



Caboolture West Interim Structure Plan

22 February 2023

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1. Introduction

1.1. Background

The Caboolture West area (Map 1: Caboolture West major expansion area – strategic context) comprises approximately 3,156 hectares and is identified as a major expansion area (MEA) in the *Shaping SEQ South East Queensland Regional Plan 2017*. It is bounded by the D'Aguilar Highway to the north, Caboolture River Road to the south and to the west by the low hills along Old North Road.

The Caboolture West MEA is now the subject of a planning process to establish land use intent, strategic infrastructure requirements and development assessment benchmarks to support planned urban development. The Caboolture West Interim Structure Plan (CWISP) presents the first stage of planning for the MEA. The CWISP will ultimately be replaced by a final structure plan.

The existing precinct within Caboolture West known as Neighbourhood Development Plan 1 (NDP1) is not included within the CWISP and is not affected by the CWISP.

1.2. Overview

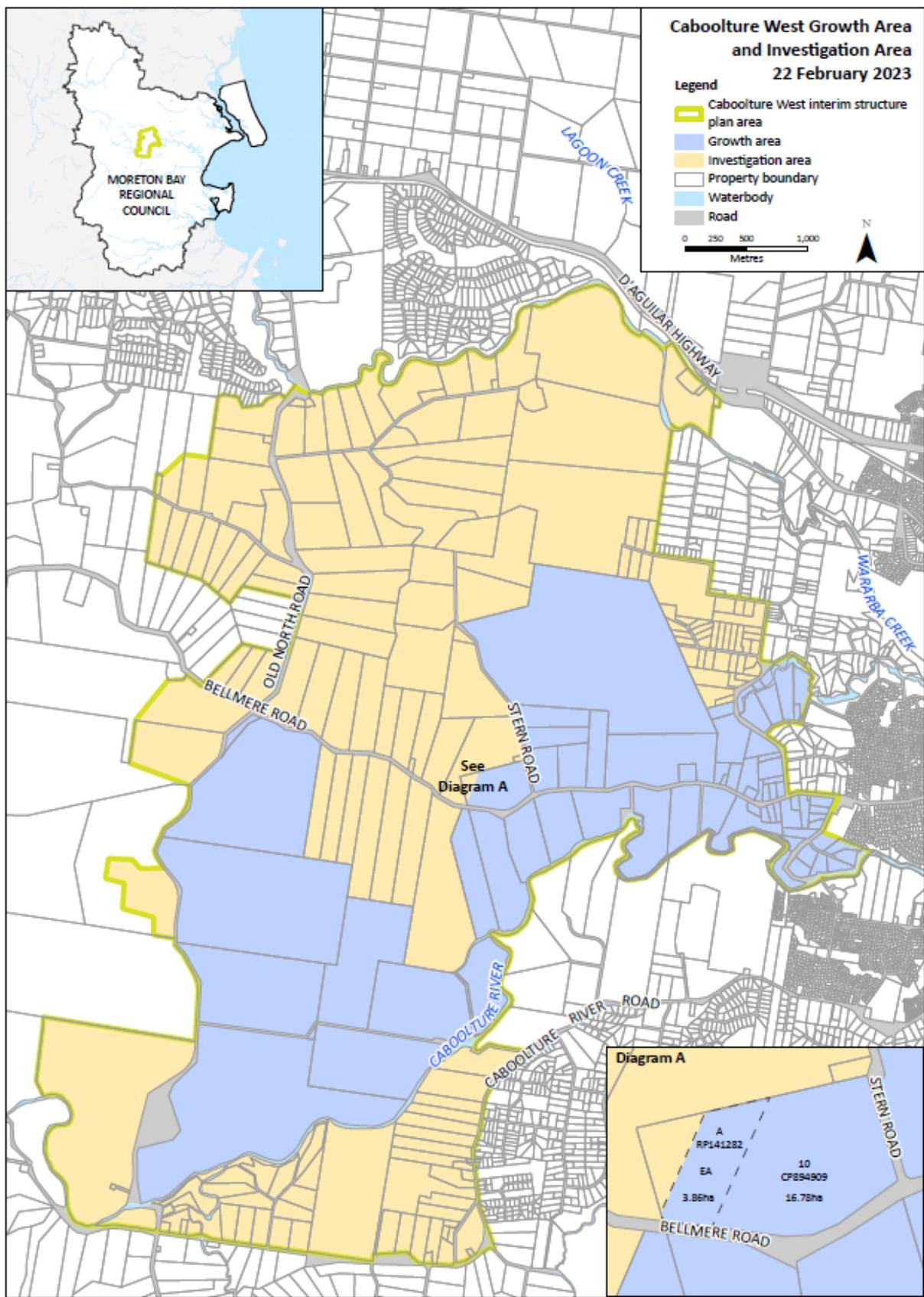
The CWISP provides an interim policy response to support Caboolture West as an important area to accommodate future population growth. The CWISP:

