

# Planning Scheme Policy Caboolture Concept Plan

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## Adoption

Moreton Bay Regional Council adopted this planning scheme policy on 24 November 2015.

## Commencement

This planning scheme policy will take effect from 1 February 2016.

## Amendment

Alignment amendment 1 2017

- Adopted by Moreton Bay Regional Council on 27 June 2017
- Took effect from 3 July 2017

## 1. Introduction

This policy supports the Moreton Bay Regional Council Planning Scheme and has been made by Council in accordance with Chapter 2, Part 3, Division 2 of the *Planning Act 2016*.

### 1.1 Purpose

The purpose of this planning scheme policy is to provide detailed information to guide development within the Caboolture centre precinct. It is an aspirational document introducing contemporary ideas to guide development proposals and development assessment. This policy considers the opportunities the Caboolture centre offers and shows a way to develop private and public space to make the most of these opportunities.

### 1.2 Application

This planning scheme policy applies only to the Centre zone - Caboolture centre precinct and adjacent rail infrastructure. The information contained within this policy is for guidance and will inform development proposals and assist in addressing relevant assessment benchmark.

### 1.3 Interpretation

Terms used in this planning scheme policy are defined in Schedule 1 – Definitions of the planning scheme. Where a term is not defined in Schedule 1, section 1.3 Interpretation of the planning scheme applies.

For the ease of interpreting this planning scheme policy, the following terms and meanings are reproduced from Schedule 1.

Term	Definition
Active frontage	A building that ensures interactivity and encourages cross-movement between the public and private domains at ground level and above ground levels, by the way the buildings are designed and oriented. An active frontage is one that avoids blank walls and facades and instead: a. includes windows, openings, entry statements, balconies and awnings;

	<ul style="list-style-type: none"> <li>b. uses a variety of materials, textures and colours;</li> <li>c. creates opportunities for surveillance and interface between different user groups;</li> <li>d. provides a variety of activities to occur along the building front.</li> </ul>
Building height	<p>If specified:</p> <ul style="list-style-type: none"> <li>a. in metres, the vertical distance between the ground level and the highest point of the building roof (apex) or parapet at any point, but not including load-bearing antenna, aerial, chimney, flagpole or the like;</li> <li>b. in storeys, the number of storeys above ground level;</li> <li>c. in both metres and storeys, both (a) and (b) apply.</li> </ul>
Podium	<p>A podium is a section of a building at its base, which is clearly differentiated from the spaces above it by its physical form or by the type of space inside it.</p> <p>This module type is often applied to building base structures which spread out at the foot of a building, below a block which is set back from the podium's perimeter. It can often be linked to the podiums of joined towers, and a common podium shared by different towers can constitute a single module.</p> <p>Podiums can also be used to define the lower floors of a building without setbacks, when these floors hold common areas in contrast to the private floors above them.</p>

## Executive Summary

### Introduction

The Caboolture urban design Concept Plan demonstrates how a mix of public and private investment creates a successful and attractive town centre.

It is aspirational and provocative to stimulate a new approach and a new vision.

It is envisaged that Caboolture in 2031 will be a large and flourishing urban centre with a full range of activity - a place that people come to live, work and enjoy themselves.

### Main Themes

- More people living in the CBD
- Retail focused on King Street
- A mid-rise built form of 3 storeys rising to 6 around the station
- Attractive buildings with active frontage and awnings
- A place that is easy and pleasant to walk around
- A range of public spaces with pedestrian access between the CBD, Centenary Lakes and the Caboolture River
- A place with rear vehicle access to buildings, to allow them to present active frontage to the street



Vision of Caboolture 2031

### Concepts for Public Spaces

The plan explores how new and improved public squares and spaces will be created in Caboolture. These include the enhancement of the Town Square and the creation of new public spaces including:

- A pedestrian link from the Town Square to Centenary Lakes
- Improved walking access to Esme Avenue and the Caboolture River
- A new walkway beside the Caboolture River
- New squares within the Lakes Centre and Caboolture Station



### Concepts for Key Sites

There are also concepts for key sites and how buildings may be built or refurbished. The main public interest in these is the way the buildings address the street or public space. The sites are:

- Council owned land around the Town Square
- Caboolture Park and nearby buildings on King Street
- Lakes Centre
- The Council's James Street site and the station car park opposite
- Buildings on Annie Street and 9 George Street

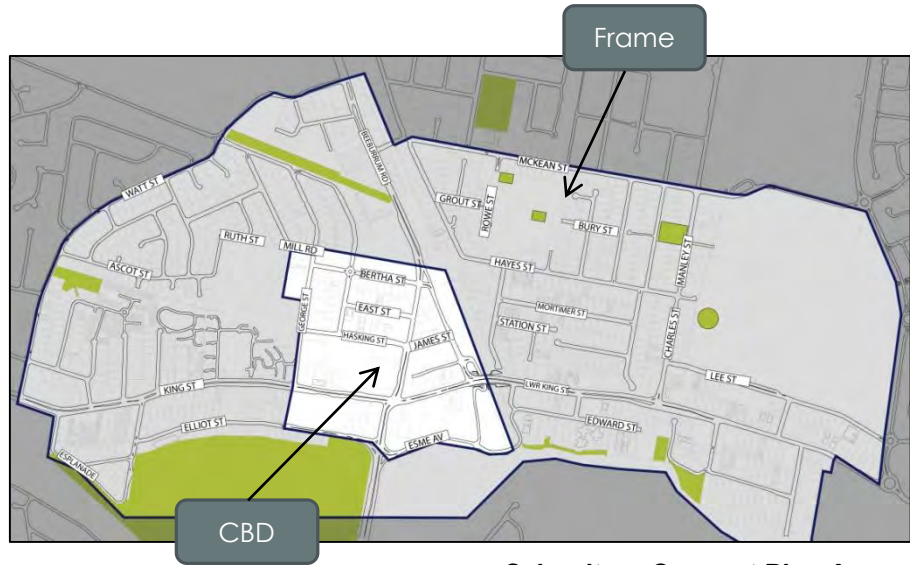


**Top to Bottom:** New public Spaces at Esme Avenue and The Lakes Centre; Refurbished buildings at Caboolture Park; and the Council Offices

