Method /contd

For each DZN and MBRSTM:

- Identify retail and commercial GFA existing and forecast from Economic Associates and AEC Group reports allocate to MBRSTM and distribute future GFA based on zoning and developable land, then convert GFA to jobs.
- Identify retail ABR's in non-retail locations from ABR register identify as dispersed jobs and subtract from retail needs forecast by EA, and AEC
- Repeat for commercial, each time distinguishing between GFA that can be identified on the ground or allocated to a zoning/precinct intent, and businesses that are dispersed such as working from home.
- For community jobs identify specific community facilities and source jobs from various sources such as myschools, my aged care, other web sites. Allocate a proportion of community jobs to centres, and a proportion of jobs to dispersed locations.

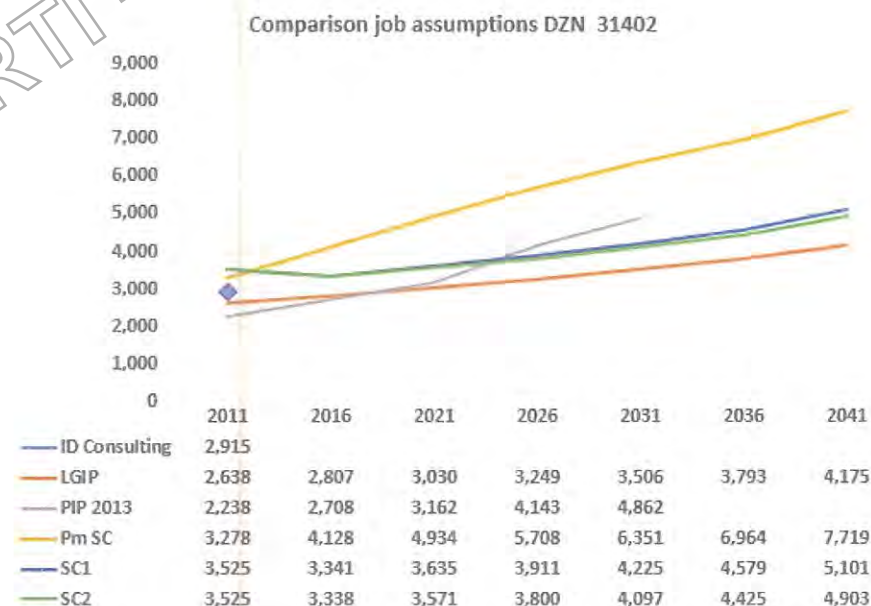
	Sum of Communi ty 2011	Sum of Communi ty 2016	Sum of Communi ty 2021	Sum of Communi ty 2026	Sum of Communi ty 2031	Sum of Communi ty 2036	Sum of Communi ty 2041
519	4	4	5	5	6	6	7
2068	1	1	1	1	1	2	2
2077	1	1	1	1	1	2	2
2080	2	2	2	3	3	3	3
2083							
2203							
2387							
2414							
2415							
520	0	0	0	0	0	0	0
2074							
2084							
2085							
522	13	13	15	16	18	20	21
2070	7	7	8	9	10	11	11
2072	1	1	1	1	1	2	2
2073			0	0	0	0	0
2246			0	0	0	0	0
2247			0	0	0	0	0
2248	1	1	1	1	1	2	2
2249	4	4	5	5	6	6	7
2388							
2512							
2513							
524	0	0	0	0	0	0	0
2069	0	0	0	0	0	0	0
525	0	0	0	0	0	0	0
2246	0	0	0	0	0	0	0
Grand Total	17	17	19	21	23	26	28



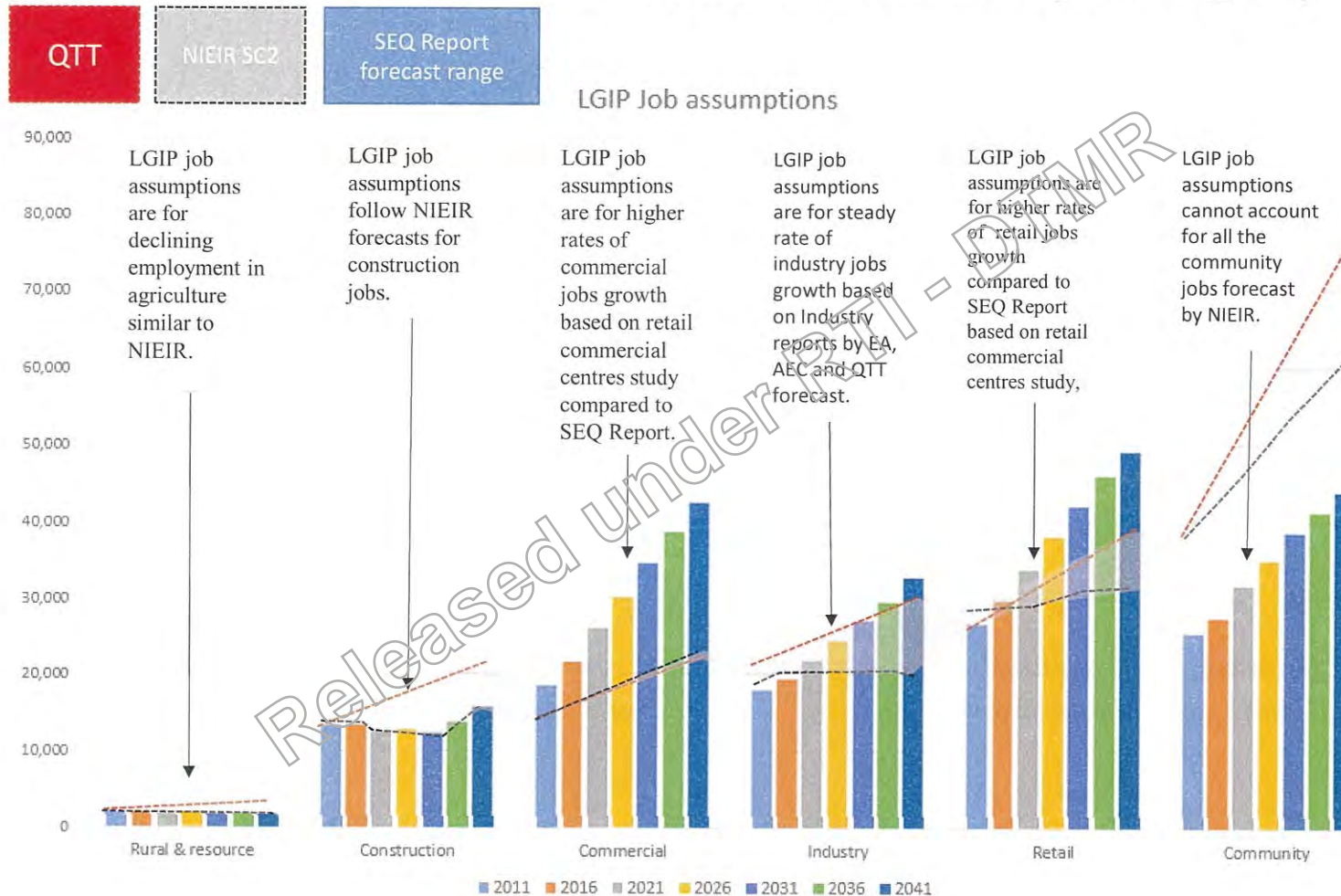
# Method /contd

- Repeat previous process for industry employment, using industry building footprints and zone/precinct intents and land area to allocate future industry jobs and ABR to locate industry category businesses.
- For construction use NIEIR scenarios and distribute construction jobs in proportion to distribution of other category jobs and population.
- For rural and resource use ABR data where forecasts of this job type apply and allocate jobs to each MBRSTM accordingly
- Export each job category employment forecast to a summary total spreadsheet and sum all dispersed jobs from each LGIP category into a dispersed job component and include in summary total spreadsheet.

- Summarise results using pivot tables and compare to earlier forecasts.



# Comparison job forecasts by industry category

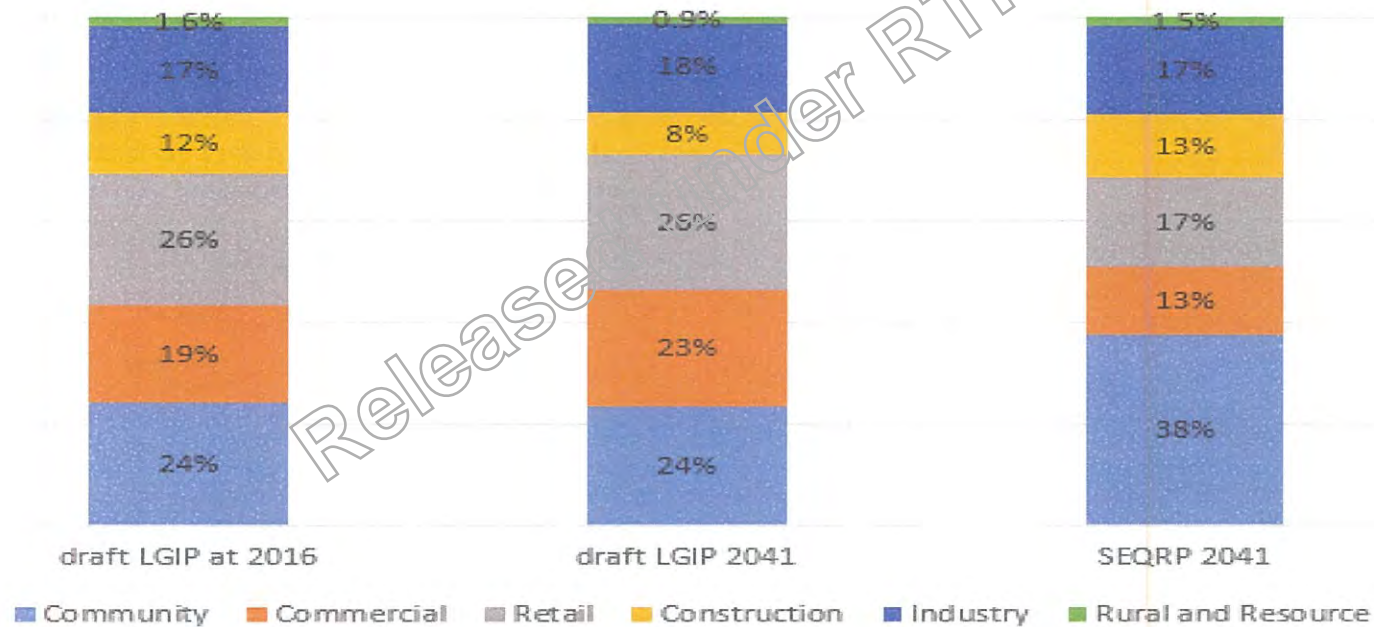




# 2016

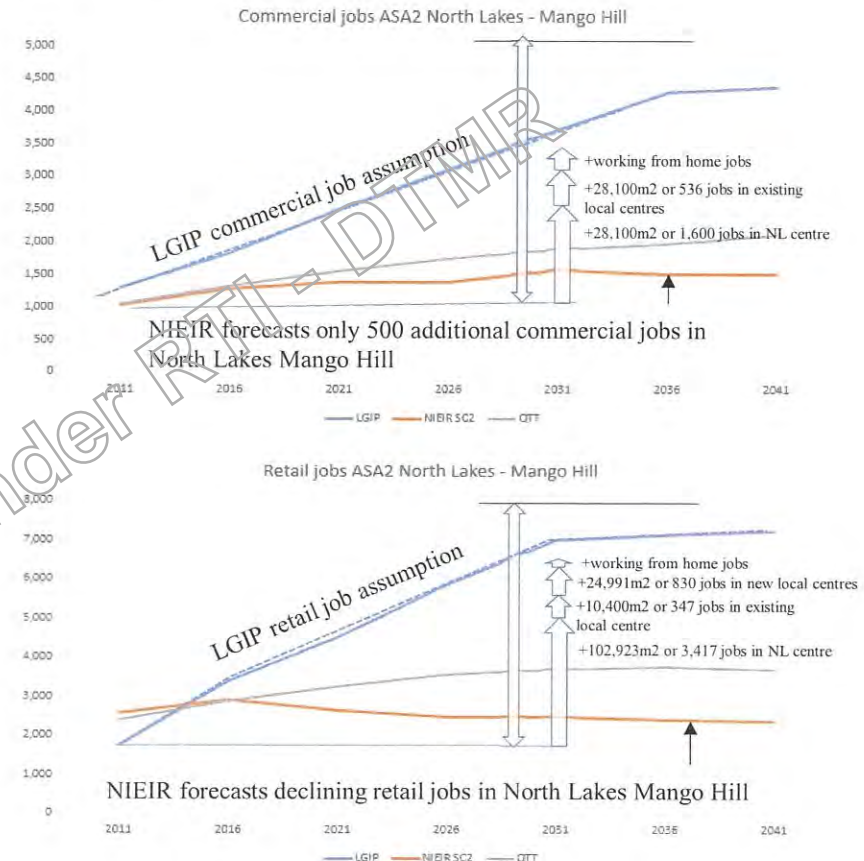
MBRC LGIP revised assumptions compared to SEQ Regional Plan assumptions by LGIP category

Comparison of share of jobs by LGIP industry category



The AEC Group and Economic Associates separately prepared reports for Council that forecast future retail and commercial sector needs. Economic Associates identified North Lakes Mango Hill as a “high need for additional floorspace”

- EA commercial + 37,533 + 2,150 jobs
- AEC commercial + 78,878m2 + 4,500 jobs
- EA retail + 113,329 + 3,800 jobs
- AEC retail + 229,296m2 + 7,600 jobs





[illegible]

The AEC Group and Economic Associates separately prepared reports for Council that forecast future retail and commercial sector needs. Economic Associates identified Strathpine Brendale as a “high need for additional retail and commercial floorspace” by 2031 requiring:

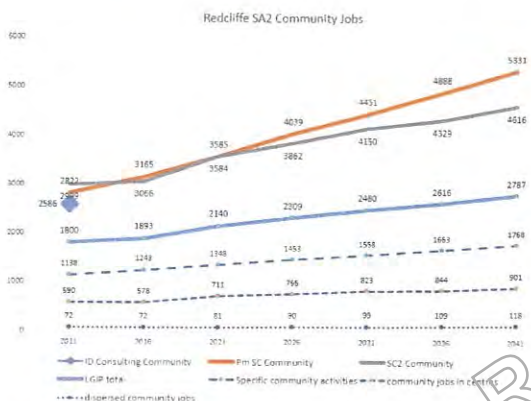
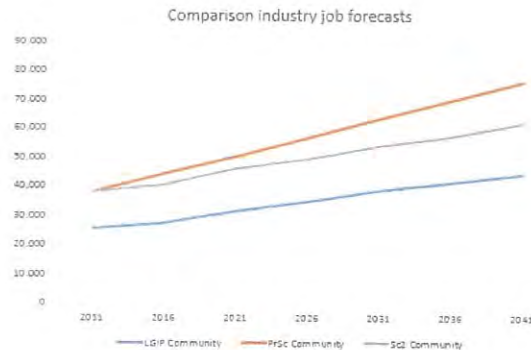
- Also

NIEIR assumed declining industry employment which does not reflect the development that can be observed in Brendale in recent years. Economic Associates has previously forecast industry jobs growth in the Pine Rivers district at +5,660 jobs from 2011 to 2031 of which 70% of that jobs growth (3,962 jobs) could be accommodated in Brendale.