- is implemented under the *Planning Act 2016* (Act) through the Planning Regulation 2017 (Regulation)
- operates in conjunction with the Moreton Bay Regional Council Planning Scheme (the Scheme). However, a local categorising instrument may not, in its effect, be inconsistent with the effect of an assessment benchmark set out in this CWISP (s17 of the Regulation)
- applies to the Caboolture West growth area and the Caboolture West investigation area as defined by the Regulation and shown on Map 2: Caboolture West growth area and investigation area.

The CWISP recognises the significance of Caboolture West for the accommodation of growth and delivery of land supply in South East Queensland.

The CWISP seeks to protect and give effect to the state interests of housing supply and diversity, liveable communities, development and construction, infrastructure integration, transport infrastructure, efficiency and transparency. The CWISP will provide greater certainty to achieve orderly growth that incorporates residential growth, infrastructure, services, parks, centres, housing diversity, schools and environmental corridors.

This will be achieved by ensuring new development on land in the Caboolture West growth area is consistent with the land use, infrastructure and other assessment benchmarks set out in the CWISP.



Map 2: Caboolture West growth area and investigation area ¹

¹ The Caboolture West growth area and the Caboolture West investigation area are defined by the Regulation, by reference to mapping on the department's website. This map has been extracted from the department's website for information purposes only and reference must be made to the department's website to ascertain the application of the map to a lot or part of a lot.

2. Assessment benchmarks

The CWISP is given effect through the Regulation including as an assessment benchmark in Schedule 10 of the Regulation.

Under the Act, an assessment benchmark sets out the matters (the assessment benchmarks) that an assessment manager must assess assessable development against (s43(1)(c) of the Act).

The following matters are the assessment benchmarks for assessable development that are subject to the CWISP. Currently, these assessment benchmarks only apply to development in the Caboolture West growth area as defined in the Regulation.

All references to Map 3 in these assessment benchmarks is a reference to the Caboolture West interim structure plan map as defined by the Regulation, namely the map called Caboolture West interim structure plan map, dated 22 February 2023 and published on the department's website. An extract from the department's website is provided as Map 3 below for information purposes only, and reference must be made to the department's website to ascertain the application of the map to a lot or part of a lot.

These assessment benchmarks do not apply to development in the Caboolture West investigation area, however, the Regulation should be referred to as certain development is prohibited in the Caboolture West investigation area under Schedule 10 of the Regulation.

In addition, Schedule 10 of the Regulation should be referred to ascertain what development is prohibited in the Caboolture West growth area.

2.1. Planning areas

2.1.1. Land use

Subject to any inconsistency with assessment benchmarks 2.1.2 to 2.9 below, the relevant assessment benchmarks for the development in the Scheme, as in force from time to time, apply as if Map 3 is an approved Neighbourhood Development Plan under the Scheme with the land included in the precinct and sub-precinct as shown on Map 3.

2.1.2. Neighbourhood hubs and Local centre/Community facilities hub

All development in the Caboolture West growth area is to facilitate the delivery of:

- the four future Neighbourhood hubs, indicatively identified on Map 3². Neighbourhood hub has the meaning given in the Scheme, and
- the Local centre /Community facilities hub indicatively identified on Map 3². Also see the requirements in 2.9 below for the Local centre/Community facilities hub.