## Explanation

### The Area for this Plan

This plan has been prepared to guide the development of the Caboolture centre precinct, referred to within this document as the CBD, shown in the following diagrams.



Caboolture Concept Plan Areas



The Area for this plan: Caboolture CBD



### **What is an Urban Design Concept Plan?**

An Urban Design Concept Plan is a detailed document to guide development.

It is an aspirational document introducing contemporary ideas to guide development proposals and development assessment.

This Concept Plan considers the opportunities Caboolture offers, including its location and excellent public spaces.

It shows a way to develop private and public space to make the most of these opportunities, with the aim of:

- Allowing landowners to develop their land in a way which meets the long term needs of the community.
- Promoting the best use is made of public investments such as improved public spaces.

### **What does the Caboolture Urban Design Concept Plan do?**

The Concept Plan includes:

- Detailed guidance on development in the CBD to preserve and improve its character as it develops.
- Concepts for the development of public spaces.
- Specific guidance on the development of certain (more significant) sites.

### **Preparation of the Caboolture Urban Design Concept Plan**

The first stage in deciding how the central Caboolture will be developed was the Caboolture Morayfield Principle Activity Centre Strategy (CMPAC), adopted by Council in November 2012.

This high level document defined how development would occur in a strategic sense. It provides guidance for land zoning and where different land uses and activities should happen.

The Concept Plan provides urban design guidance. It includes more detail and improved mapping, to bridge the gap between the high level strategy and

individual development proposals.

The Concept Plan is also based on a previous study – the Caboolture CBD Urban Design Framework, completed in 2009. Many of the concepts in this plan originated from this previous study.

Urban design refers to the function, arrangement and appearance of towns and cities. In other words, urban design considers how a place works, looks and feels.

It is about how all the elements of the environment such as streets, parks and buildings work together to create convenient, safe, comfortable places that support the way people want to live, work and play.

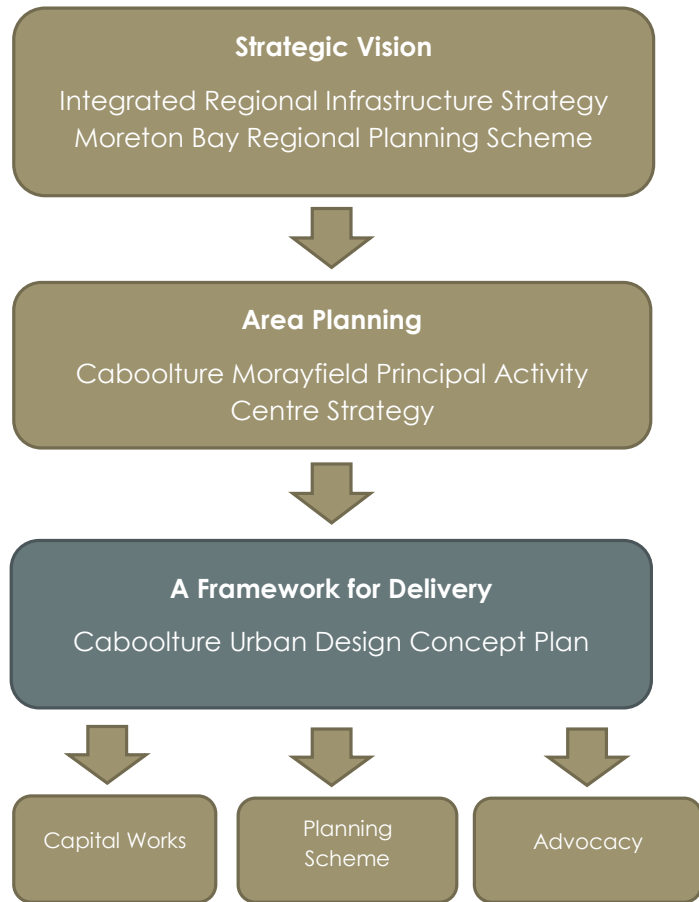
### Future Delivery

The Concept Plan:

- Guides development and informs the provisions of the Moreton Bay Regional Planning Scheme.
- Guides future Council projects.

It seeks increased co-ordination between private and public investment to maximise the benefits from both.

The Concept Plan will be supported by the Moreton Bay Planning Scheme, to shape the form of development that takes place; and through the Council's Capital Works Program.



## Vision

In 2031 the Caboolture CBD is a flourishing centre with a wide range of activities. It is a place where people come to live, work and enjoy themselves.

The town has attractive mid-height buildings. Public spaces are interesting and safe to be in.

People appreciate the traditional country town character of Caboolture has been retained, even as new buildings have appeared.

There is a range of specialty shops and Caboolture is a centre for entertainment in the region. People wander through the streets, squares and lanes and discover new places, shops and restaurants and walk along the lake fronts which are easily accessible from town.