The LGIP assumptions contain a lower level of community jobs than QTT or NIEIR

## Example - Community jobs forecasts

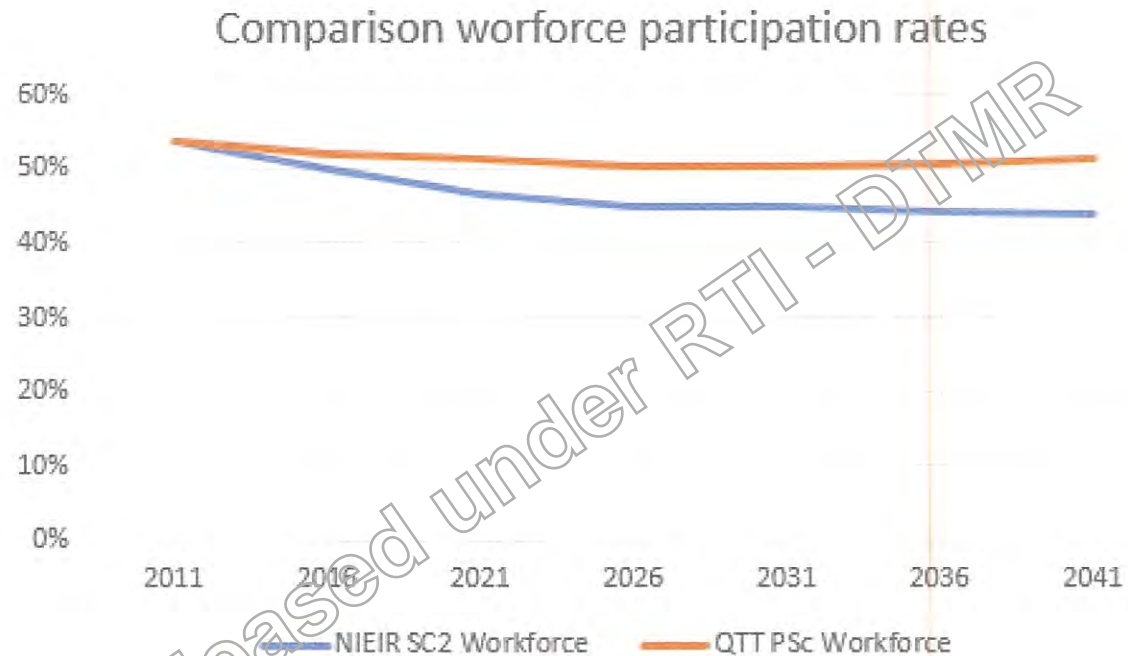


When you go looking for the community jobs on the ground using Google Earth, MBRC aerial photography, Nearmap, combined with ABR data, planning scheme data, internet search and employment estimates leads to a lower community employment estimate for Redcliffe SA2 for infrastructure planning purposes....>



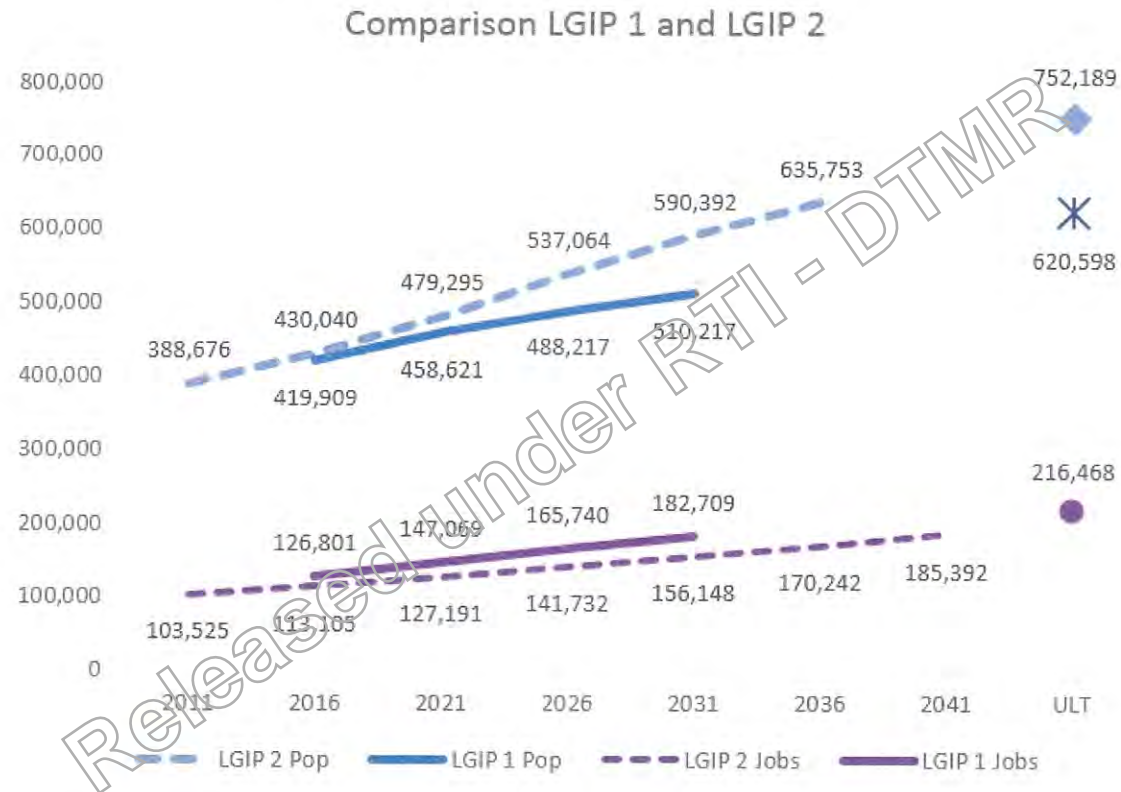


# Changing workforce participation rates



NIEIR forecasts workforce participation to decline as the population ages

# Comparison of 2013 and 2016 Assumptions



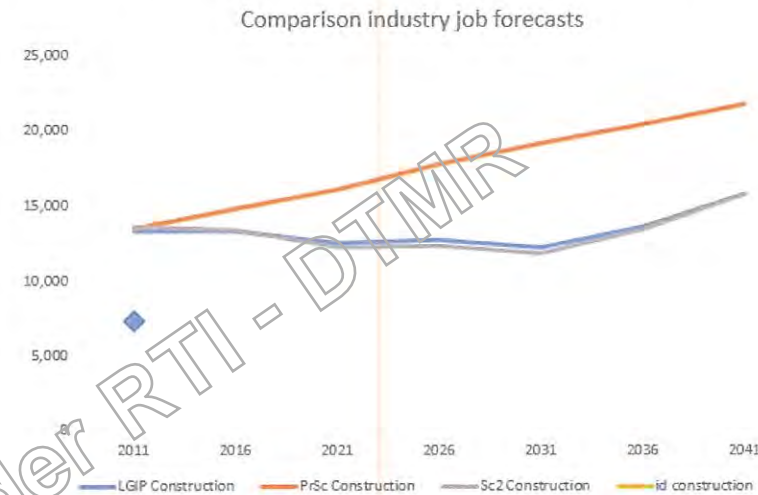
Residential forecasts just seem to increase;

Job forecasts have been rolled back after further investigation, there is room to increase community job and construction job assumptions but these are likely to be dispersed jobs without a specific GFA or lot to assign them to.



# Example - Construction job forecasts

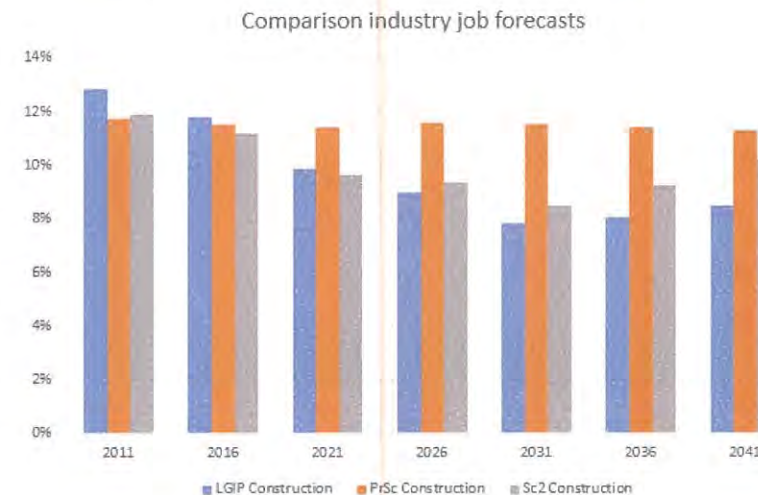
LGIP projections have followed the Sc2 construction job forecasts by NIEIR.

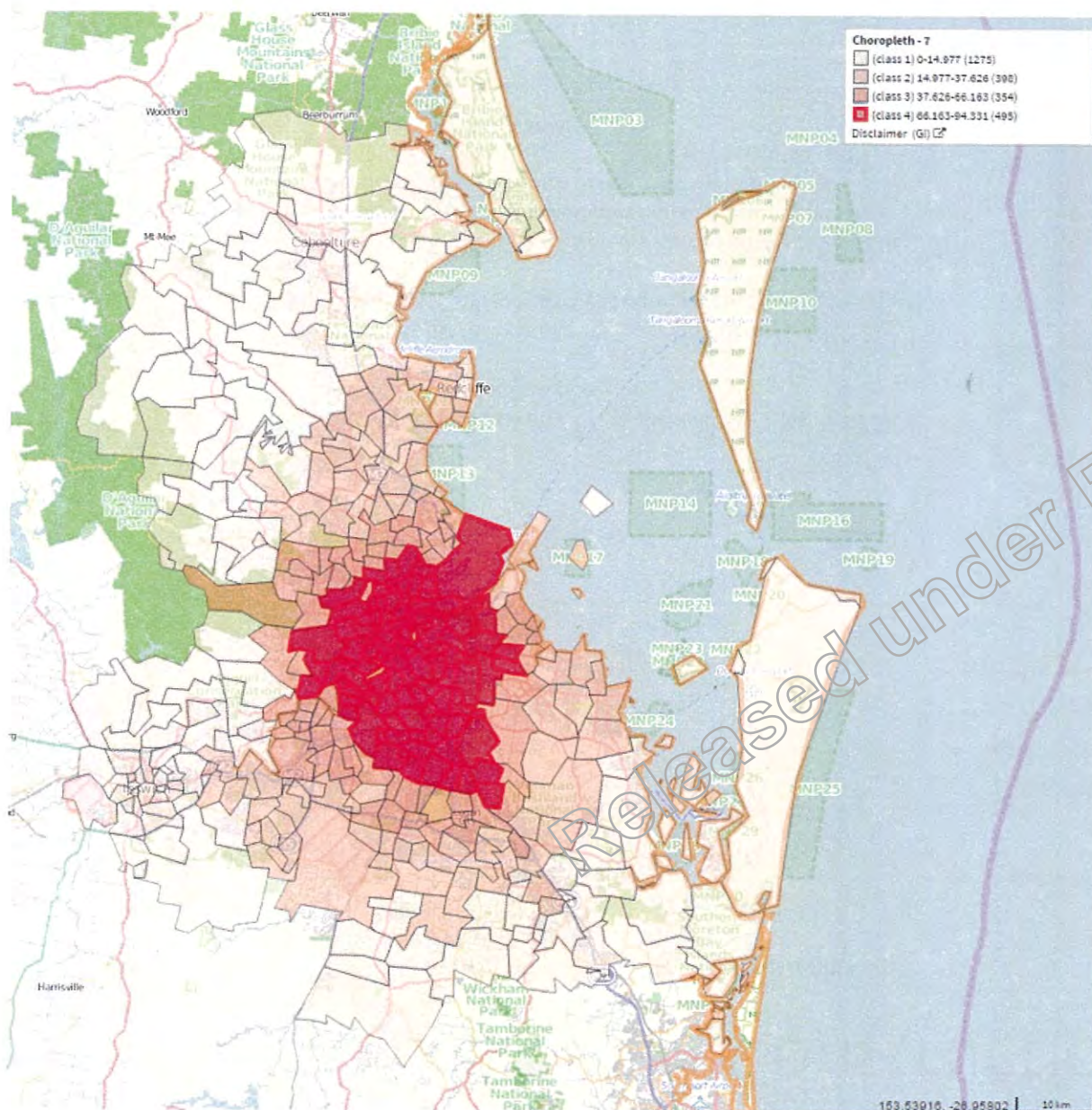


The QTT PrSc assumes a constant at about 12% proportion of all jobs are construction jobs.

Whereas the id construction jobs estimate for MBRC in 2011 was 7,296 jobs or 8.24% of total employment.

Construction jobs have been distributed on the basis of the distribution of people and jobs on the assumption that dispersed construction activity, new building work, renovations, repairs etc. are related to residential and industry activity in an area.