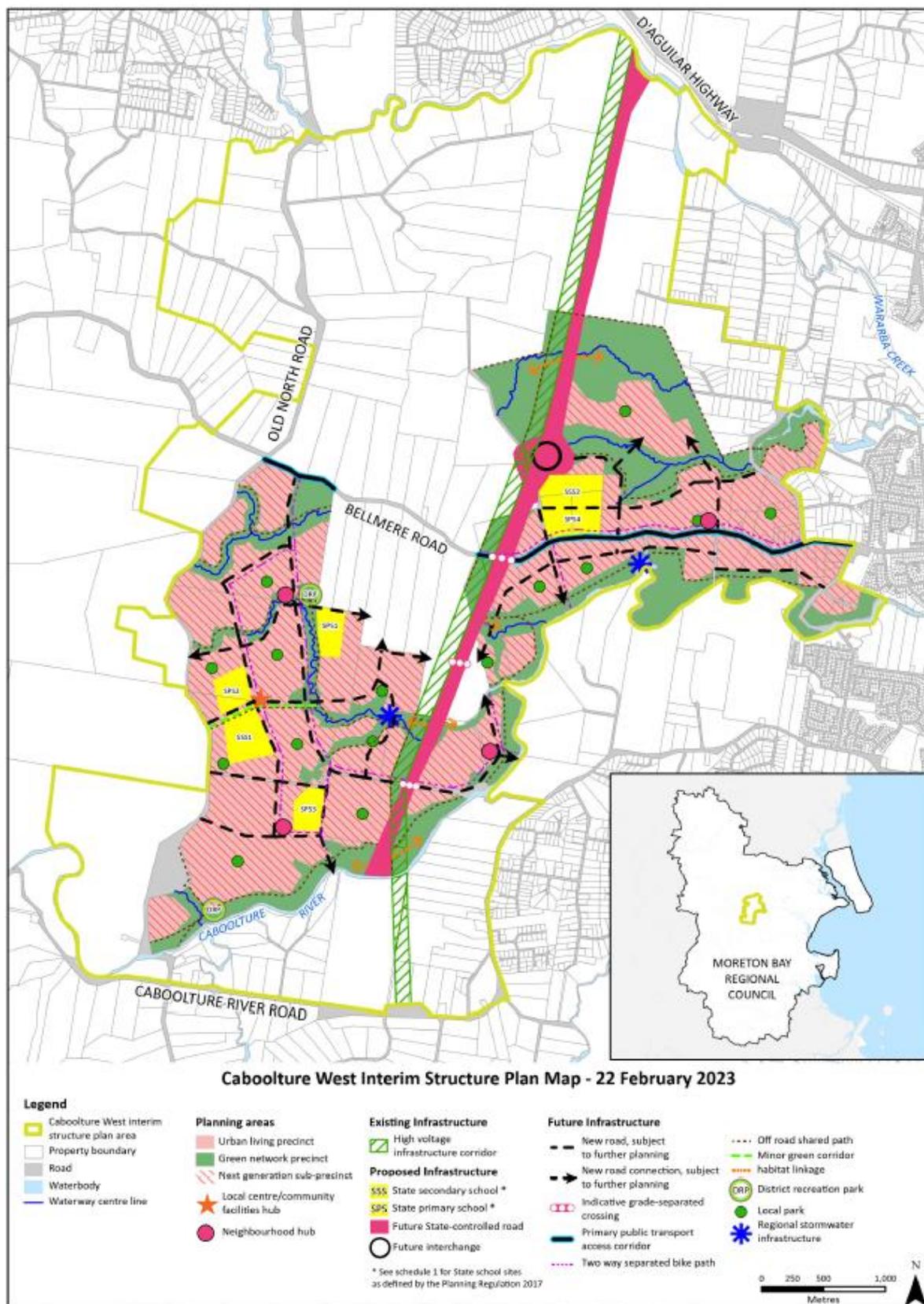
² Map 3 identifies the indicative location of the Neighbourhood hubs and Local centre/Community facilities hub. The final location of the Neighbourhood hubs and Local centre/Community facilities hub will be determined through detailed, site-based planning undertaken through the development assessment process.