Lots of people work in the CBD in small businesses and in regional offices of major companies.

Traffic flows slowly through the centre but does not dominate it. Parking is easy to find with the help of a smartphone app that monitors the town's parking spaces and directs people to the nearest vacant space.



**Visions for a future CBD: Public space and new buildings**

### **A centre of 3-6 storey buildings**

This plan envisages a mid-rise CBD with some high rise near the station.

Caboolture will not be a high rise centre because of the large size of its CBD and the cost of tall buildings and basement parking. Instead, its strength will be its strongly defined streets and supply of relatively easy to develop land.

# Urban Framework



Detail of a Vision for Caboolture 2031

## CBD Structure

The structure of the CBD is based on what streets and spaces are used for and how buildings interact with them.

The most important spaces are those that are used most, either because they have a lot of people walking or cycling through them, or because they are the places where things happen, like the town square or main shopping area.

These spaces are where the best built frontage should be so that the CBD is an interesting and attractive place to be.

Other streets have more traffic and a different design response is needed. The diagram below shows the different use of streets and spaces in the CBD.

The urban structure is what determines how streets, spaces and buildings should look and function.

### Structure of Public Spaces

-  High amenity, busy street, strong pedestrian priority
-  High vehicle traffic mixed emphasis (Beerburum Road)
-  High amenity pedestrian space, eg off road routes or river front
-  Lower volume mixed use street
-  Public space (existing or proposed)
-  Important pedestrian junction, feature public space framed by buildings.
-  Possible new building
-  new street or street like connection



**CBD – Structure of Streets and Public Spaces**

Note position of buildings is indicative

## 1 Land Use

As the CBD grows in size, the number and variety of activities that take place within it will increase. There will be more offices, commercial employment and apartments.

### Retail

Caboolture will focus on niche retail that serves the local area (such as the large workforce) and people who come to enjoy its range of facilities.

It will not compete with Morayfield for mainstream comparison shopping.

Shops will be on King Street, and may also spread onto Beerburrum Road and James Street.

### Residential

The Council expects more people to live in the CBD. There will be around 500 apartments here by 2031.

Apartments will be built next to the Caboolture River and Lakes to take advantage of views and open space.

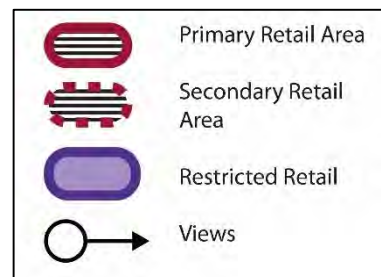
Residential development may also form part of mixed use buildings throughout the CBD. Because of its elevated position, buildings on King Street will have views of the Glasshouse Mountains as well as the Caboolture River.



Views from potential residential towers



Preferred and restricted areas for retail

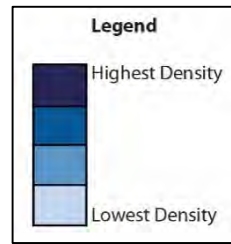


## 2 Built Form

The land near the station and the town square is the central area of the CBD and is the best place for the tallest buildings and highest density.

Buildings on Beerburrum Road demonstrate Caboolture is thriving: a good place to live and do business.

An ideal urban form is shown below.



### Desired Urban Form

- 1 Taller buildings (6 storeys +) on Beerburrum Road and close to the station
- 2 Buildings are no more than 3 storeys next to King Street (tall buildings step down)
- 3 Intermediate height buildings throughout the rest of the CBD
- 4 Taller residential buildings next to Caboolture River



**Caboolture 2031 Built Form**

### Development Scenarios

There are two development scenarios presented below.

These scenarios show what might be built in the CBD and help determine what the Council's aspirations should be for built form matters such as height and building design.

Both of the scenarios are ambitious and desirable outcomes. Both would require a significant increase in the amount of development taking place at present.

The first is an optimistic scenario with 300,000m<sup>2</sup> of commercial and community space and 500 apartments.

The second is a lower scale of commercial development (200,000m<sup>2</sup>), which would double the amount of floorspace in the CBD. This scenario also has space for 500 apartments.

Both scenarios will take more than 20 years but they show what the CBD could become in future.

### Scenario 1: 300,000m<sup>2</sup>

In this scenario, the CBD is comprised mostly of 5 and 6 storey buildings, with 8 storeys in the core.

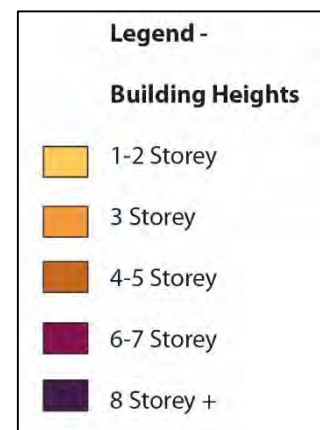
This is the amount of development CMPAC anticipates.

This scenario requires a transformational increase in development, such as the location of new state government offices in the CBD, helping Caboolture capture the majority of the commercial development market for the region and Northern Brisbane.

### A centre of 3-6 storey buildings

Both scenarios envisage a mid-rise CBD with some high rise near the station.

Caboolture will not be a high rise centre because of the large size of its CBD and the cost of tall buildings and basement parking. Instead, its strength will be its strongly defined streets and supply of relatively easy to develop land.