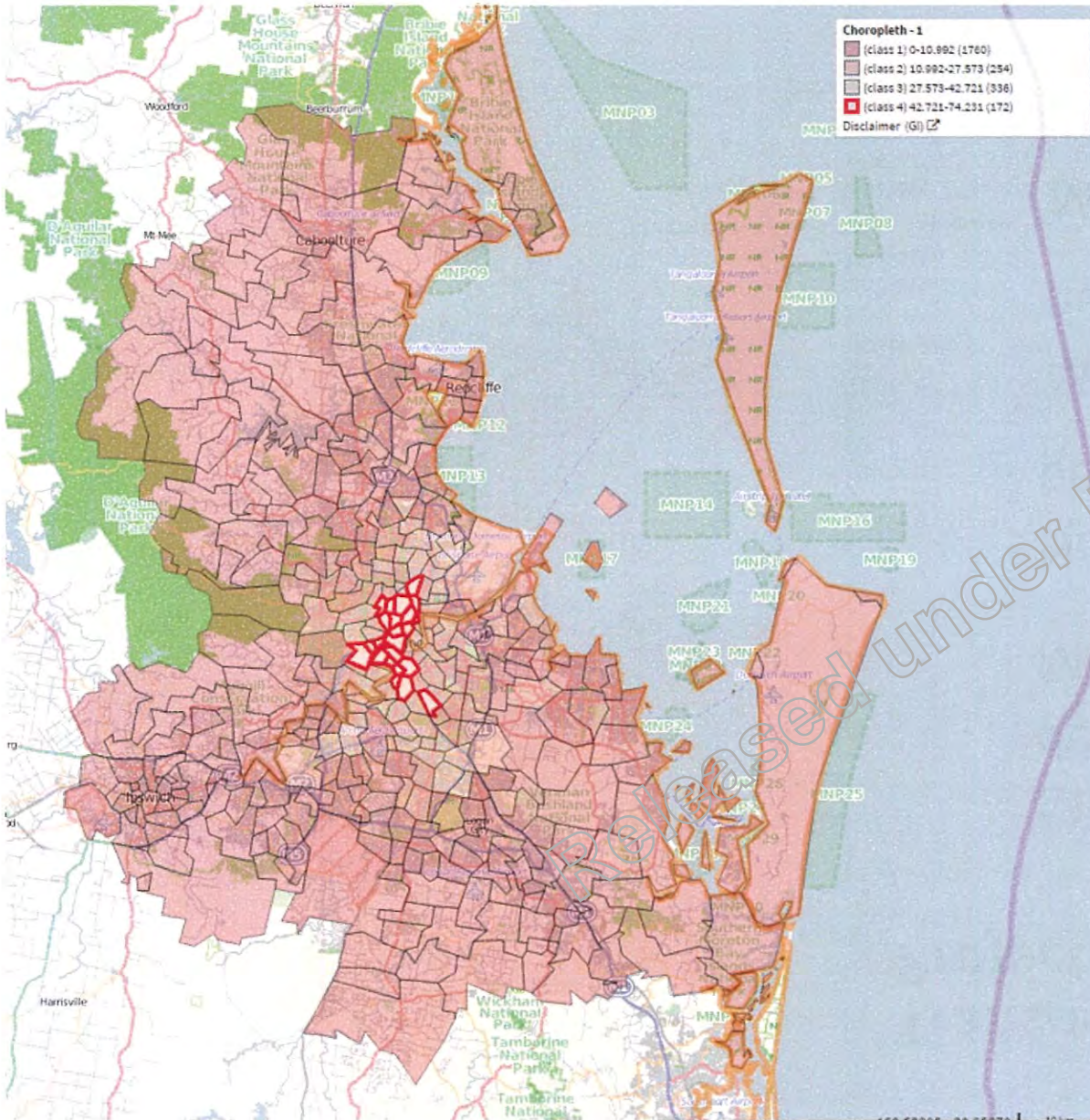
# Job access by car

Percent of GCCSA jobs accessible by 45 min car trip  
Grattan Institute, (2012): Suburb Job Access 2011 for GCCSA. Accessed from AURIN Portal on 2016-07-19.

## Job Access by Car (Car45mins)

Proportion of jobs in the Greater Capital City Statistical Area (GCCSA) that someone living in a designated Suburb would reach within 45 mins by car. All trips are assumed to leave at 8:00 on a weekday morning.





# Job access by PT

Percent of GCCSA jobs accessible by 60 min PT trip  
Grattan Institute, (2012): Suburb Job Access 2011 for GCCSA. Accessed from AURIN Portal on 2016-07-19.

## Job Access by Public Transport (PT60mins)

Proportion of jobs in the Greater Capital City Statistical Area (GCCSA) that someone living in a designated Suburb would reach within 60 mins on public transport. All trips are assumed to leave at 8:00 on a weekday morning.

Page 50 redacted for the following reason:

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Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government

Released under RTI - DTMR



**Fiona Gray**

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Friday, 28 October 2016 11:42 AM  
**To:** Stuart C Duncan  
**Cc:** Michael Madden  
**Subject:** Caboolture West Modelling timeframe

Stuart,

MBRC's timeframe to conclude the modelling for Caboolture West is as follows -

	Task	Start	Finish
1	Planning Assumptions Review	18 October	18 November
2	Re-run Emme (if required)	18 November	1 December
3	Run Vissum & Sidra Models (2051, 2041, 2031, 2026) - Provide to TMR	2 December	23 December
4	Review Outputs with TMR	3 January	20 January
5	Schedules (interim and ultimate upgrades and timing)	20 January	27 January
6	Final Report		7 February

Ideally, we would prefer to not have to update and re-run the EMME, which would buy us 2 weeks. MBRC has a parallel strategic design and estimates project which will require confirmation of the outputs of this modelling exercise (phase 4) to conclude. This project is necessary to determine a cost for Council's financial model. This project is expected to conclude around the 17 February and be followed by a round of financial modelling, such that by the end of February we would be confident of the contribution amount/dwelling, to brief and seek a decision of Council in March 2017. We would expect TMR to have an established position by the end February 2017, so that Council can be informed when they make their decision. Concurrently we have engaged Ian Wright to prepare an Infrastructure Agreement, which will need to be updated once the final schedules and financial model outputs are known.

We can discuss this further at our next meeting.

Thanks

**Paul Gleeson**  
**Coordinator Strategic Infrastructure Planning**  
**Strategic Planning Department**  
phone: 5433 2613  
mobile: not relevant  
Email: [paul.gleeson@moretonbay.qld.gov.au](mailto:paul.gleeson@moretonbay.qld.gov.au)

**Fiona Gray**

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Friday, 18 November 2016 5:46 AM  
**To:** Stuart C Duncan  
**Subject:** Review of planning assumptions for modelling

Stuart, any advancement on Foresight's review?  
Thanks  
Paul

Sent from my iPhone

---

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**Fiona Gray**

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**From:** Simon Forsyth <Simon.Forsyth@moretonbay.qld.gov.au>  
**Sent:** Tuesday, 13 December 2016 2:26 PM  
**To:** Malcolm.Griffin@Dilgp.qld.gov.au  
**Cc:** Stewart Pentland; Ben Caldwell; Ian Wright; Randall L Fletcher; Peter A Hume; Chris J Begley; Stuart C Duncan  
**Subject:** Presentation Material - Moreton Bay CBW IA  
**Attachments:** Caboolture West Powerpoint.pdf

Hi Malcolm,

Attached is the presentation material for today's 4pm meeting.  
Stewart is an apology today, he is unwell.

See you at 4pm.

Thanks  
Simon

**Simon Forsyth**

Acting Manager - Strategic Planning  
Planning and Economic Development  
Moreton Bay Regional Council | Caboolture Office  
Mobile: [REDACTED] not relevant  
Direct: (07) 5433 2869  
Email: [Simon.Forsyth@moretonbay.qld.gov.au](mailto:Simon.Forsyth@moretonbay.qld.gov.au)  
[www.moretonbay.qld.gov.au](http://www.moretonbay.qld.gov.au)



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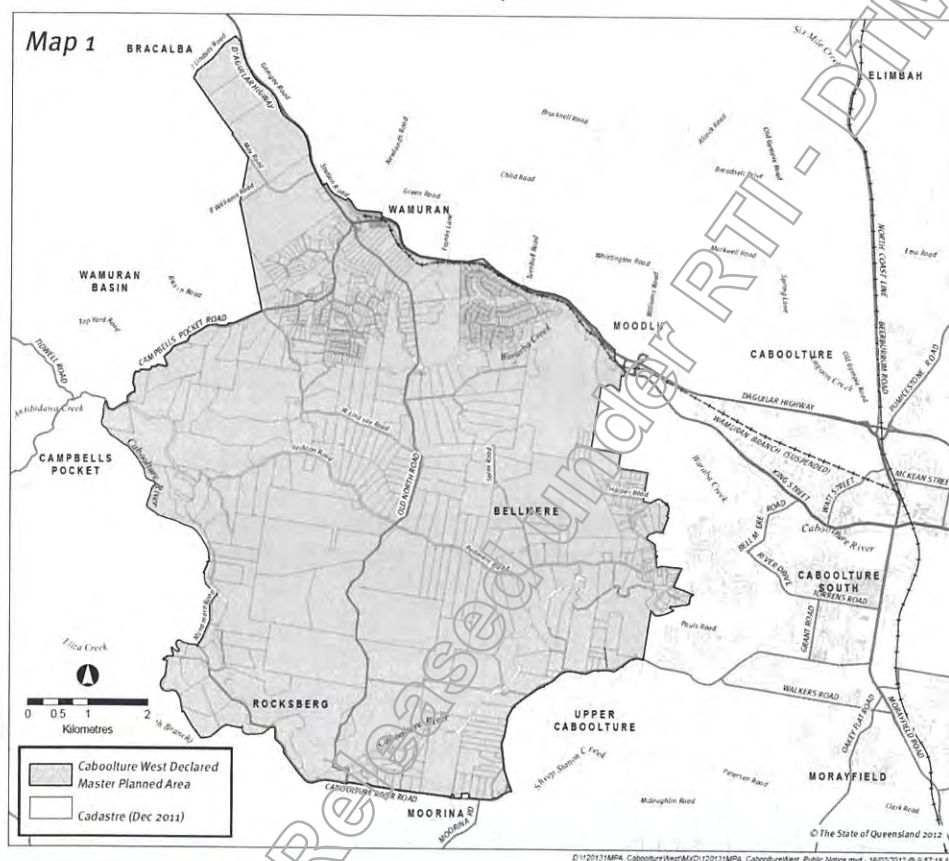
# Caboolture West

Proposed infrastructure agreement  
arrangements for additional trunk  
infrastructure

13 December 2016



# Caboolture West - 6,500 hectares



## Shaping SEQ Draft SEQRP (20 October 2016)

COLIN  
BIGGERS  
& PAISLEY  
LAWYERS

- *Urban Footprint* – provides for 25 years of realistic land supply
- *Planning schemes* – provides for 15 years of land supply that has been zoned and is able to be serviced (2016 - 2031)
- *Caboolture West* –
  - Major greenfield area
  - Assumed to start in 2017
  - Capacity for 27,000 dwellings sequenced as:
    - 18,000 dwellings from 2011 - 2041
    - 9,000 dwellings after 2041



## Financial risk to infrastructure authorities

- Financial risks arise from 3 sources –
  - *Planning risks*
    - Council – Planning scheme risk
    - Unitywater – Water Netserv Plan connection area risk
    - DTMR – Limited concurrence agency triggers
  - *Legal risks*
    - Council and Unitywater – SPA / SEQ Water Act
      - capped charges
      - offsets for trunk infrastructure
      - additional trunk infrastructure cost powers are limited
    - DTMR – SPA conditioning powers for financial contributions for loss of network capacity are limited

## Financial risk to infrastructure authorities (cont'd)

- *Political risks* – Errant decision making by –
  - Council – Development approvals contrary to Planning Scheme
  - Unitywater – Water approvals contrary to Water Netserv Plan
  - State –
    - Ministerial call-ins contrary to Planning Scheme
    - Legislative changes such as capped charges and conversion applications of non trunk to trunk infrastructure
    - Ministerial directions to change Planning Scheme



## Planning Risks - Current MBRC Planning Scheme

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& PAISLEY  
LAWYERS

- *Land use* – Emerging Community zone
  - ROL – Code assessable
  - Dwelling House – Self-assessable if on a Developed lot
- *Infrastructure*
  - LGIP (Interim 2026) – Not in the Priority infrastructure area
- *Risks*
  - Council – ROL is code assessable and Developed lot uncertainty

*"a lot that is provided with infrastructure and services (including reticulated water and sewer, stormwater, dedicated roads and electricity) of a standard and capacity required for the proposed development"*
  - Unitywater – Not addressed as ROL is code assessable
  - DTMR – Not addressed as ROL is code assessable

## Planning Risks - Proposed amendments

- *Land use* – Emerging Community zone
  - ROL – Code assessable if in a Structure planned area in an overlay
  - Dwelling House – Self-assessable if on a Serviced lot
- *Infrastructure*
  - Draft LGIP 2031 – Not in the Priority infrastructure area
- *Risks*
  - Council – ROL is code assessable and Serviced lot uncertainty

*"a lot that is provided with infrastructure and services (including reticulated water and sewer, stormwater, dedicated roads and electricity) of a standard and capacity required for the proposed development"*
  - Unitywater – Not addressed as ROL is code assessable
  - DTMR – Not addressed as ROL is code assessable



## Planning Risks - Proposed changes

- *Land use* – Emerging Community zone
  - ROL – Code assessable if satisfy –
    - Land use trigger - Structure planned area
    - Infrastructure trigger – Service area
      - Priority infrastructure area - Council's LGIP
      - Water connection area - Unitywater's Water Netserv Plan
      - Sewer connection area - Unitywater's Water Netserv Plan
  - Dwelling House – Self-assessable if satisfy –
    - Infrastructure trigger – Service area
      - Priority infrastructure area – Council's LGIP
      - Water connection area – Unitywater's Water Netserv Plan
      - Sewer connection area – Unitywater's Water Netserv Plan

## Planning Risks - Proposed changes (cont'd)

### ■ *Process*

- Structure planned area – major scheme amendment – 6 months
- Priority infrastructure area – minor scheme amendment – 8 weeks
- Water Netserv Plan – Unitywater Board resolution – 6 weeks

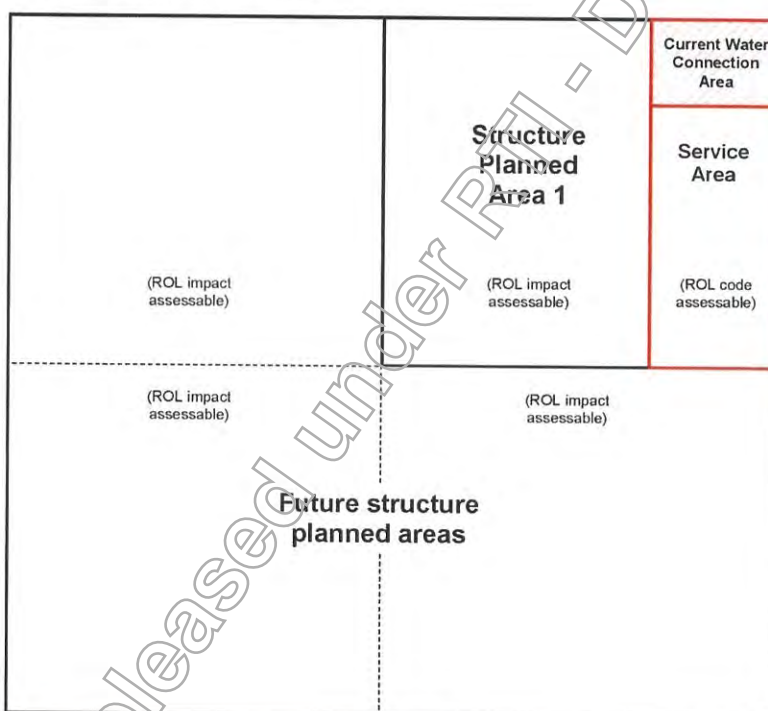
### ■ *Risks managed*

- Council – ROL is impact assessable if not in a Structure planned area and Service area
- Unitywater – Can be a submitter to a ROL that is impact assessable and manage its risk
- DTMR – Can be a concurrence agency or submitter to a ROL that is impact assessable and manage its risk