2.2. Infrastructure delivery

Map 3 indicates the location of existing or proposed infrastructure and the indicative location of future infrastructure for the Caboolture West growth area. All development in the Caboolture West growth area must not compromise the existing or proposed infrastructure³ and is to facilitate the delivery of future infrastructure⁴ identified on Map 3.

³ Proposed infrastructure means the Future State Controlled Road corridor and the State school sites defined by the Regulation.

⁴ Map 3 identifies the indicative location of future infrastructure. Future infrastructure will be determined through detailed, site-based planning undertaken through the development assessment process, or further infrastructure planning, including to address site-based considerations identified through the development assessment or infrastructure planning processes.



Map 3: Caboolture West Interim structure plan map ⁵

⁵ The Caboolture West Interim structure plan map is defined by the Regulation, by reference to mapping on the department's website. This map has been extracted from the department's website for information purposes only and reference must be made to the department's website to ascertain the application of the map to a lot or part of a lot.

2.3. Housing choice and affordability

Requirement	Examples that achieve the requirements
<p>1. Development for residential purposes must deliver a mix of tenures and densities on a variety of lot sizes providing housing choice and affordability options for different lifestyle choices, life stages and to meet community needs.</p>	<p>No example provided.</p>
<p>2. Lots have an area, shape and dimension sufficient to accommodate:</p> <ul style="list-style-type: none"> a. a dwelling house including all domestic outbuildings and possible on-site serving requirements (e.g. on-site waste disposal) b. areas for car parking, vehicular access and manoeuvring c. areas for usable and practical private open space and landscaping, and d. the built form intended within and outside 400 metres walking distance of a local centre / community facilities hub, public transport stop, park or green network precinct. <p>Editor's note – Driveway locations for each narrow lot and on-street car parking locations are nominated on a plan of development.</p>	<p>1. Lot dimensions (excluding any access handles) comply with:</p> <ul style="list-style-type: none"> a. where within 400 metres walking distance of a local centre / community facilities hub, public transport stop, park or green network precinct, no example provided, and b. where outside 400 metres walking distance of a local centre / community facilities hub, public transport stop, park or green network precinct, Lot Types A, B, C, D, E or F in accordance with 'Table 7.2.3.7.1.3: - Lot Types' within the Caboolture West local plan code of the Scheme.
<p>3. A range of different lots are distributed throughout the development with no one lot type concentrated within a single location, to create diversity within the streetscape and minimise conflicts between vehicle access and on street parking.</p> <p>Development creates visual relief and provides opportunities for landscaped open space to be provided between dwellings at frequent intervals along the street.</p> <p>Editor's note – Driveway locations for each narrow lot and on-street car parking locations are nominated on a plan of development.</p>	<p>1. Lots with a primary frontage width of 7.5 metres or less are only created where they are provided with rear laneway access.</p> <p>2. Groupings of narrow lots are limited to:</p> <ul style="list-style-type: none"> a. where not accessed via a rear laneway, no more than four adjoining lots with a primary frontage width of 12.5 metres or less along the same street frontage, or b. where accessed via a rear laneway, no more than ten adjoining lots with a primary frontage width of 12.5 metres or less along the same street frontage. <p>Editor's note - Nothing in the example prevents more than one group of adjoining lots with primary frontages of 12.5 metres or less sharing the same street frontage.</p>
	<p>3. The maximum combined frontage of adjoining lots with primary frontages of 15 metres or less does not exceed 150 metres, measured along the street.</p>
<p>4. Lots that facilitate terrace dwellings are in proximity to recreational opportunities, commercial and community facilities and public transport nodes.</p>	<p>1. Groupings of eight or more adjoining lots with primary frontage widths of 9.5 metres or less are located within 400 metres walking distance of:</p> <ul style="list-style-type: none"> a. a local centre / community facilities hub b. a public transport stop, or

- c. park or Green network precinct.