**CBD Concept 1 – 300,000m<sup>2</sup> of Commercial Space**



**Scenario 2: 200,000m<sup>2</sup>**

The second scenario shows 200,000m<sup>2</sup> of office / retail space. This lower growth outcome is a more realistic scenario to aim for until a transformational shift occurs to drive development. It is comprised mostly of 3 storey buildings, with 6 storeys in the core.

It would also represent a dramatic increase in the rate of development and is an aspirational scenario.

In the short term, 3 storey buildings (higher in the core areas as shown) make efficient use of the land and keep buildings affordable.



**Examples of Low and Mid-Rise Development (Mooloolaba and Buderim)**



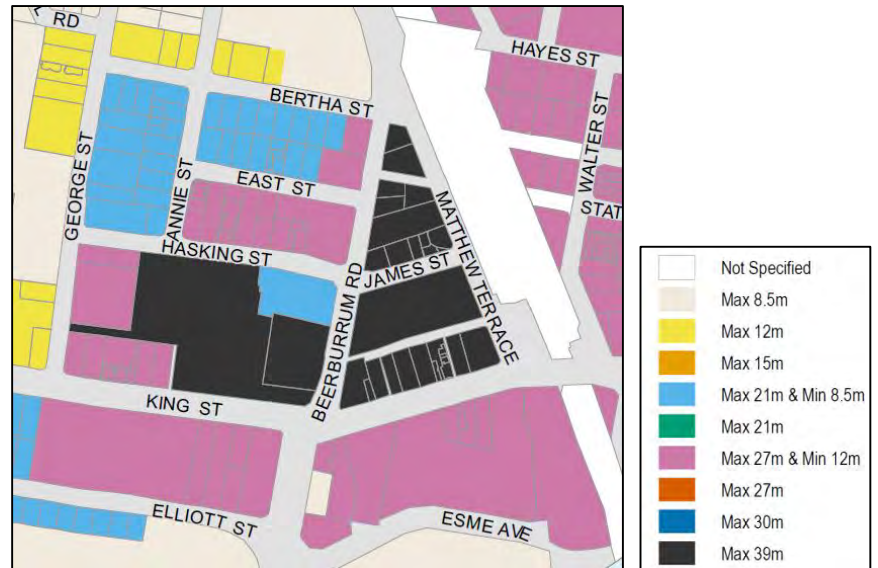
**CBD Concept 2 – 200,000m<sup>2</sup> of Commercial Space**

## Height Limits and Podiums

### Minimum Heights

Minimum heights are shown in the diagram opposite and are needed to:

- Make sure the opportunity for making the best use of the best land is not wasted.
- Create a sense of enclosure and importance on the streets.



**Caboolture CBD building heights**

### Maximum Heights and Podiums

#### Heights

Height limits are aimed at managing the density of development to place the highest density nearest to the station. They also help to avoid over-concentration of activities on one site.

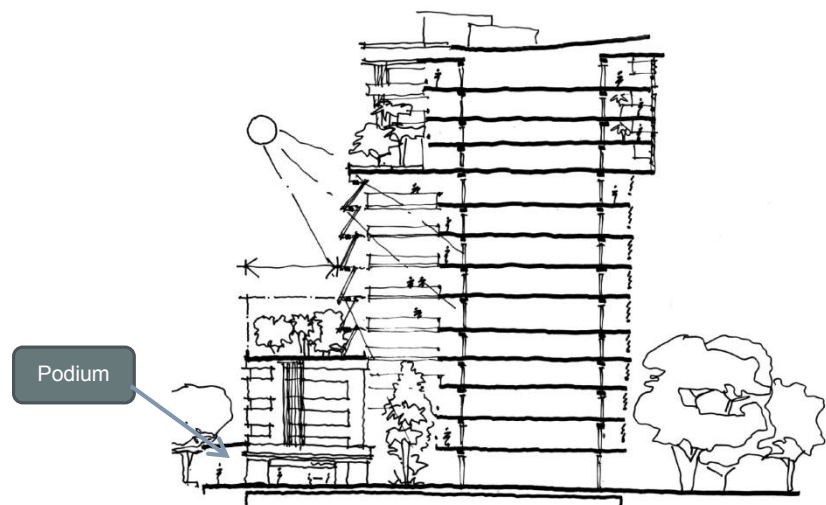
Taller buildings can be permitted if they achieve high standards of design and are well located.

#### Podiums

Podiums keep the height next to the street moderate, allowing tall buildings if their upper levels are set back.

#### Podiums:

- For sites that adjoin Elliot Street, Esme Street, James Street and Hasking Street – maximum podium height of 15m, with minimum 6m setback for parts of the building higher than 15m.
- For sites that adjoin King Street and George Street – maximum podium height of 12m, with minimum 6m setback for parts of the building higher than 12m.



**Cross Section through a building with a podium**

### 3 Frontages

The most important component in a successful street is the way the space is framed and defined by buildings.

Buildings in the CBD must line the footpath and actively create the urban experience. A lively and engaging street scene is part of the experience of a town centre.

The more people use a street, the more important its design is. The type of frontage expected is therefore related to the street type (as described on page 10).

### Components of Design

- 1 Ground floor:
  - Active frontage (windows and doors facing the street);
  - Buildings built to the back of the footpath;
  - Modulation (e.g. pillars) every 5-10m.
- 2 Awnings overhang footpath
- 3 Upper floor:
  - Active frontage (windows and balconies face the street);
  - Modulation every 10-20m.
- 4 No parking between buildings and the footpath (may be on-street parking).



### Components of Design

### Ground Floor

The ground floor is the most important part of any building as it is what defines the street space, where the people are.