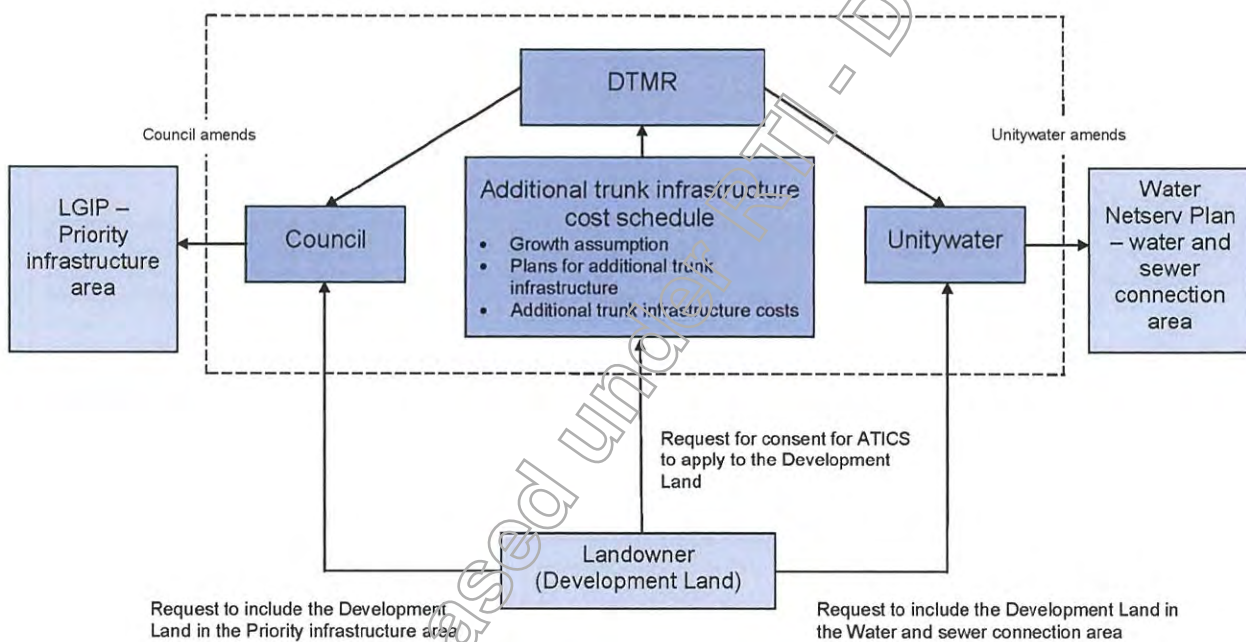


## Planning Risks - Proposed changes (cont'd)

Caboolture West local plan area



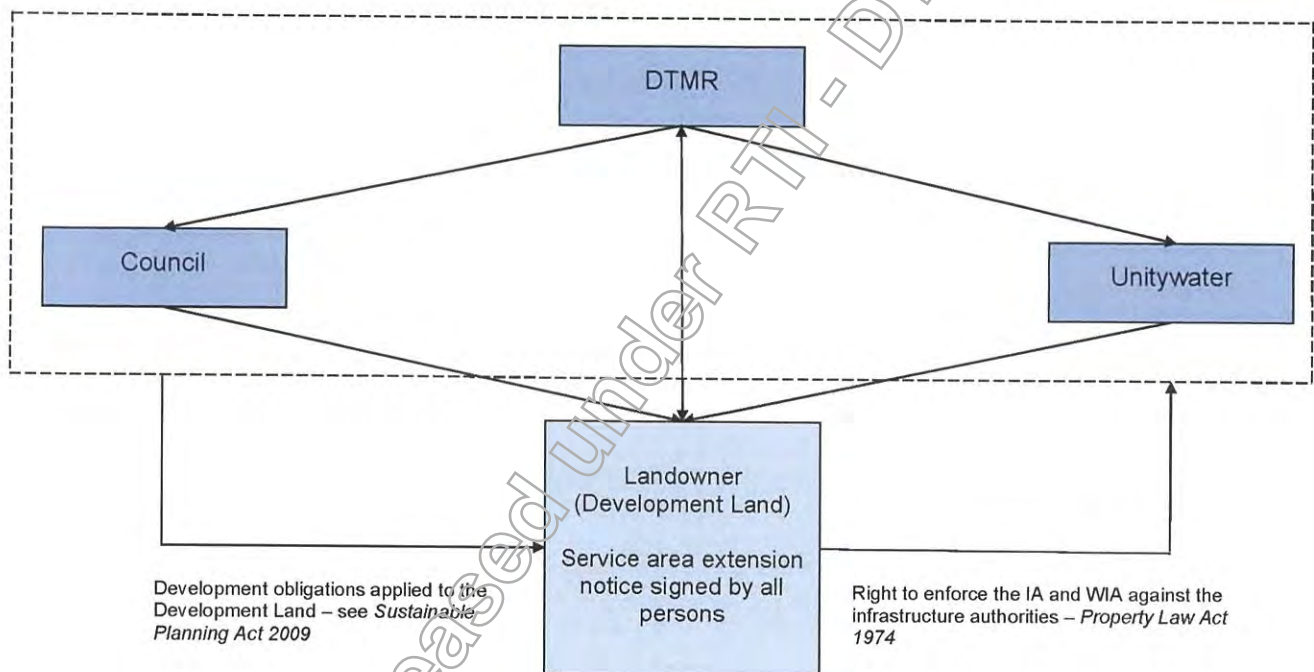
# Legal and political risks - Master infrastructure agreement - Service area extension request





# Legal and political risks - Master infrastructure agreement - Service area extension notice

COLIN  
BIGGERS  
& PAISLEY  
LAWYERS



## Future Actions

1. Engage with DILGP, Unitywater and DTMR to seek an in principle agreement to the Master infrastructure agreement
2. Engage with the landowners to seek an in principle agreement to the Master infrastructure agreement
3. If in principle agreement achieved, change the proposed amendments to the MBRC Planning Scheme and prepare the Master infrastructure agreement
4. If in principle agreement not achieved, consider other legislative amendments to address Council, Unitywater and DTMR's risks and consult with the State government



**Fiona Gray**

---

**From:** Tom Goodhand <Tom.Goodhand@moretonbay.qld.gov.au>  
**Sent:** Wednesday, 1 February 2017 1:03 PM  
**To:** Terry N Upton; Stuart C Duncan; Darryl R Kong  
**Cc:** kevin.swepson@moretonbay.qld.gov.au  
**Subject:** MBRC Residential Trip Generation  
**Attachments:** MBRC Residential Trip Generation.xlsx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Terry,

As promised yesterday, attached is a summary of measured residential trip generation rates for our region. This list is based on old tube count surveys where we could clearly identify a closed residential only catchment [REDACTED]

[REDACTED] refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of

We hope to expand on this data set in the near future with some targeted traffic surveys.

Regards, Tom.

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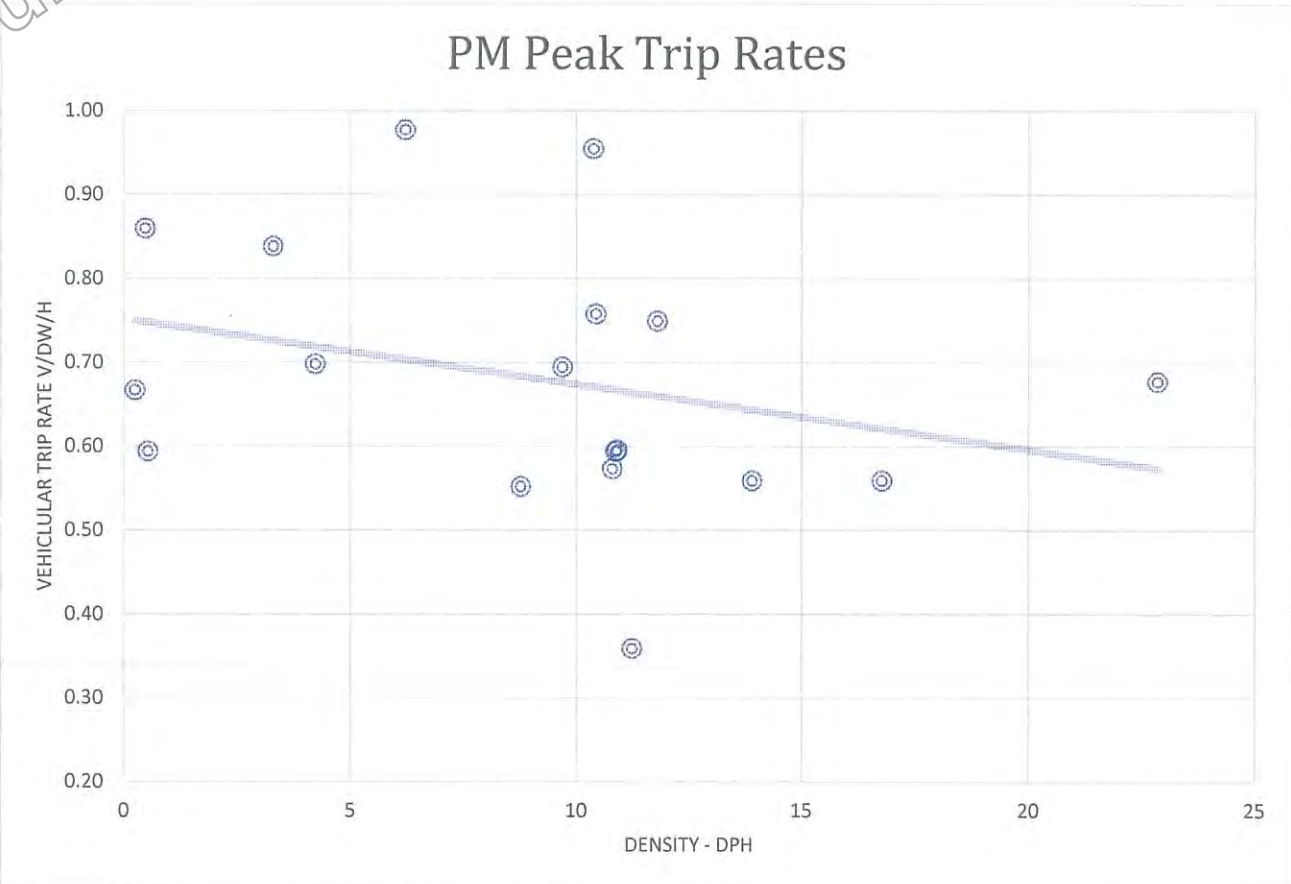
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MBRC - Residential Trip Generation Rates

	year	Subdivision area	Density (DPH)	lots	Peak Day	Survey AM Peak	PM Peak	Peak Day	Trip Rate AM Peak	PM Peak
Pine River Drive, Murrumba Downs	2009	548203	14	762	4401	365.6	425.9	5.78	0.48	0.56
Parkridge Ave, Upper Caboolture	2008	209070	11	228	1448	101	135.8	6.35	0.44	0.60
Gardenvale Road, Upper Caboolture	2000	138947	11	156	583	43.7	56	3.74	0.28	0.36
Paul St, Kallangur	2011	11380	23	26	147	9.7	18	5.65	0.37	0.68
Paramount Drive, Warner	2009	135075	10	141	1078	86.3	106.8	7.65	0.61	0.76
Glorious Drive, Burpengary	2003	203410	4	86	634	54	60	7.37	0.63	0.70
Brownell St, Warner	2011	44955	12	53	388.5	25.8	39.7	7.33	0.49	0.75
North Ridge Drive, North Lakes	2009	161763	10	157	1201	93.5	109	7.65	0.60	0.69
Expedition Drive, North Lakes	2016	136694	17	229	1280	122	128	5.59	0.53	0.56
Rothschild Street, Warner	2003	48184	11	52	354	41	29.8	6.81	0.79	0.57
Fairhaven Place, Albany Creek	2008	21178	10	22	192	18.4	21	8.73	0.84	0.95
Bel-Air Court, Ferny Hills	2003	56386	6	35	362	26.6	34	10.34	0.76	0.98
Leitchs Road South, Arana Hills	2009	319258	3	105	912	70	88	8.69	0.67	0.84
Kirri Avenue, Petrie	2008	88364	11	96	498	42	57	5.19	0.44	0.59
Valdamre Court, Petrie	2002	33040	9	29	179	14.5	16	6.17	0.50	0.55
Wingara Drive, Morayfield	2002	879858	0.2	21	146	17	14	6.95	0.81	0.67
Tinney Road, Upper Caboolture	2001	310285	1	16	84	6.6	9.5	5.25	0.41	0.59
Bells Lane, Bellmere	2002	1549410	0.5	71	597	51	61	8.41	0.71	0.86
Average		4895460	4.7	2285	14485	1188	1409	6.34	0.52	0.62

Based on closed residential catchements with available traffic surveys  
Surveys taken for average weekdays  
Peak hours vary by survey location but are generally 8-9am and 5-6pm  
measured areas include property boundaries, roads, parks and easements





**Fiona Gray**

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Tuesday, 14 February 2017 10:10 AM  
**To:** Stuart C Duncan  
**Cc:** NCDFile; Darryl R Kong; Terry N Upton; Peter A Hume  
**Subject:** RE: Caboolture West Transport Planning Update

Stuart,

I left a short phone message. 10-12 on Thursday would be good. We'll come to you in Maroochydore. Just Tom, Richard and I at this stage.

Thanks

**Paul Gleeson**  
**Coordinator Strategic Infrastructure Planning**  
**Strategic Planning Department**  
phone: 5433 2613  
mobile: [not relevant]  
Email: [paul.gleeson@moretonbay.qld.gov.au](mailto:paul.gleeson@moretonbay.qld.gov.au)



**From:** Stuart C Duncan [mailto:[stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)]  
**Sent:** Tuesday, 14 February 2017 7:32 AM  
**To:** Paul Gleeson  
**Cc:** NCDFile; Darryl R Kong; Terry N Upton; Peter A Hume  
**Subject:** RE: Caboolture West Transport Planning Update

455/00009

Hi Paul

Firstly, apologies for the delay in getting this to you. Yes more than happy to talk this through in fact included below I have highlighted a need to do this – I am free pretty much all of Thursday this week if that works for you.

#### Transport Model for Cab West

From the outset TMR has agreed to take a "one network" approach and has been working with MBRC to update the 2041 model. TMR has taken a pragmatic approach and is only seeking to get an acceptable transport model that is "reasonably" accurate and reliable.

While the comments below are pitched in terms of Caboolture West they have broader application with respect to assessment of other identified growth areas identified in the Scheme.