- | | |
|--|--|
| <p>5. Development for residential purposes must deliver:</p> <ul style="list-style-type: none"> a. an integrated range of public housing and community housing, and b. affordable housing for low-to-moderate income households. | <ul style="list-style-type: none"> 1. Substantially engage with the Department of Communities, Housing and Digital Economy (DCHDE) about opportunities for the provision of public housing. 2. Offer DCHDE the first right to purchase land for public or community housing. |
|--|--|

2.4. Dwelling house rear setbacks

Development for a dwelling house and ancillary structure has rear setbacks as follows:

Requirement	Examples that achieve the requirements
<p>1. Buildings and structures where for a dwelling house are setback to:</p> <ul style="list-style-type: none"> a. provide access to natural light and breezes between and around buildings and structures or groups of buildings and structures for adequate daylight and ventilation to habitable rooms and amenity of outdoor living areas on-site and on adjoining properties b. protect the residential amenity and privacy of residents on-site and on adjoining properties, and c. maximise private open space between the dwelling and rear boundary with a size, shape and minimum dimension that provides: <ul style="list-style-type: none"> i. an attractive, functional and multi-purpose backyard suitable for passive and active recreation ii. a large visual amenity break and relief in the built form, iii. opportunities for deep planting, including tree planting, without encroaching on structures, and iv. ample space for utility functions, such as clothes drying. 	<p>1. Buildings and structures where for a dwelling house have rear setbacks as follows:</p> <ul style="list-style-type: none"> a. minimum 5 metres to wall of house where the lot depth is greater than 25m, or b. minimum 3 metres to wall of house where the lot depth is 25m or less.

Editor's note—Greater setbacks may be required if the lot adjoins an environmental corridor or area (refer to the Scheme).

Editor's note—The boundary to a laneway is not a rear boundary.

Editor's note— The above setbacks apply only to Class 1a and Class 10a buildings/structures, with the exception of domestic outbuildings (e.g. garden shed) and with a maximum roofed area not more than 10m² and a height of not more than 2.5 metres.

2.5. Dwelling house maximum site cover

Development for a dwelling house and ancillary structures has maximum site cover as follows:

Requirement	Examples that achieve requirements																			
<p>1. Buildings and structures are designed and laid out to ensure:</p> <ul style="list-style-type: none"> a. open areas around buildings are provided for attractive, useable and functional private open space b. buildings and structures are consistent with the intended character of the area, and c. other elements of the site are not compromised (e.g. setbacks, open space). 	<p>1. Maximum dwelling house site cover standards:</p> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th rowspan="2">Wall height</th> <th colspan="3">Lot size</th> </tr> <tr> <th>300m² or less</th> <th>301-400m²</th> <th>>400m²</th> </tr> </thead> <tbody> <tr> <td>8.5m or less</td> <td>60%</td> <td>60%</td> <td>60%</td> </tr> <tr> <td>8.5m – 12.0m</td> <td>50%</td> <td>50%</td> <td>50%</td> </tr> <tr> <td>> 12.0m</td> <td colspan="3">N/A</td> </tr> </tbody> </table> <p>Editor's note— this category excludes terrace lots with rear laneway access</p> <hr/> <p>2. Maximum terrace dwelling house site cover standards on lot size 300m² or less, with rear laneway access, built to boundary walls on both sides and with a wall height up to 8.5m:</p> <ul style="list-style-type: none"> a. 80% on lots <7.5m wide, or b. 75% on lots 7.5m – 9.5m wide. <p>Editor's note—built to boundary walls on both sides is only supported on lots up to 9.5m wide.</p> <hr/>	Wall height	Lot size			300m ² or less	301-400m ²	>400m ²	8.5m or less	60%	60%	60%	8.5m – 12.0m	50%	50%	50%	> 12.0m	N/A		
Wall height	Lot size																			
	300m ² or less	301-400m ²	>400m ²																	
8.5m or less	60%	60%	60%																	
8.5m – 12.0m	50%	50%	50%																	
> 12.0m	N/A																			

2.6. Car parking

Development is provided with onsite car parking in accordance with the following minimum rates:

Requirement	Ratio
1. Parking is on-site and for the number and type of vehicles anticipated to access the lot and ensures a surplus of car parking is avoided.	1. Dwelling house and Dual occupancy: a. 2 spaces per dwelling (1 space can be in tandem).
	2. Multiple dwelling: a. 1 space per 1 bedroom unit, or b. 1.25 spaces per 2 bedrooms unit, or c. 1.5 spaces per 3 bedrooms unit, or d. 2 spaces per 4+ bedrooms unit, and e. visitor space per 4 units (minimum 1 visitor space).
	3. Rooming accommodation: a. 1 space per 2 beds, and b. 1 space per staff member.

2.7. Minor green corridors

Requirement	Examples that achieve requirements
<p>1. Development supports the delivery of minor green corridors that:</p> <ol style="list-style-type: none"> are integrated with the street layout allow for active transport and pedestrian movement support the conveyance of stormwater, and are vegetated, landscaped and designed to provide a natural drainage channel environment. 	No example provided.



Figure 1: Cross sections for minor green corridor⁶

2.8. Two way separated bike path

Requirement	Examples that achieve requirements
<p>1. Development supports the delivery of two way separated bike paths that:</p> <ol style="list-style-type: none"> supports the delivery of an integrated and connected network of active transport infrastructure throughout Caboolture West, provides connections in a safe and efficient manner, connects neighbourhoods to key attractors including (but not limited to) centres, neighbourhood hubs, community infrastructure, public transport and sporting facilities, and is compatible with adjoining or nearby transport infrastructure such as major roads and property access. 	No example provided.

⁶ Figure 1 provides conceptual guidance on how a green corridor can be delivered as part of a landscape street. Guidance for the design of stormwater infrastructure and conveyance is provided in the Scheme, SC 6.13 Planning scheme policy - Integrated design.



Figure 2: Cross sections for two way separated bike path⁷

⁷ Figure 2 provides conceptual guidance on how a two way separated bike path can be provided.

2.9. Local centre / Community facilities hub

Requirement	Examples that achieve requirements
Development for the Local centre/Community facilities hub must: <ol style="list-style-type: none"> comply with the requirements in the Scheme section 7.2.3.1.2 Local centre sub-precinct in the Caboolture West local plan, and 	No examples provided.
<ol style="list-style-type: none"> comply with the following requirements: <ol style="list-style-type: none"> provides a strong focal point for community interaction and activity integrates schools and other community services/facilities within the centre to promote activity and interaction is integrated with the local centre and the surrounding residential neighbourhood is located to be serviced by public transport promotes on street and public realm activity and a high level of safety is supported by high quality public realm treatments does not negatively impact adjoining residents or the streetscape does not undermine the viability of existing or future centres, and provides land⁸ for a range⁹ of community facilities. 	