This is where the most detailed design requirements exist.

### Buildings built to the back of the footpath

For public space to be well framed, buildings must be built to the front of the site throughout the centre.

There are very limited exceptions. These are on minor streets and provide for back of house facilities, to allow buildings to face more important streets. They are shown as "Best Places for lower quality" on the diagram. Appropriate screening and articulation of buildings will be needed in these locations.

### Awnings

The plan also shows the locations where awnings are required.

- Highest Quality Frontage (75%+ active)
- High Quality Active Frontage
- Medium Active Frontage
- Best places for lower quality where necessary
- Awnings



Frontages and Awnings in Caboolture

## Active Frontage

There are three different "levels" of active frontage, depending on how busy the street is and what happens there.

These are shown in the diagram opposite.



**Example: Frontage Type A**

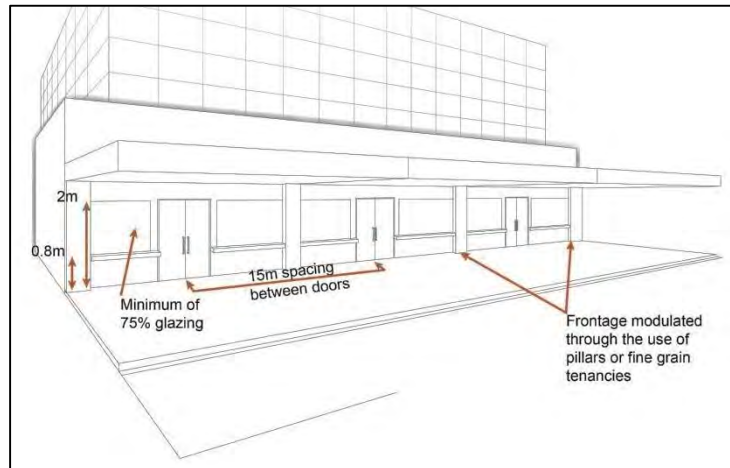


**Example: Frontage Type C**

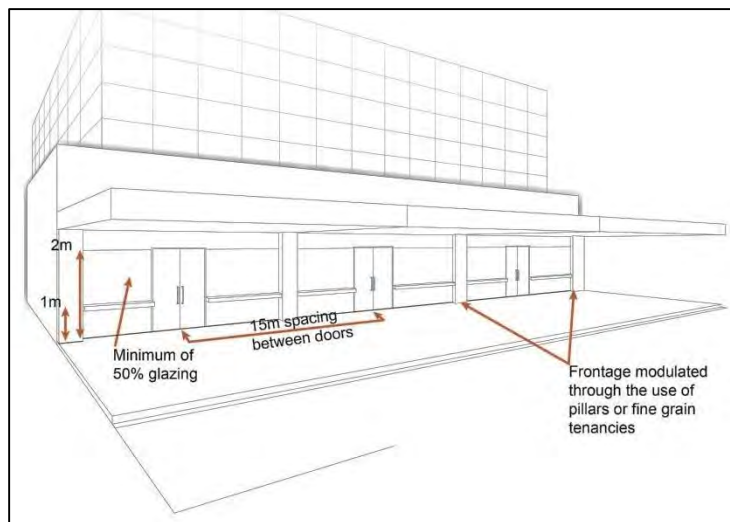
Active frontage refers to buildings having a high proportion of doors and windows, which allow passers-by views of activities taking place inside.

Active frontage makes a public space interesting and encourages people to stay.