### Recap on activities to date

By way of a recap the main activities TMR has been involved with to date include:

- TMR (NCD) initial involvement in current Caboolture West planning began in early August 2016. This involved a high level review of early 2051 modelling results progressed independently by MBRC.
- TMR review and initial questions for MBRC and ARUP discussed at a meeting on 2 September 2016.
  - > TMR raised concerns about the data underpinning the Caboolture West modelling, in particular MBRC's new demographic assumptions and scale of potential impacts on the state controlled road (SCR) network.
- TMR identifies a need to review key aspects underpinning the Cab West modelling (meeting minutes) on 23 September 2016.
  - > particularly the new demographic assumptions to 2041, but also road network assumptions (both Local Government and SCR) assumed for all modelling scenarios. Ensuring the regional modelling outputs are reasonable is essential as they are relied upon for all future Cab West modelling / traffic impacts assessment tasks.

*Note: the review of model assumptions has increased importance because this data will also underpin committed updates of existing TMR project models, and planned upgrade of the MBRC regional VISUM model (request for proposal for the project to be completed by end June 2017 will be issued in February 2017). These projects will also support intended growth in the MBR.*
- TMR developed a brief and requests urgent response from ARUP to undertake the demographic review and update current TMR models in 8-10 weeks (meeting minutes 12 October 2016).
  - > ARUP selected because it is quicker to extend an existing planning study than undertake a new procurement process.
  - > ARUP was instructed to include a recognized demographic planning consultant in the project team (Foresight Partners).
  - > Project brief included 3 demographic review workshops with Council:
    - Week 1 obtain understanding/insights into Councils demographic planning assumptions, procedures and inputs.
    - Week 3 Foresight to report on their initial findings, analysis and assumptions.
    - Week 5 presentation of Foresight report findings, closure of demographic review phase.
  - > TMR accepts cost proposal from ARUPs on 17 October 2016.
- Presentation of Foresight report on demographic review to MBRC on 24 November 2016.
- ARUP submit their outputs of Emme model distribution (spreadsheet summary of 30 sector O-D matrix for AM and PM peak period by year and mode of travel) on 4 December 2016.
- TMR initial review of Emme model distribution spreadsheet summary at 30 sector level completed on 19 January 2017.
  - > TMR Identified significant issues regarding sector to sector and internal sector travel characteristics, suggests there may be a calibration problem.
  - > TMR needed to drill deeper into the model data and compare with readily available travel survey data to determine significance and potential implications of concerns.
- TMR gather available survey information and detailed model outputs to assess model distribution issues.



- > ARUP provide Emme journey purpose data on 27 January 2017.
- > District receives links to TMR journey to work data (HTS and ABS census information) on 31 January 2017).
- > TMR have preliminary discussions with ARUP (skype) regarding analysis to date on 1 February 2017. TMR agrees to meet with ARUP next day (Brisbane) on 2 February 2017.
- > TMR provides initial suggestions regarding next steps to ARUP on 3 February 2017.

### Next steps

TMR have discussed issues from its initial review, scope suggestions, cost and timing implications with ARUP. TMR has still been pragmatic in its approach in seeking to get the transport model underpinning the assessment to be reasonably accurate and reliable.

- TMR will liaise with ARUP on the following actions to update the models:
  - > ARUP: Re-Run the base year(only) Emme model with the changed parameters (2 Options).
  - > TMR: Review Options outputs and select most appropriate Option.
  - > ARUP: Run all future year model horizons.
- TMR anticipate this further scope of work can be completed by ARUP and TMR (as a variation to their existing brief and commission with TMR) within 5 about weeks – say by **end March 2017**.

To avoid further unnecessary delay, in advance of ARUP completing the above it would be prudent for TMR, MBRC and ARUP (and/or other consultants involved) to meet and agree the scope of work to be done with updated VISUM models as well as the reporting of information and outputs required by TMR to allow it to make appropriate assessments, form a position and make decisions about its requirements for Caboolture West. This includes coming to a resolution on a number of issues, for example:

- Validation of trip generation
- Future year network scenarios to inform sensitivity and risks associated with assumed network upgrade assumptions
- TMR Assessment performance criteria (TMR Model output (VISUM) requirements)
- Supporting network and/or staging options
- Future use and updating requirements for future planning models.

### Traditional Traffic Impact Assessment Process

Paul you have also questioned whether or not a more traditional Traffic Impact Assessment process could be considered for Caboolture West in advance of resolution of the above transport modelling.

TMR does not consider this to be practical or able to provide reliable outcomes without extensive modelling support, particularly if the work is to underpin transport infrastructure contribution scheme for the development. This view is formed noting the following:

- The scale and delivery timeframe for the development and complexity of the impacts on the transport network are potentially significant
- Development trip distribution will be virtually impossible to estimate with accuracy or reliability which is essential to determine impact study area.
- Travel mode choice will be difficult or impossible to reliably estimate.
- Reliable estimates of transport networks (active, PT and road) link volumes (trip assignment) will be difficult to estimate.
- Determining PT infrastructure / services to support the development will be difficult or impossible to reliably estimate.

In summary, these issues are typically addressed in a regional planning / modelling study as currently being undertaken, however, it needs to identify appropriate baseline conditions and deficiencies, and future transport networks and services, based on clear and agreed evaluation criteria:

- > Existing demographics, travel demands, network performance
- > Future time or planning horizons demographics, travel demands, design horizon base network, network performance (with and without Cab West)
- > A suitable and reliable travel forecasting model is essential for this.

Regards,

**Stuart Duncan**

Principal Advisor (Development Assessment) | North Coast District / Maroochydore  
Program Delivery & Operations | Department of Transport and Main Roads

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W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

**From:** Paul Gleeson [<mailto:Paul.Gleeson@moretonbay.qld.gov.au>]

**Sent:** Monday, 13 February 2017 5:14 PM

**To:** Stuart C Duncan <[stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)>

**Subject:** Caboolture West Transport Planning Update

Stuart,

Can we get some time this week to sit down and sort this out. I'm happy to come to Maroochydore if that assists. We need to keep this process moving or at least have a discussion about where the review is going and what both parties need from the exercise.

thanks

**Paul Gleeson**

**Coordinator Strategic Infrastructure Planning  
Strategic Planning Department**

phone: 5433 2613

mobile: not relevant

Email: [paul.gleeson@moretonbay.qld.gov.au](mailto:paul.gleeson@moretonbay.qld.gov.au)



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**Helen R Cooke**

---

**From:** Cassie McEwan <Cassie.McEwan@moretonbay.qld.gov.au> on behalf of Kate Isles <Kate.Isles@moretonbay.qld.gov.au>  
**Sent:** Thursday, 1 June 2017 4:09 PM  
**To:** 'david@traskdevcorp.com.au'; 'james@traskdevcorp.com.au';  
[redacted]@LandPartners.com.au'; [redacted]@fairmontgroup.com.au'; [redacted]  
[redacted]greenhavenprojects.com.au'; [redacted] not relevant  
[redacted] not relevant 'stuart.c.duncan@tmr.qld.gov.au';  
[redacted]@unitywater.com'; [redacted] not relevant [redacted]@landpartners.com.au';  
[redacted]@landpartners.com.au'  
**Cc:** [redacted] not relevant  
**Subject:** Morayfield South Structure Plan Area - Landowner Group Meeting - 5 July 2017  
**Attachments:** 5.7.17 Meeting Agenda- Morayfield South Structure Plan -.docx  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear All,

Over the last 12 months there has been a lot of work undertaken across the Morayfield South Structure Plan Area and it is timely that we meet to discuss the status of this work, the relevant scheme amendment provisions, work yet to be completed and the timeframes and program MBRC have for completion and adoption of the Morayfield Structure Plan Area.

To facilitate this, we seek your attendance at a workshop on the 5<sup>th</sup> July from 1pm – 3pm at MBRCs Caboolture Chambers. The agenda for this workshop / meeting is attached along with an indicative list of attendees. Can you please review and advise if the attendees are correct in this regard.

We look forward to meeting with you on the 5<sup>th</sup> July to discuss this Structure Plan Area and the pathway for delivery. An invite will follow this email.

Yours faithfully,

**Kate Isles MPIA**

Manager - Strategic Planning & Economic Development  
Planning and Economic Development  
Moreton Bay Regional Council | Caboolture Office  
Phone: 5433 2073  
Mobile: [redacted] not relevant  
Email: [Kate.Isles@moretonbay.qld.gov.au](mailto:Kate.Isles@moretonbay.qld.gov.au)  
[www.moretonbay.qld.gov.au](http://www.moretonbay.qld.gov.au)

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Released under RTI - DMP



Meeting Agenda – Morayfield South Structure Planning Areas

Date:	5 July 2017	Time:	1:00pm - 3:00pm	Location:	2 Hasking Street - Council Chambers.
MBRC Attendees:		Position:		External Attendees:	Company:
Stewart Pentland		Director		not relevant	TDC
Kate Isles		Manager Strategic Planning			TDC
Kim Calio		Manager Development Services			TDC
Phil Cristaldi		Principal Development Planner			LandPartners
Paul Gleeson		Coordinator Strategic Infrastructure Planning			LandPartners
not relevant		Consultant MBRC			LandPartners
Ian Turton		Team Leader Central/West			Fairmont
					Land Surveying Dynamics
					Greenhaven Projects
					Fairmont
					Hardev
					Saunders Havill Group
					Place Planning & Design
					Mosaic Group
				Stuart Duncan	DTMR
				Michael Lukin	Unitywater
Minutes recorded by:		Rebecca Glancy, MBRC		Apologies:	
DISCUSSION - Morayfield South Structure Planning Area					
1.	MBRC Introduction <ul style="list-style-type: none"><li>Structure Plan Overview - Stewart Pentland/Kate Isles</li></ul>				

	<ul style="list-style-type: none"> <li>• Major Scheme Amendment</li> <li>• Coordinated Infrastructure Agreement</li> </ul>
2.	<p>Structure Plan Documentation - Current Status -</p> <ul style="list-style-type: none"> <li>• Refined Structure Plan Area</li> <li>• Landowner groups area of interest</li> <li>• Ecological/Environmental</li> <li>• Stormwater/Flooding Assessment</li> <li>• Traffic/transport</li> <li>• Water/Sewer</li> <li>• Open Space/Community facilities</li> <li>• Centres</li> </ul>
3.	<p>Outstanding Items</p> <ul style="list-style-type: none"> <li>• West Structure Planning Area <ul style="list-style-type: none"> <li>○ No refined documentation received.</li> </ul> </li> <li>• Central Structure Planning Area (north) <ul style="list-style-type: none"> <li>○ Traffic Assessment</li> <li>○ Internal Sewer Servicing strategy</li> <li>○ Open space network</li> <li>○ Centre network</li> </ul> </li> <li>• Central Structure Planning Area (south) <ul style="list-style-type: none"> <li>○ Ecological/Environmental Corridors</li> <li>○ Sewer servicing strategy for External Connection</li> <li>○ Traffic Assessment</li> <li>○ Internal Sewer Servicing strategy</li> <li>○ Open space network</li> </ul> </li> <li>• Eastern Structure Planning Area <ul style="list-style-type: none"> <li>○ Sewer servicing strategy (part of central planning area south.)</li> <li>○ No refined documentation received</li> </ul> </li> </ul>



4.	<p>Network Financial Model considering the following -</p> <ul style="list-style-type: none"> <li>• External Council &amp; DTMR Roads</li> <li>• Internal Roads</li> <li>• Culverts</li> <li>• Intersections</li> <li>• Stormwater</li> <li>• Sewer</li> <li>• Water</li> <li>• Local Parks &amp; Community Infrastructure</li> <li>• Regional Parks</li> <li>• Pathways</li> <li>• Draft Financial Model</li> <li>• Final Model</li> </ul>
5.	Timing / Program (attached)
6.	Structure Plan Scheme Amendment
7.	Detailed Pre-lodgement Process for applications
8.	General Business

Released under RTI - DTMR

Helen R Cooke

**From:** [redacted]@urbanplanningadvisory.com.au>  
**Sent:** Tuesday, 13 June 2017 1:04 PM  
**To:** 'david@traskdevcorp.com.au'; 'james@traskdevcorp.com.au';  
[redacted]@LandPartners.com.au'; [redacted]@fairmontgroup.com.au';  
[redacted]@greenhavenprojects.com.au'; [redacted] not relevant  
[redacted]'; 'stuart.c.duncan@tmr.qld.gov.au';  
[redacted]@unitywater.com'; [redacted]@landpartners.com.au';  
[redacted]@landpartners.com.au'  
**Cc:** [redacted]  
**Subject:** RE: Morayfield South Structure Plan Area - Landowner Group Meeting - 5 July 2017  
**Attachments:** 5.7.17 Meeting Agenda- Morayfield South Structure Plan -.docx  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear All,

It has become apparent that there are several interested parties for the Morayfield South Structure Plan Area that are unable to make the 5<sup>th</sup> July.

To ensure we continue to progress matters in the Morayfield South Structure Plan Area, we will make arrangements to meet with each of the interested parties individually from the 5<sup>th</sup> July onwards to discuss the matters outlined in the attached agenda and coordinate a group meeting for August.

If you have any questions regarding this, please do not hesitate to contact me on [redacted]

Thank you

[redacted] not relevant

**From:** Cassie McEwan [mailto:Cassie.McEwan@moretonbay.qld.gov.au] **On Behalf Of** Kate Isles

**Sent:** Thursday, June 1, 2017 4:09 PM

**To:** 'david@traskdevcorp.com.au'; 'james@traskdevcorp.com.au'; [redacted] NR [redacted]@LandPartners.com.au';

[redacted]@fairmontgroup.com.au'; [redacted]@greenhavenprojects.com.au'; [redacted] not relevant

[redacted] not relevant 'stuart.c.duncan@tmr.qld.gov.au'; [redacted]@unitywater.com';

[redacted]@landpartners.com.au'; [redacted]@landpartners.com.au'

**Cc:** [redacted] not relevant

**Subject:** Morayfield South Structure Plan Area - Landowner Group Meeting - 5 July 2017

Dear All,

Over the last 12 months there has been a lot of work undertaken across the Morayfield South Structure Plan Area and it is timely that we meet to discuss the status of this work, the relevant scheme amendment provisions, work yet to be completed and the timeframes and program MBRC have for completion and adoption of the Morayfield Structure Plan Area.

To facilitate this, we seek your attendance at a workshop on the 5<sup>th</sup> July from 1pm – 3pm at MBRCs Caboolture Chambers. The agenda for this workshop / meeting is attached along with an indicative list of attendees. Can you please review and advise if the attendees are correct in this regard.



We look forward to meeting with you on the 5<sup>th</sup> July to discuss this Structure Plan Area and the pathway for delivery. An invite will follow this email.