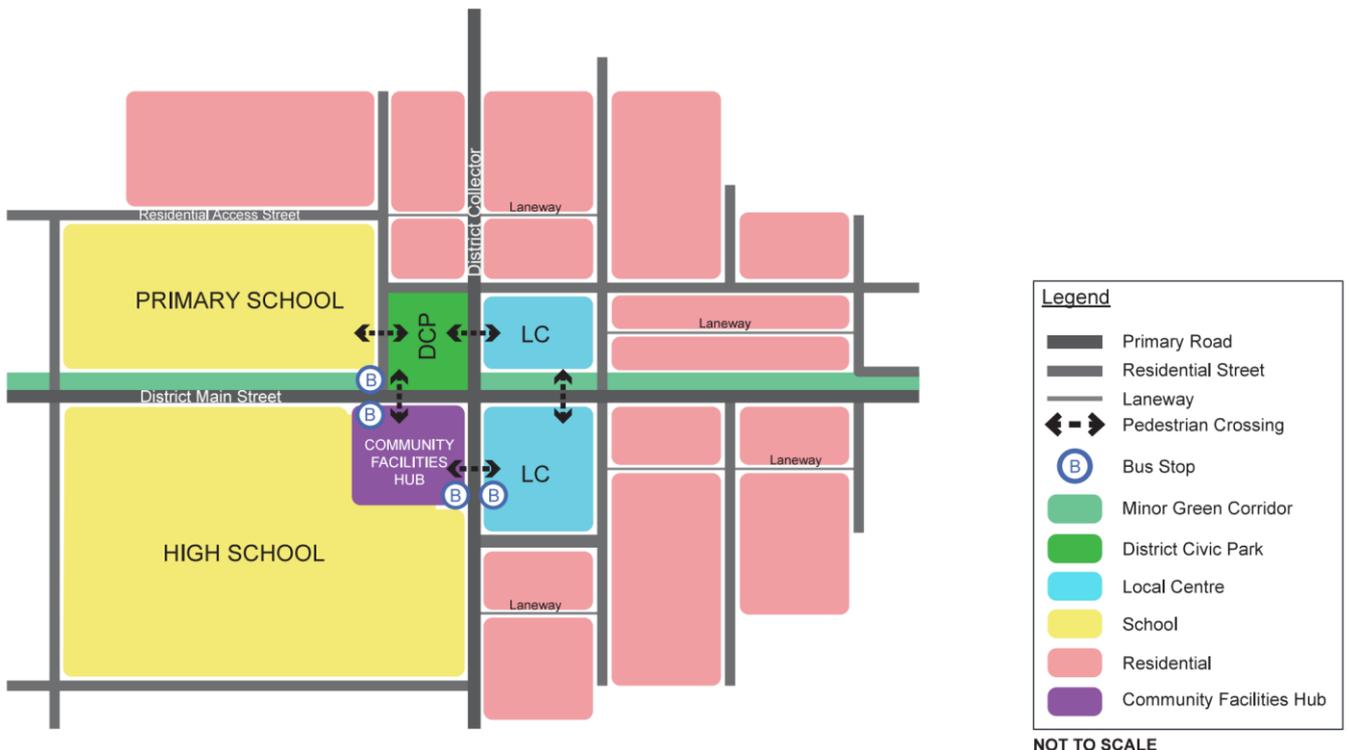


Figure 3: Integrated Local centre / Community facilities hub concept¹⁰

⁸ The land area required for community facilities is subject to further planning including the ability for facility sharing between community uses.
⁹ Community facilities provided may include (but may not necessarily be limited to) a district aquatic centre, community hall / indoor sports, and youth space.
¹⁰ Figure 3 provides conceptual guidance as to the layout of a community facilities hub.

Schedule 1 - State school sites defined by the Regulation

State school site	Property description	Perimeter co-ordinates for part lots ¹¹	
		Latitude	Longitude
State primary school 1	▪ Part of Lot 99 C311684	-27.09639795	152.8744599
		-27.09606518	152.8720715
		-27.09978222	152.8723843
		-27.09985619	152.8739708
State primary school 2	▪ Part of Lot 99	-27.10040369	152.8661696
	▪ Part of Lot 98 C311684	-27.10150278	152.8636218
		-27.10405211	152.8642537
		-27.10296468	152.8668057
State primary school 3	▪ Part of Lot 14 SP330812	-27.11253585	152.8701455
		-27.11268916	152.8723901
		-27.10955257	152.8728954
		-27.10937211	152.8714129
		-27.11042275	152.8702155
State primary school 4 and State secondary school 2	▪ Lot 1 RP864843	-27.08641729	152.8954503
	▪ Lot 2 RP43369	-27.08644043	152.8911201
	▪ Part of Lot 4 RP43369	-27.08769225	152.890147
		-27.08806097	152.8902516
		-27.08758263	152.8953752
State secondary school 1	▪ Part of Lot 98 C311684	-27.10325926	152.8669494
		-27.10432354	152.8644782
		-27.10768421	152.8649207
		-27.10697905	152.8686389

Note: The real property descriptions for the State school sites listed in the table above are current as at the date of the CWISP, and the State school site continues to apply to the premises even if the premises are later reconfigured and the real property description changes.

¹¹ Latitude and longitude co-ordinates identify points on the outer perimeter of school sites defined by the Regulation.



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