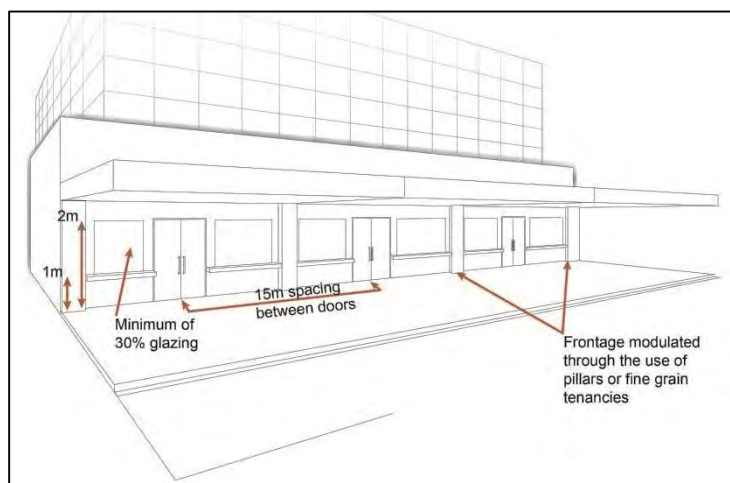
## Types of Active Frontage



**Active Frontage: Type A**



**Active Frontage: Type B**



**Active Frontage: Type C**

## Modulation

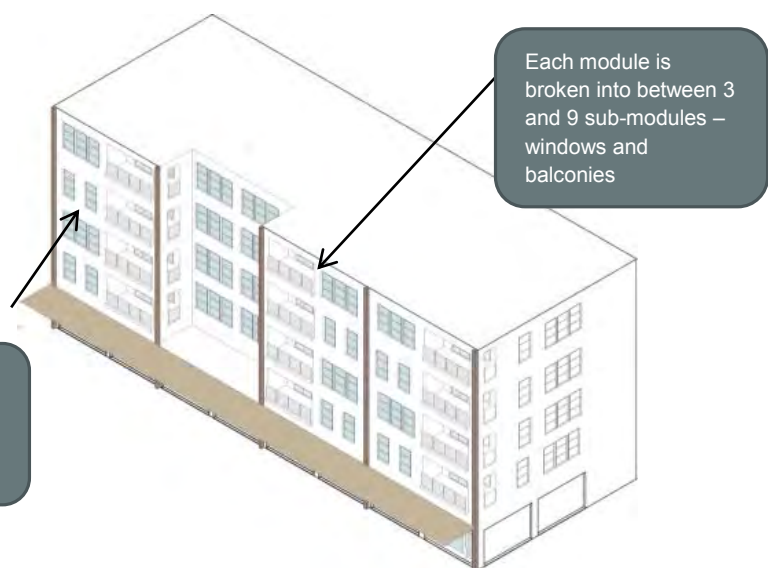
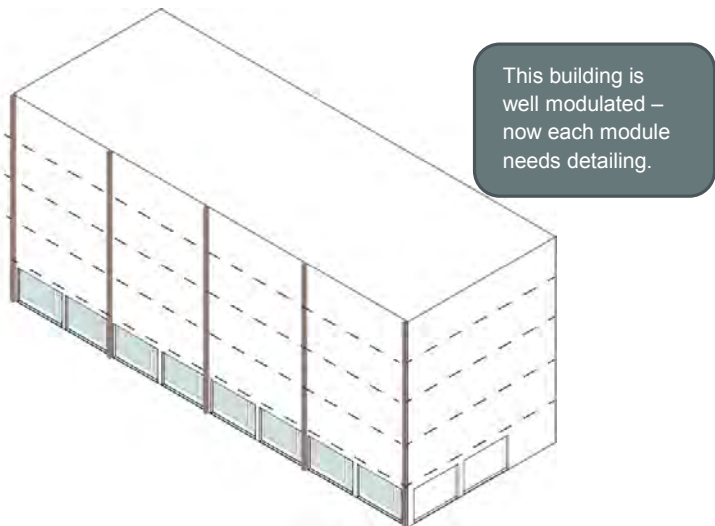
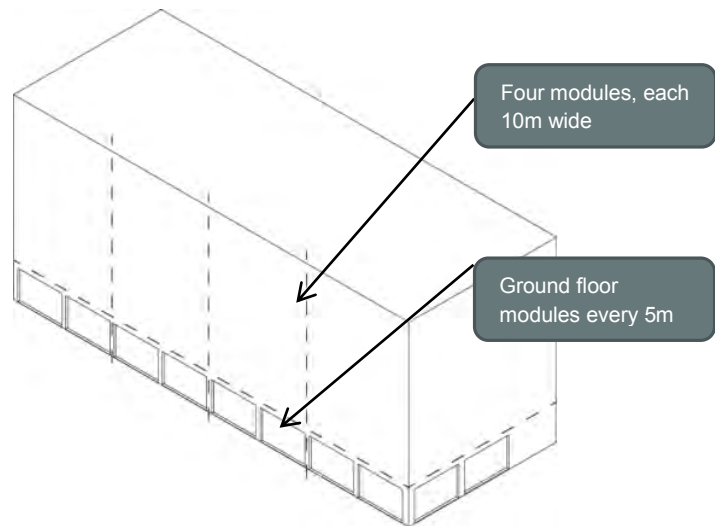
The aim of modulation is to break the frontage up into distinct modules in a way that helps people to make sense of the building; and to provide detailing within modules.

The exterior of the building should tell a story to passers-by about the structure and use of the building.

The diagrams on the right show an example of how a building could be modulated.

Ground floors are very active and are divided into modules with a width of 5-10m to be interesting for passers-by.

Upper floors are viewed from further away and should be divided into modules 10-20m wide, to break up the building facade.



Concept for modulation and detailing of buildings

### Upper Floors Active Frontage

The purpose of Upper Floor Active Frontage is:

- To provide overlooking of public space.
- To make the building interesting to look at.



Upper floor active frontage





A street of well-modulated and activated buildings (Varsity Lakes)

## 4 Corners



**Feature Corners**

-  Most Important Feature Corner
-  Prominent Corner

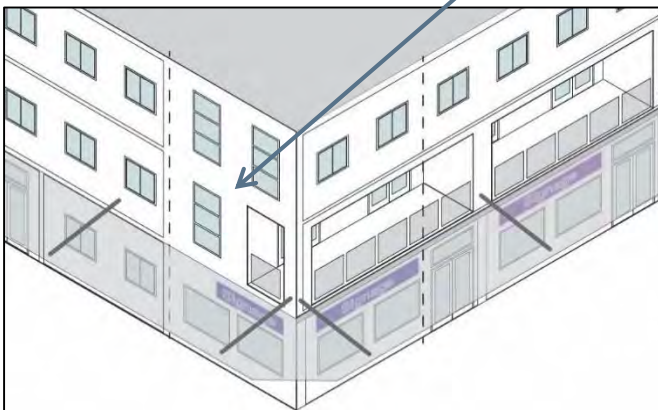
### Important corners in Caboolture



### Prominent Corners

On prominent corners, buildings must have attractive active frontage facing both directions.