Yours faithfully,

**Kate Isles MPIA**

Manager - Strategic Planning & Economic Development

Planning and Economic Development

Moreton Bay Regional Council | Caboolture Office

Phone: 5433 2073

Mobile: not relevant

Email: [Kate.Isles@moretonbay.qld.gov.au](mailto:Kate.Isles@moretonbay.qld.gov.au)

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Meeting Agenda – Morayfield South Structure Planning Areas

Date:	5 July 2017	Time:	1:00pm - 3:00pm	Location:	2 Hasking Street - Council Chambers.
MBRC Attendees:		Position:		External Attendees:	Company:
Stewart Pentland		Director		not relevant	TDC
Kate Isles		Manager Strategic Planning			TDC
Kim Calio		Manager Development Services			TDC
Phil Cristaldi		Principal Development Planner			LandPartners
Paul Gleeson		Coordinator Strategic Infrastructure Planning			LandPartners
not relevant		Consultant MBRC			LandPartners
Ian Turton		Team Leader Central/West			Fairmont
					Land Surveying Dynamics
					Greenhaven Projects
					Fairmont
					Hardev
					Saunders Havill Group
					Place Planning & Design
					Mosaic Group
				Stuart Duncan	DTMR
				Michael Lukin	Unitywater
Minutes recorded by:		Rebecca Glancy, MBRC		Apologies:	
DISCUSSION - Morayfield South Structure Planning Area					
1.	MBRC Introduction <ul style="list-style-type: none"><li>Structure Plan Overview - Stewart Pentland/Kate Isles</li></ul>				



	<ul style="list-style-type: none"> <li>• Major Scheme Amendment</li> <li>• Coordinated Infrastructure Agreement</li> </ul>
2.	<p>Structure Plan Documentation - Current Status -</p> <ul style="list-style-type: none"> <li>• Refined Structure Plan Area</li> <li>• Landowner groups area of interest</li> <li>• Ecological/Environmental</li> <li>• Stormwater/Flooding Assessment</li> <li>• Traffic/transport</li> <li>• Water/Sewer</li> <li>• Open Space/Community facilities</li> <li>• Centres</li> </ul>
3.	<p>Outstanding Items</p> <ul style="list-style-type: none"> <li>• West Structure Planning Area <ul style="list-style-type: none"> <li>○ No refined documentation received.</li> </ul> </li> <li>• Central Structure Planning Area (north) <ul style="list-style-type: none"> <li>○ Traffic Assessment</li> <li>○ Internal Sewer Servicing strategy</li> <li>○ Open space network</li> <li>○ Centre network</li> </ul> </li> <li>• Central Structure Planning Area (south) <ul style="list-style-type: none"> <li>○ Ecological/Environmental Corridors</li> <li>○ Sewer servicing strategy for External Connection</li> <li>○ Traffic Assessment</li> <li>○ Internal Sewer Servicing strategy</li> <li>○ Open space network</li> </ul> </li> <li>• Eastern Structure Planning Area <ul style="list-style-type: none"> <li>○ Sewer servicing strategy (part of central planning area south.)</li> <li>○ No refined documentation received</li> </ul> </li> </ul>

4.	<p>Network Financial Model considering the following -</p> <ul style="list-style-type: none"> <li>• External Council &amp; DTMR Roads</li> <li>• Internal Roads</li> <li>• Culverts</li> <li>• Intersections</li> <li>• Stormwater</li> <li>• Sewer</li> <li>• Water</li> <li>• Local Parks &amp; Community Infrastructure</li> <li>• Regional Parks</li> <li>• Pathways</li> <li>• Draft Financial Model</li> <li>• Final Model</li> </ul>
5.	Timing / Program (attached)
6.	Structure Plan Scheme Amendment
7.	Detailed Pre-lodgement Process for applications
8.	General Business

Released under RTI - DTMR



**Fiona Gray**

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Wednesday, 22 February 2017 1:05 PM  
**To:** Stuart C Duncan  
**Subject:** Re: 2041 Model updates

Thanks for keeping me informed  
Paul

Sent from my iPhone

On 22 Feb. 2017, at 12:48 pm, Stuart C Duncan <[stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)> wrote:

Hi Paul further to the quick phone discussion I can confirm TMR (this morning) gave ARUP the go ahead to proceed with the model update work alluded to in my email to you 14 February and discussed further at our meeting on 16 February.

Regards,

**Stuart Duncan**

Principal Advisor (Development Assessment) | North Coast District / Maroochydore  
**Program Delivery & Operations** | Department of Transport and Main Roads

Floor 7 | Maroochydore - Government Office Building | 12 First Avenue | Maroochydore Qld 4588  
PO Box 1600 | Maroochydore Qld 4558  
P: (07) 5451 7073 | F: (07) 5451 7098  
E: [stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)  
W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

\*\*\*\*\*

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\*\*\*\*\*

## Stuart C Duncan

---

**From:** Ben Cove <Ben.Cove@moretonbay.qld.gov.au>  
**Sent:** Monday, 13 March 2017 2:14 PM  
**To:** Stuart C Duncan; Mitchell J Baskerville  
**Subject:** Cab West Meeting on Tuesday - Parking Request

Hi,

I'll be coming up with Richard and Tom tomorrow and we'll be tight with time due to a prior meeting - please can you book a car space for us as it'll save a bit of time on arrival, vehicle reg will be 122 RUB

Please let me know if there are any problems or you need more detail from this end,

Thanks

Ben

**Ben Cove**

**Senior Engineer – Integrated Transport Assessment**  
Integrated Transport Planning & Design  
Engineering, Construction & Maintenance  
**Moreton Bay Regional Council** | Strathpine Office  
220 Gympie Road, Strathpine Q 4500  
P (07) 3480 6307  
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**From:** Richard McRae <Richard.McRae@moretonbay.qld.gov.au>  
**Sent:** Tuesday, 14 March 2017 11:42 AM  
**To:** Stuart C Duncan  
**Subject:** Accepted: FW: Caboolture West & growth areas - discuss & agree principles/strategies/assumptions to address transport system implications

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## Fiona Gray

---

**From:** Tom Goodhand <Tom.Goodhand@moretonbay.qld.gov.au>  
**Sent:** Friday, 17 March 2017 10:05 AM  
**To:** Michael Hyslop; Terry N Upton; Mitchell J Baskerville; Darryl R Kong; Stuart C Duncan  
**Cc:** [not relevant]@urbanplanningadvisory.com.au; Syd Jerram; richard.mcrae@moretonbay.qld.gov.au; ben.cove@moretonbay.qld.gov.au; Chris Temmerman  
**Subject:** MBRC Strategic Transport Network  
**Attachments:** mbrc strategic network2017031709'44'55.pdf  
**Importance:** High  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Mike,

Following our meeting on Tuesday, please find attached a sketch of our preferred ultimate road network. We plan to provide this to Arup as a basis for the 2051 model network. Please could you provide any comments back to us by the end of today.

Can we also get a copy of your preferred ultimate network as soon as possible for discussion.

Regards, Tom.

**Tom Goodhand**  
**Senior Transport Engineer**  
Integrated Transport Planning and Design  
Engineering, Construction & Maintenance  
**Moreton Bay Regional Council | Strathpine Office**  
220 Gympie Road, Strathpine Q 4500  
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## Fiona Gray

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Tuesday, 21 March 2017 9:21 AM  
**To:** Michael Hyslop  
**Cc:** [redacted]urbanplanningadvisory.com.au; Syd Jerram;  
richard.mcrae@moretonbay.qld.gov.au; ben.cove@moretonbay.qld.gov.au; Chris  
Temmerman; tom.goodhand@moretonbay.qld.gov.au; Terry N Upton; Mitchell J  
Baskerville; Darryl R Kong; Stuart C Duncan  
**Subject:** RE: MBRC Strategic Transport Network

Mike,

I refer to Tom's email below and our meeting last week. Has TMR had a chance yet to review the ultimate road network for the purpose of the 2051 Caboolture West model? ARUP should be finished updating the coding for the Visum model this week, which means we'll need an ultimate road network scenario by Friday so they can prepare the first version of the 2051 model and the latent demand.

Give either myself or Tom Goodhand a call if you need to discuss.

Thanks

**Paul Gleeson**  
**Coordinator Strategic Infrastructure Planning**  
**Strategic Planning Department**  
phone: 5433 2613  
mobile [redacted] not relevant  
Email: [paul.gleeson@moretonbay.qld.gov.au](mailto:paul.gleeson@moretonbay.qld.gov.au)



**From:** Tom Goodhand  
**Sent:** Friday, 17 March 2017 10:05 AM  
**To:** Michael.Z.Hyslop@tmr.qld.gov.au; terry.n.upton@tmr.qld.gov.au; Mitchell J Baskerville  
(mitchell.j.baskerville@tmr.qld.gov.au) <mitchell.j.baskerville@tmr.qld.gov.au>; 'Darryl R Kong'  
<Darryl.R.Kong@tmr.qld.gov.au>; Stuart C Duncan <stuart.c.duncan@tmr.qld.gov.au>  
**Cc:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au> [redacted]urbanplanningadvisory.com.au; Syd Jerram  
<Syd.Jerram@moretonbay.qld.gov.au>; Richard McRae <Richard.McRae@moretonbay.qld.gov.au>; Ben Cove  
<Ben.Cove@moretonbay.qld.gov.au>; Chris Temmerman <Chris.Temmerman@moretonbay.qld.gov.au>  
**Subject:** MBRC Strategic Transport Network  
**Importance:** High

Hi Mike,



Following our meeting on Tuesday, please find attached a sketch of our preferred ultimate road network. We plan to provide this to Arup as a basis for the 2051 model network. Please could you provide any comments back to us by the end of today.

Can we also get a copy of your preferred ultimate network as soon as possible for discussion.

Regards, Tom.

**Tom Goodhand**  
**Senior Transport Engineer**  
Integrated Transport Planning and Design  
Engineering, Construction & Maintenance  
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**Fiona Gray**

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Monday, 3 April 2017 4:12 PM  
**To:** [redacted] not relevant [redacted]@arup.com)  
**Cc:** Josh Crandell; ben.cove@moretonbay.qld.gov.au; tom.goodhand@moretonbay.qld.gov.au; Stuart C Duncan; Darryl R Kong; Michael Hyslop; Syd Jerram; richard.mcrae@moretonbay.qld.gov.au; 'Simon Forsyth'  
**Subject:** 03.04.17 FW: MBRC-TMR Upgrades  
**Attachments:** MBRC-TMR Corridor.pdf; MBRC\_NetworkScenariosRevision4.docx

Roland,

MBRC and TMR network upgrades for 2051 model. Any questions call either myself or Tom about the MBRC network and Daryl to clarify TMR's network. Can you provide me with a timeframe for completion of the draft 2051 model and the latent demand matrices so I can arrange a workshop with TMR as soon as the outputs are available.

Thanks

**Paul Gleeson**  
**Coordinator Strategic Infrastructure Planning**  
**Strategic Planning Department**  
phone: 5433 2613  
mobile: [redacted] not relevant  
Email: [paul.gleeson@moretonbay.qld.gov.au](mailto:paul.gleeson@moretonbay.qld.gov.au)



**From:** Josh Crandell  
**Sent:** Monday, 3 April 2017 3:43 PM  
**To:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Subject:** MBRC-TMR Upgrades

Paul,

Ben is happy with this. Did you want to review and distribute?

Thanks,

Josh Crandell  
**Planner**  
**Strategic Planning | Infrastructure Planning**  
Division of Planning and Economic Development  
**Moreton Bay Regional Council | Caboolture Office**





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## Stuart C Duncan

---

**From:** Ben Cove <Ben.Cove@moretonbay.qld.gov.au>  
**Sent:** Tuesday, 18 April 2017 1:53 PM  
**To:** Stuart C Duncan  
**Cc:** tom.goodhand@moretonbay.qld.gov.au  
**Subject:** Warner and Cab West meetings

Hi Stuart,

Do you want to have a catch up before the meetings tomorrow? Either a phone call before 4 today or we could meet in Caboolture tomorrow morning before it all starts.

Cheers

Ben

---

### Ben Cove

**Senior Engineer** – Integrated Transport Assessment  
Integrated Transport Planning & Design  
Engineering, Construction & Maintenance  
**Moreton Bay Regional Council** | Strathpine Office  
220 Gympie Road, Strathpine Q 4500  
P (07) 3480 6307  
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Kind regards,

**Randall Fletcher**

Executive Director (Transport System Management) | Transport Strategy and Planning  
**Policy, Planning and Investment** | Department of Transport and Main Roads

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W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

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**From:** Kate Isles [<mailto:Kate.Isles@moretonbay.qld.gov.au>]

**Sent:** Friday, 21 April 2017 11:02 AM

**To:** [REDACTED]@thg.com.au'; [REDACTED]@thg.com.au>; [REDACTED]@calibreconsulting.co)  
[REDACTED]@calibreconsulting.co>; [REDACTED]enniumgroup.com.au [REDACTED]@lenniumgroup.com.au>;  
[REDACTED]@haricot.com.au' [REDACTED]@haricot.com.au>; [REDACTED]@qm.com.au [REDACTED]@qm.com.au>;  
[REDACTED]@baycrown.com.au' [REDACTED]@baycrown.com.au>; [REDACTED]@baycrown.com.au'  
[REDACTED]@baycrown.com.au>; [REDACTED]@villaworld.com.au' [REDACTED]@villaworld.com.au>;  
[REDACTED]@stockland.com.au' [REDACTED]@stockland.com.au>; Stewart Pentland  
<[Stewart.Pentland@moretonbay.qld.gov.au](mailto:Stewart.Pentland@moretonbay.qld.gov.au)>; [REDACTED]@urbanplanningadvisory.com.au>; Paul  
Gleeson <[Paul.Gleeson@moretonbay.qld.gov.au](mailto:Paul.Gleeson@moretonbay.qld.gov.au)>; [ben.cove@moretonbay.qld.gov.au](mailto:ben.cove@moretonbay.qld.gov.au);  
[tom.goodhand@moretonbay.qld.gov.au](mailto:tom.goodhand@moretonbay.qld.gov.au); [REDACTED]@unitywater.com>; [REDACTED]  
[REDACTED]@unitywater.com) [REDACTED]@unitywater.com> [REDACTED]@unitywater.com)  
[REDACTED]@unitywater.com>; [stuart.moseley@dilgp.qld.gov.au](mailto:stuart.moseley@dilgp.qld.gov.au); 'tess.pickering@dilgp.qld.gov.au'  
<[tess.pickering@dilgp.qld.gov.au](mailto:tess.pickering@dilgp.qld.gov.au)>; Lauren Fishburn <[Lauren.Fishburn@moretonbay.qld.gov.au](mailto:Lauren.Fishburn@moretonbay.qld.gov.au)>; Randall L Fletcher  
<[randall.l.fletcher@tmr.qld.gov.au](mailto:randall.l.fletcher@tmr.qld.gov.au)>; [REDACTED]@veris.com.au>; [REDACTED]  
[REDACTED]@calibreconsulting.co>; [REDACTED]@qm.com.au>; [REDACTED]  
[REDACTED]@continuumgroup.com.au> [REDACTED]@stockland.com.au>; Darryl R Kong  
<[Darryl.R.Kong@tmr.qld.gov.au](mailto:Darryl.R.Kong@tmr.qld.gov.au)>

**Subject:** Land Owner Group Meeting - Caboolture West - Structure Plan Area 1

Everyone,

Thank you for your time on Wednesday to discuss the Caboolture West project in particular Structure Plan Area 1. Please find attached a copy of the presentation from the meeting for your reference. Hopefully I have included all that were present however if not please forward on as needed.