High proportion of active frontage within 5m of corner (at least 20%)



These buildings address both streets (Varsity Lakes)

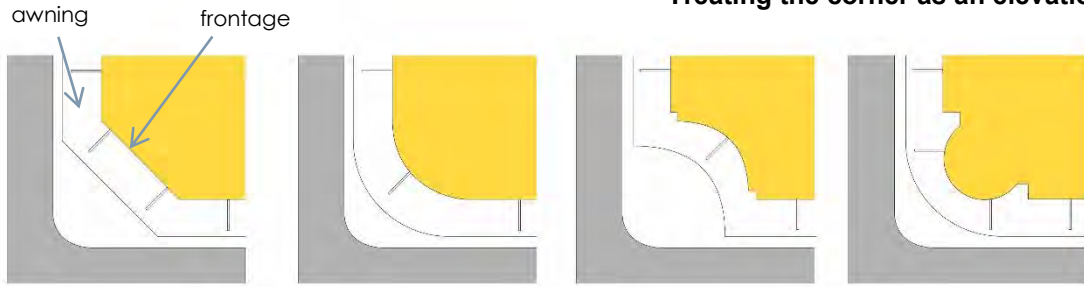


**Feature Corners**

On feature corners, buildings will have an elevation directly addressing the corner with a door opening directly out onto it. They will have a form similar to one of these:



**Treating the corner as an elevation**



1 - Treating the corner as an Elevation

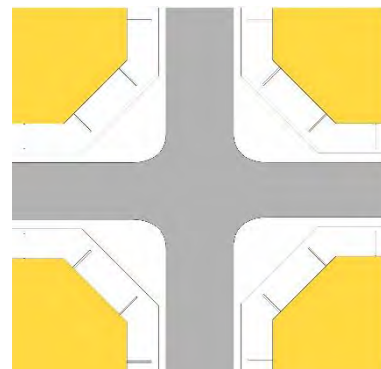
2 - Rounding off the corner

3  
More complex corner treatments

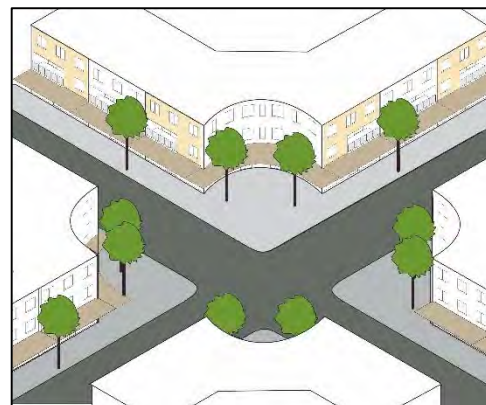
4

**Some corner treatment forms**

These feature corners are located on busy junctions on the Beerburrum Road where a lot of people are present both in cars and on foot. By addressing the junction directly, they create interesting space.



At the junction of James Street and Hasking Street, buildings should use a concave form (shown as 3 above) to create a circus around the junction (see concept 7 for details).



**Using corners to create public space**

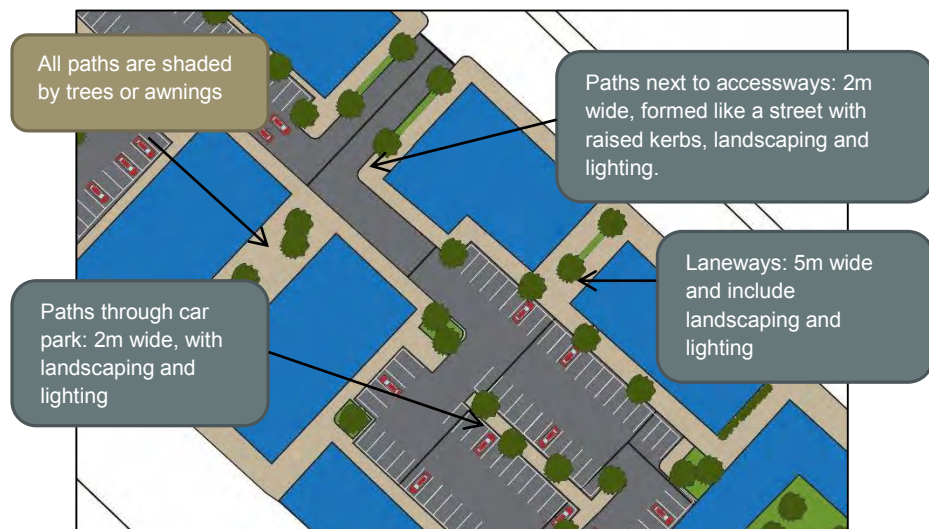
## 5 Connections and Easements

### Pedestrian Links

Caboolture will need a network of pedestrian links to make it easier to walk around the centre.

As the CBD grows these may be used as laneways and provide increased access for buildings that front them.

Laneways are an important part of providing for a larger and more intensively used centre.



**Required walking connections**

### Types of Path

There are important walking and cycling routes through the CBD car parks and these will be shady and pleasant to use. They will be formed as shown in the diagram.



**(Left to Right)  
Laneway; Path through car park; Pedestrian Amenity Space**

### Pedestrian Amenity Spaces

Pedestrian Amenity Spaces are resting points on mid-block connections to break up the journey across a car park.

They will provide shade (usually in the form of at least one tree), be set in a landscaped area and include a bench.

### New Streets

Two new streets are shown, both running south from King Street.

Both are in the location of existing accessways that will be upgraded to create high quality spaces.



**Formation of walking connections**

## 6 Vehicle Access and Car Parking

Car parking and service areas for buildings will be in the block interior (sleeved by buildings) and not next to the streets.

These areas are important for the way the CBD works but they are unattractive for people in the town.

A network of vehicle access easements will give access to the interior of the blocks for the use of all the different sites.