MBRC will continue to work with the DILGP to progress the scheme amendment and will provide details back to the landowner group in due course.

Kind Regards,

**Kate Isles MPIA**

Manager Strategic Planning and Economic Development  
Planning and Economic Development  
Moreton Bay Regional Council | Caboolture Office  
Phone: 5433 2073  
Mobile [REDACTED] not relevant  
Email: [Kate.Isles@moretonbay.qld.gov.au](mailto:Kate.Isles@moretonbay.qld.gov.au)  
[www.moretonbay.qld.gov.au](http://www.moretonbay.qld.gov.au)



# THE MILL MORETON BAY



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Moreton Bay

**Community Consultation:**  
**April 12 - May 30, 2017**

For more information call 3205 0555 or visit:  
[yoursay.moretonbay.qld.gov.au/themill](http://yoursay.moretonbay.qld.gov.au/themill)

**Priority Development Area  
Proposed Development Scheme**



Queensland  
Government



Moreton Bay  
Regional Council

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# Caboolture West

Land Holder Group Meeting

19 April 2017

[www.moretonbay.qld.gov.au](http://www.moretonbay.qld.gov.au) | Phone 3205 0555





# Today's Agenda -

1. Planning Scheme Amendment Update – (MBRC, DILGP)
2. CIA Framework Update – (MBRC)
3. Infrastructure (MBRC)
4. Transport – Update (DTMR / MBRC)
5. External Water / Sewer Infrastructure – Update (Calibre / Unitywater)
6. Cost schedules (MBRC)
7. Implementation Plan (MBRC)
8. Current Project Plan timeframes (MBRC)

## 1. Planning Scheme Amendment

- Council resolved major scheme amendment 1 December 2015 and has worked with regional services since that time to deliver the scheme amendment package.
- Part of this resolution was the Caboolture West NDP 1
- MBRC Planning scheme amendment package lodged with State 1 September 2016.
- Package refined in February 2017 following discussions since November 2016 to provide for –
  1. Adoption of the Caboolture West Structure Plan Area 1
  2. Facilitation of the Coordinating Infrastructure Agreement (CIA) framework to establish certainty around per lot infrastructure charges across the Caboolture West Structure Plan area
- State to provide an update on the progress of the amendment package



## 2. CIA Framework Update

- CIA framework was first presented in November 2016 to the State Government and Unitywater.
- In December 2016 the same was presented to the Land Owner group.
- Framework has not changed from that previously provided, it enables a logical, equitable and robust mechanism to deliver infrastructure to Caboolture West.

### 3. Infrastructure Review – Current Works

- 2051 Regional Transport model and outputs;
- Transport network cost estimates;
- Localised transport model for Structure Plan Area 1
- Council financial model incorporating charging framework (charge, offsets, refunds, etc.);
- UW and DTMR sign-off on charging framework;
- Implementation Plan



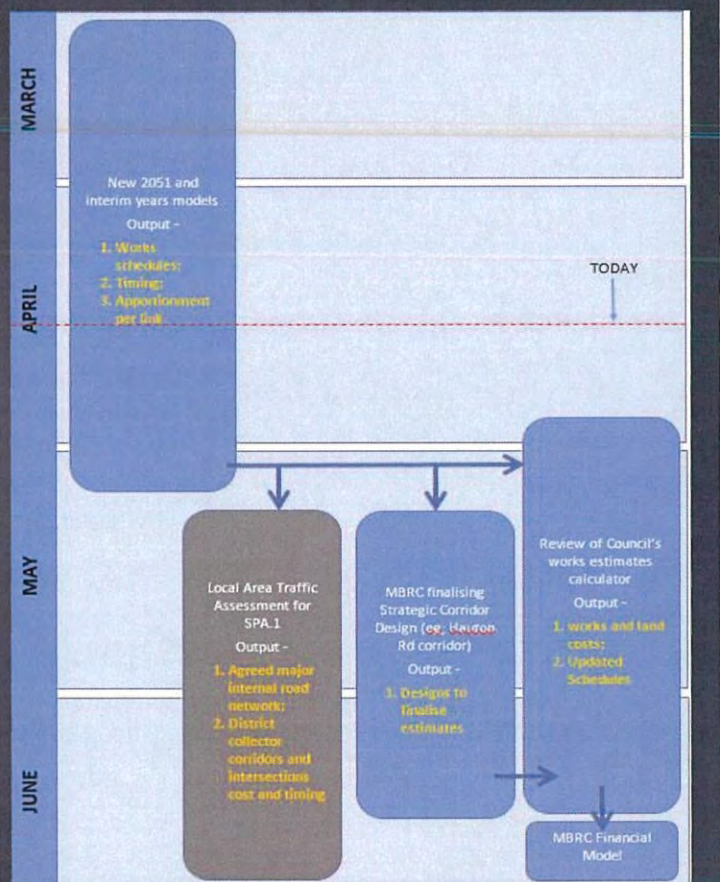
## 4. Transport Networks

- Council and TMR have agreed on a modified transport model
  - “Policy” based model, not a conventional “Predict and Provide” Model;
  - Includes a capacity constrained road network at 2051 and peak spreading;
  - Latent demand is captured by mode shift to PT;
  - Planning includes extension of c-bahn and 2 new rail stations

## 4. Transport Networks

### Transport Model–

- Model outputs by early May;
- LAT Assessment for SPA.1 -
  - Major internal road network – does it function;
- District Collector - SIDRA analysis at Arterial Network.
- Cost estimates





## 5. Water / Sewer Update

- Unitywater have an interim and ultimate Servicing Strategy;
- Based on provision of external connecting works only.
- Cost estimates prepared
- Strategy, including estimates, financial assessment, to be presented to Unitywater Capex committee in May.

## 6. Cost Schedules

- Actions underway –
  - UW schedules and charge estimate – end May 2017;
  - Transport planning –
    - Arterial network – early May 2017; and
    - SPA.1 District Collector & intersections – end June 2017;
  - reviewing cost rates for works and land items - mid June 2017;
  - TMR charge estimate – programmed by end June 17;
- MBRC Financial Model (charging framework) – mid-late July 2017 workshop with Council



## 6. Cost Schedules

Proposing a 2 tier charging approach for MBRC infrastructure –

- Regional charge (Arterial transport corridors, sporting facilities, major stormwater corridors);
- Local charge (specific to each Structure Plan Area for smaller scale infrastructure (eg; district collectors, local parks, etc.)

## 7. Implementation Plan

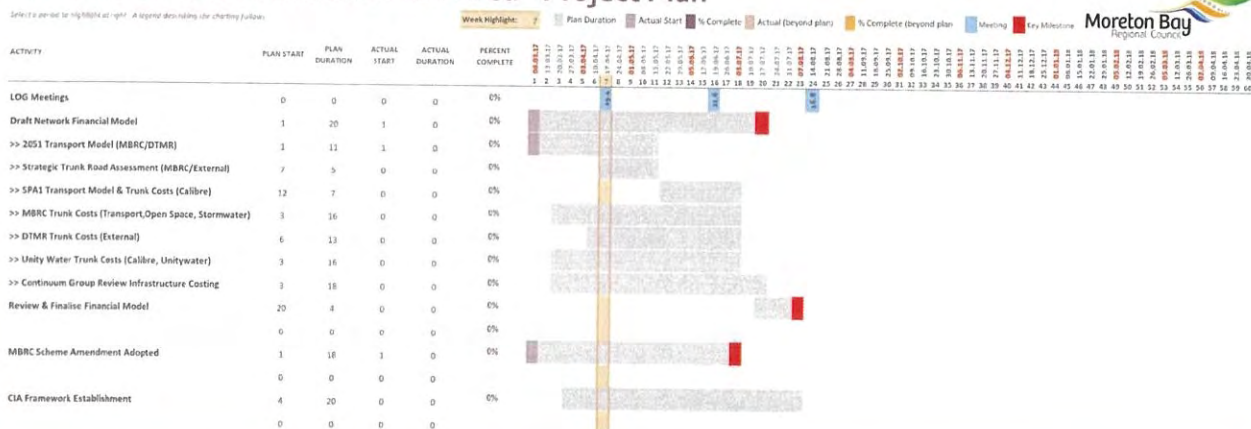
- Post completion of infrastructure planning, an implementation plan will be prepared to guide how infrastructure delivered, this will address for example –
  - Property access, where and when is it required, how will it be obtained;
  - Construction, when is it required, to what standard (interim or ultimate);
  - Who will construct.



## 8. Project Plan Timeframes

### Caboolture West Structure Plan Area - Project Plan

Select a period to highlight at right. A legend describing the charting follows:



## Fiona Gray

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Tuesday, 16 May 2017 3:45 PM  
**To:** Stuart C Duncan  
**Cc:** tom.goodhand@moretonbay.qld.gov.au  
**Subject:** RE: MBRC CabWest Modelling : 2051 AM Peak Period

Stuart,  
Hold off on that review. ARUP found a problem with the Bruce Hwy and are sending through a new plot I will send first thing tomorrow  
Regards  
Paul

**From:** Paul Gleeson  
**Sent:** Tuesday, 16 May 2017 2:56 PM  
**To:** Stuart Duncan (stuart.c.duncan@tmr.qld.gov.au) <stuart.c.duncan@tmr.qld.gov.au>  
**Cc:** Tom Goodhand <Tom.Goodhand@moretonbay.qld.gov.au>  
**Subject:** FW: MBRC CabWest Modelling : 2051 AM Peak Period

Stuart,

Attached is the latest plots for the 2051 model showing AM peak volumes on each of the corridors. This is a start, when I have the problem intersections and schedules of works from Roland, either Tom or I will send them to you. Tom mentioned that he sent this plot to Mitch.

Attached is a draft Agenda for Thursday. Let me know if there is anything you wish to change or add. The purpose is to address the demand that can't be catered for by the road network.

I'll keep you updated.

Thanks  
Paul

**From:** Tom Goodhand  
**Sent:** Thursday, 11 May 2017 9:55 AM  
**To:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Subject:** FW: MBRC CabWest Modelling : 2051 AM Peak Period

For your benefit, attached is a pdf volume plot from the latest 2051 model.

Tom.

**From:** [not relevant]@arup.com]  
**Sent:** Thursday, 11 May 2017 9:09 AM  
**To:** Tom Goodhand <Tom.Goodhand@moretonbay.qld.gov.au>  
**Cc:** Roland Cathcart <Roland.Cathcart@arup.com>; Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Subject:** RE: MBRC CabWest Modelling : 2051 AM Peak Period

Hi Tom

Thanks again for your valuable feedback and my apologies for this to-and-fro. Incorporating transfer files from a completely different node numbering system proved harder than I thought. Overlapping nodes has been a recurring problem and while I spent a lot of time tacking zero volume links, few still crept in.



U turn now have a high penalty to arrest rat runs, as you suggested (60min). You can download the file from the following link.

<https://arup.sharefile.com/d-s316d84cb50c47cda>

Kind regards

not relevant

ext 41051

d +61 7 3023 6051

m - not relevant

**From:** Tom Goodhand [<mailto:Tom.Goodhand@moretonbay.qld.gov.au>]

**Sent:** Wednesday, 10 May 2017 3:44 AM

**To** not relevant

**Cc:** Roland Cathcart; Paul Gleeson

**Subject:** RE: MBRC CabWest Modelling : 2051 AM Peak Period

Hi [redacted] we spotted a few new issues in the model. It looks like there are a number of turns without capacity and some nodes overlapping each other, giving the impression there is a continuous link, but actually its comprised of two dead-end links.

I set a link filter to identify links with zero volume and found the following:

- Dayboro Rd west of Youngs Crossing
- Mackie Rd Narangba
- Oakey Flat Rd west of the rail line
- Thompson Rd extension (between Alma Rd and Boundary Rd)

Below is a list of nodes which share a coordinate with another node:

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12216  
12522  
15418  
14408  
15642  
540239  
540527  
530859  
540878  
13672  
540680  
9274  
12758  
13956  
8740

I've also spotted a number of high volume u-turns, I guess these are a result of congestion problems on the network. I recommend adding a very high turn penalty to u-turns to restrict this rat-running.

Regards, Tom.

From [redacted] [redacted]@arup.com]  
Sent: Tuesday, 9 May 2017 4:07 PM  
To: Tom Goodhand <Tom.Goodhand@moretonbay.qld.gov.au>  
Cc: [redacted] [redacted]@arup.com>  
Subject: MBRC CabWest Modelling : 2051 AM Peak Period

Hi Tom

I have finished incorporating the changes you had suggested in your previous email. Also, the model shared earlier did not incorporate the changes on account of base year calibration. This is the likely reason for high demand in selected areas. Link also includes two A2 size plots showing standard outputs as well as location of 69 intersections currently not meeting the DSS criteria (and carrying at least 10% CabWest traffic). A spreadsheet is also included listing these intersections.

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Do tell if you spot anything out of line.

Kind regards

[redacted]  
Senior Consultant | Traffic Modelling  
MPlan (Transportation Planning)

**Arup**  
Level 4, 108 Wickham Street Fortitude Valley QLD 4006  
GPO Box 685 Brisbane QLD 4001  
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m [redacted]

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## Fiona Gray

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Tuesday, 16 May 2017 2:57 PM  
**To:** Stuart C Duncan  
**Cc:** tom.goodhand@moretonbay.qld.gov.au  
**Subject:** FW: MBRC CabWest Modelling : 2051 AM Peak Period  
**Attachments:** 2051 Cab West Arup May2017.pdf; Cab West Transport Mtg 2 of 2017 - Agenda.docx

Stuart,

Attached is the latest plots for the 2051 model showing AM peak volumes on each of the corridors. This is a start, when I have the problem intersections and schedules of works from Roland, either Tom or I will send them to you. Tom mentioned that he sent this plot to Mitch.

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ext 41051

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m [not relevant]

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**Sent:** Wednesday, 10 May 2017 3:44 AM

**To:** [not relevant]

**Cc:** Roland Cathcart; Paul Gleeson

**Subject:** RE: MBRC CabWest Modelling : 2051 AM Peak Period

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MPlan (Transportation Planning)

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Page 34 redacted for the following reason:

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Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government



## Caboolture West NDP1 - Transport

18/05/2017 9:30am  
Room 1.10 Mike Ahern Building, Maroochydore

**Attendees:** Paul Gleeson (MBRC), Tom Goodhand (MBRC), Richard McRae (MBRC), Ben Cove (MBRC), Stuart Duncan (TMR), Terry Upton (TMR), Mike Hyslop (TMR), Darryl Kong (TMR), Mitchell Baskerville (TMR), Thomas Rowland (TMR), Peter Hume (TMR), not relevant (ARUP), not relevant (ARUP)

**Apologies:** Syd Jerram (MBRC), Simon Forsyth (MBRC)

ITEM NO	ITEM	ACTION
1	<b>Summary of Actions to date (Paul Gleeson)</b> <ol style="list-style-type: none"> <li>1. TMR reviewed strategic model (EMME);</li> <li>2. TMR and MBRC Workshop to discuss next steps - 14 March</li> <li>3. VISUM Modelling (ARUP)</li> </ol>	<b>Workshop Outcomes -</b> <ul style="list-style-type: none"> <li>• TMR and MBRC to provide 2051 capped network;</li> <li>• ARUP to model 2051 capped network in VISUM;</li> <li>• Latent demand not catered for by network would be identified;</li> <li>• Identify capacity of PT to service this latent demand;</li> <li>• Establish a value/charge for this PT service</li> </ul>
2	<b>Summary of current VISUM 2051 Caboolture West model outputs (ARUP)</b>	
3	<b>Latent Demand</b> <ol style="list-style-type: none"> <li>1. Agree on process for identifying and removing latent demand from 2051 model;</li> <li>2. Agree on process for turning Latent demand into preliminary PT services and associated infrastructure (links, stations, etc.)</li> </ol>	<ul style="list-style-type: none"> <li>• MBRC conducting PT Strategy in 2017/18 fy that will improve this work.</li> </ul>
4	<b>Timing</b>	
5	<b>Next Meeting</b>	

## Agenda

Regional flood mapping and option assessment for Caboolture West Structure Plan Area	
Base Case (post developed inflows)	Completion Date
Update FI values in line with LGIP assumptions	9/09/2016
Re-run hydrology with updated FI values	9/09/2016
Re-run hydraulics with updated hydrology (new FI values)	12/09/2016
Post process results and create maps	13/09/2016
Revegetation Option (post developed inflows)	
Digitise new vegetation roughness layers	13/09/2016
Re-run hydraulics based on updated hydrology and roughness	14/09/2016
Post process results and create maps	20/09/2016
Revegetation Option (mitigated post development inflows)	
Run hydraulics with mitigated post developed (lagged catchments) hydrology and updated roughness	21/09/2016
Workshop results and potential regional mitigation options	23/06/2016
Update model and run hydraulics for 2 mitigation options	28/09/2016
Review regional mitigation options	07/10/2016
Further refinement if required	14/10/2016
Prepare schedule of works, timing and cost estimates for financial modelling	31/10/2016



## Fiona Gray

---

**From:** Tom Goodhand <Tom.Goodhand@moretonbay.qld.gov.au>  
**Sent:** Wednesday, 17 May 2017 7:40 AM  
**To:** Stuart C Duncan  
**Cc:** Mitchell J Baskerville; Paul Gleeson  
**Subject:** FW: Cab West - 2051 Modelling Results

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Stuart,

Please find below a link to the latest 2051 Arup models for Cab West.

Regards, Tom.

**From:** [not relevant]@arup.com]  
**Sent:** Tuesday, 16 May 2017 8:26 PM  
**To:** Paul Gleeson  
**Cc:** [not relevant]; Tom Goodhand  
**Subject:** Cab West - 2051 Modelling Results

Hi Paul,

The link below can be used to download the latest network plots showing the 2051 AM model results. One plot shows the distribution of Cab West traffic on the network, whilst the other shows the volume/capacity of links. Both show the intersections that are over capacity in the VISUM model - these are currently being tested in SIDRA.

<https://arup.sharefile.com/d-s2c731d41d0e4600b>

Please feel free to forward this email to those that need to see the outputs. The link above will work for anyone.

Regards,  
Roland

[not relevant]  
Associate | Transport Planning & Traffic Engineering

**Arup**  
Level 4, 108 Wickham Street, Fortitude Valley, QLD 4006 Australia  
GPO Box 685, Brisbane, QLD 4001  
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**Fiona Gray**

---

**From:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Sent:** Wednesday, 17 May 2017 8:29 AM  
**To:** Stuart C Duncan; Mitchell J Baskerville; Terry N Upton  
**Cc:** tom.goodhand@moretonbay.qld.gov.au; ben.cove@moretonbay.qld.gov.au  
**Subject:** FW: Cab West - 2051 Modelling Results

Stuart,  
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Thanks  
Paul

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Roland

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## Fiona Gray

---

**From:** Tom Goodhand <Tom.Goodhand@moretonbay.qld.gov.au>  
**Sent:** Wednesday, 24 May 2017 10:34 AM  
**To:** Stuart C Duncan; Paul Gleeson; Mitchell J Baskerville  
**Cc:** ben.cove@moretonbay.qld.gov.au  
**Subject:** 24.05.17 - RE: Cab West - 2051 Modelling Results

Hi Stuart,

I'll liaise with Arup and Mitch as required. I took from the meeting the following actions for myself:

- Request mode share data from the emme model, converted to VISUM model zones. - arup are actioning this.
- Produce a proposed methodology to skim off excess demand trips - in progress, I'll circulate this tomorrow for comment.
- Undertake the skimming process - I need the 2051 AM and PM matrices, plus mode share data (I've already requested this from arup)

I should be able to deliver 'excess demand' estimates within 2 weeks - though I will likely revise this estimate once I have discussed the methodology with Mitch and Arup (there are always unforeseen complications).

Regarding the other information:

- We can easily provide a model plot indicating our lane width assumptions. We will need to discuss as a group where we think there are opportunities to provide additional PT corridors/lanes.
- We have limited planning for PT locations, but will put together a summary of requirement. This will be a good opportunity to set out exactly what we want from the State regarding new stations.
- Your last 2 dot points - I think we can produce Sankey diagrams, but we'd need to know some more details about the planners requirements. It would be best to work through the demand reduction exercise first. Afterwards, I'm confident VISUM can output sufficiently detailed information as required.

Regards, Tom.

---

**From:** Stuart C Duncan [mailto:stuart.c.duncan@tmr.qld.gov.au]  
**Sent:** Wednesday, 24 May 2017 8:50 AM  
**To:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Cc:** Tom Goodhand <Tom.Goodhand@moretonbay.qld.gov.au>; Ben Cove <Ben.Cove@moretonbay.qld.gov.au>  
**Subject:** RE: Cab West - 2051 Modelling Results

Hi Paul

Just quickly following up following our workshop/meeting last Thursday 18 May. In the absence of any notes/actions being issued I wanted to clarify our requirements of the information required from Council to allow TMR to quickly advance PPT network planning. The intent of this is PPT work is to develop a suitable accompanying PPT network for the Cab West/MBRC 2051 road network. It will be quite strategic in nature (commensurate with the time and resources TMR has available) but nevertheless necessary in the context of understanding a multi-modal, one network transport system solution(s). This was discussed at our workshop.

Could you please provide the following:

- trip matrixes from the EMME model, including any assumptions, demographics, and so on
- VISUM model, in particular any matrixes that identify the 'latent demand'
- road carriageway widths (local and state) and lanes, including intersections, that will identify where bus lanes, bus stops and so on can be provided or are planned



- any MBRC planning to date on preferred public passenger transport networks and infrastructure noting that noting some work behind contemplating a C-bus solution and alternative location for a new Morayfield South Stn

I have also being asked to enquire if:

- the model/s can issue a Sankey diagram? If so, please provide them, if not then can the necessary information to do so be provided
- confirm the sectors of the model/s to allow PT planning - provide them with model. This is required because the models will already assumes a certain percentage of PT.

If you have no objection it may be most effective that my TMR Transport Analysis colleagues contact ARUP directly to discuss the model directly with them.

Could you get back to me with an understanding of timeframes for the above or if you have any questions.

Regards,

**Stuart Duncan**

Principal Advisor (Development Assessment) | North Coast District / Maroochydore  
Program Delivery & Operations | Department of Transport and Main Roads

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PO Box 1600 | Maroochydore Qld 4558  
P: (07) 5451 7073 | F: (07) 5451 7098  
E: [stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)  
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**Cc:** [tom.goodhand@moretonbay.qld.gov.au](mailto:tom.goodhand@moretonbay.qld.gov.au); [ben.cove@moretonbay.qld.gov.au](mailto:ben.cove@moretonbay.qld.gov.au)

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## Fiona Gray

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**From:** Tom Goodhand <Tom.Goodhand@moretonbay.qld.gov.au>  
**Sent:** Thursday, 25 May 2017 4:04 PM  
**To:** Stuart C Duncan; Paul Gleeson; Mitchell J Baskerville  
**Subject:** RE: Cab West - 2051 Modelling Results  
**Attachments:** MEMO - demand reduction process.docx

Hi Stuart,

Attached is a note setting out our proposed methodology for reducing demand. I've run a single iteration and the process is fairly straight forward. The only difficult part will be to make sure we retain sensible mode shares at various zones. Still waiting on data from arup to help this process.

I estimate I can get some demands for the PT planners by the end of next week.

Tom.

---

**From:** Stuart C Duncan [mailto:stuart.c.duncan@tmr.qld.gov.au]  
**Sent:** Wednesday, 24 May 2017 8:50 AM  
**To:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>  
**Cc:** Tom Goodhand <Tom.Goodhand@moretonbay.qld.gov.au>; Ben Cove <Ben.Cove@moretonbay.qld.gov.au>  
**Subject:** RE: Cab West - 2051 Modelling Results

Hi Paul

Just quickly following up following our workshop/meeting last Thursday 18 May. In the absence of any notes/actions being issued I wanted to clarify our requirements of the information required from Council to allow TMR to quickly advance PPT network planning. The intent of this is PPT work is to develop a suitable accompanying PPT network for the Cab West/MBRC 2051 road network. It will be quite strategic in nature (commensurate with the time and resources TMR has available) but nevertheless necessary in the context of understanding a multi-modal, one network transport system solution(s). This was discussed at our workshop.

Could you please provide the following:

- trip matrixes from the EMME model, including any assumptions, demographics, and so on
- VISUM model, in particular any matrixes that identify the 'latent demand'
- road carriageway widths (local and state) and lanes, including intersections, that will identify where bus lanes, bus stops and so on can be provided or are planned
- any MBRC planning to date on preferred public passenger transport networks and infrastructure noting that noting some work behind contemplating a C-bus solution and alternative location for a new Morayfield South Stn

I have also being asked to enquire if:

- the model/s can issue a Sankey diagram? If so, please provide them, if not then can the necessary information to do so be provided
- confirm the sectors of the model/s to allow PT planning - provide them with model. This is required because the models will already assumes a certain percentage of PT.

If you have no objection it may be most effective that my TMR Transport Analysis colleagues contact ARUP directly to discuss the model directly with them.

Could you get back to me with an understanding of timeframes for the above or if you have any questions.



Regards,

**Stuart Duncan**

Principal Advisor (Development Assessment) | North Coast District / Maroochydore  
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**From:** Paul Gleeson [<mailto:Paul.Gleeson@moretonbay.qld.gov.au>]

**Sent:** Wednesday, 17 May 2017 8:29 AM

**To:** Stuart C Duncan <[stuart.c.duncan@tmr.qld.gov.au](mailto:stuart.c.duncan@tmr.qld.gov.au)>; Mitchell J Baskerville  
<[Mitchell.J.Baskerville@tmr.qld.gov.au](mailto:Mitchell.J.Baskerville@tmr.qld.gov.au)>; Terry N Upton <[terry.n.upton@tmr.qld.gov.au](mailto:terry.n.upton@tmr.qld.gov.au)>

**Cc:** [tom.goodhand@moretonbay.qld.gov.au](mailto:tom.goodhand@moretonbay.qld.gov.au); [ben.cove@moretonbay.qld.gov.au](mailto:ben.cove@moretonbay.qld.gov.au)

**Subject:** FW: Cab West - 2051 Modelling Results

Stuart,

Follow the link below to the latest Cab West plots from ARUP. We will discuss these at tomorrow's meeting.

Thanks

Paul

**From:** [redacted] not relevant [redacted] <[\[redacted\]@arup.com](mailto:[redacted]@arup.com)>

**Sent:** Tuesday, 16 May 2017 8:26 PM

**To:** Paul Gleeson <[Paul.Gleeson@moretonbay.qld.gov.au](mailto:Paul.Gleeson@moretonbay.qld.gov.au)>

**Cc:** [redacted] not relevant [redacted] <[\[redacted\]@arup.com](mailto:[redacted]@arup.com)>; Tom Goodhand <[Tom.Goodhand@moretonbay.qld.gov.au](mailto:Tom.Goodhand@moretonbay.qld.gov.au)>

**Subject:** Cab West - 2051 Modelling Results

Hi Paul,

The link below can be used to download the latest network plots showing the 2051 AM model results. One plot shows the distribution of Cab West traffic on the network, whilst the other shows the volume/capacity of links. Both show the intersections that are over capacity in the VISUM model - these are currently being tested in SIDRA.

<https://arup.sharefile.com/d-s2c731d41d0e4600b>

Please feel free to forward this email to those that need to see the outputs. The link above will work for anyone.

Regards,

Roland

[redacted] not relevant

Associate | Transport Planning & Traffic Engineering

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t + 61 7 3023 6000 d + 61 7 3023 6123

m [redacted] not relevant

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Pages 44 through 49 redacted for the following reasons:

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Refuse Sch.4 Part 4 s.4(1)(a) Opinion/advice/recommendation for deliberative processes of government



**Fiona Gray**

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**From:** Mitchell J Baskerville  
**Sent:** Monday, 29 May 2017 6:58 AM  
**To:** Stuart C Duncan; Darryl R Kong  
**Subject:** FW: Cab West PT inputs and mode share  
**Attachments:** MBSTM 2051 PT Summary\_v1.pdf

**From:** [not relevant]@arup.com]  
**Sent:** Sunday, 28 May 2017 11:22 AM  
**To:** tom.goodhand@moretonbay.qld.gov.au  
**Cc:** Paul Gleeson <Paul.Gleeson@moretonbay.qld.gov.au>; Mitchell J Baskerville <Mitchell.J.Baskerville@tmr.qld.gov.au>; [not relevant]@arup.com>; [not relevant]@arup.com>  
**Subject:** Cab West PT inputs and mode share

Hi Tom,

Roland has mentioned that you are looking for the information about PT input assumptions in the 2051 MBRSM model for Cab West, as well as the modelled PT mode share results.

Please find the attached summary document for you information. The document listed the PT service routes and headways related to Cab West in 2051, as well as the modelled PT patronage in peak periods, and mode share statistics for Cab West, MBRC and the overall model.

Please let me know if you have any further queries.

Kind regards,

[not relevant]

Senior Transport Modeller | Transport/Traffic Engineering

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f +61 7 3023 6023 m [not relevant]  
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