### Integrated Car Parking

Car Parking will be arranged in a clustered car park, rather than separate car parks for each landowner.

There will be shared accesses within the blocks, behind the buildings and through the central car park.

These accesses will be provided by easements as shown on the diagram opposite. Ways to achieve this are:

- Via conditions for development applications
- Council obtains easements (or ownership) of accessways

Shared parking is more efficient and convenient:

- Each site does not need to cater for its own maximum parking demand.
- It allows people to park once in the centre – they do not need to move their car between different sites on the same visit.



Vehicle Easement

Required Vehicle Easements

### Intelligent Parking

The Council is investigating the use of new systems to monitor parking in the centre. These direct drivers to where spaces are available, for instance through a smartphone app.

This makes parking more efficient and convenient. It is easier to find parking spaces and less are needed overall.

### Integrated Building Servicing

A well designed town centre needs rear accesses to organise the “back of house” areas of commercial buildings. These should not be located next to streets.

As for parking, there needs to be easy access to these areas (for service vehicles).

A network of vehicle easements is an important part of making the CBD function as intended.

It can be hard to make the back of buildings attractive. An important part of creating attractive streets is managing where the back of the building faces.

## Detailed Concepts



## Public Space Concepts



### Legend

-  Public Space Concept
-  Public Space (existing or proposed)
-  Important pedestrian junction, to be feature public space framed by buildings.

### CBD Public Space Concepts

Number	Concept
1	Town Square
2	Centenary Lakes Connection
3	Lions Park
4	Esme Avenue
5	Lakes Centre Square
6	Caboolture Station Plaza
7	James Street / Hasking Street Corner

## 1 Town Square

The Square is the most important destination space in the CBD. It is one place that showcases a vibrant and attractive centre and draws people to the town. A busy town square symbolises a successful Caboolture. The more people using the space, the better.

The square works well and is attracting more and more people. The next step is to improve its built edges so that they invite people to spend time in the Square.

The Square is the ideal place for outdoor dining, away from the noise of the main roads. People in restaurants and cafes spilling out into the square will make the square a more exciting place to be.

The edges of a public square are the most important part.

People like to stop at the edge of a square, where they can see what is happening and have more protection from the climate.

The buildings around the edge of a square must be interesting and invite people to linger outside, providing places and reasons to stop.

See also Key Site  
Concepts 1-3



**The Caboolture Town Square**



**Visions for a town square with more active edges**

Concepts for new buildings are described under Key Sites

## 2 Centenary Lakes Connection

Centenary Lakes is a magnificent park, just 100m metres from the CBD, a place beside the heart of the town to escape from the busy urban atmosphere.

At the moment it is difficult to walk from the CBD to Centenary Lakes because there are no direct connections.

A new connection will be established from the Town Square to Centenary Lakes, for example through the vacant land at 56 King Street.

See also Key Site Concepts 4 and 5



**Centenary Lakes**



**Possible site for connection**



**Concept 1: Long term vision for a new connection lined with new buildings**

### *Dealing with the Slope*

The steep slope of this site means a universally-accessible footpath cannot easily be built through it.

Options for an accessible connection include:

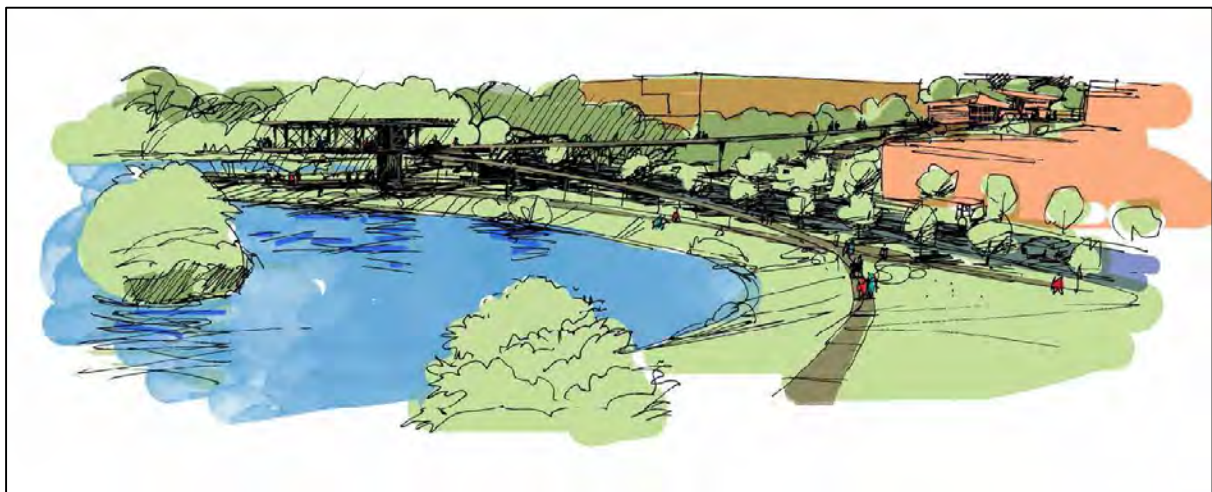
- The use of a lift and wide stairs.
- A signature bridge over Elliot Street to Centenary Lakes
- A ramp (with switchbacks) which may wind its way partly through neighbouring sites.

A connection will be made in the short term even if it is not universally accessible.

In the longer term, the best option for a fully accessible connection will depend on the use of the surrounding sites. There is no preferred Concept at this stage.



**Above: Centenary Lakes**



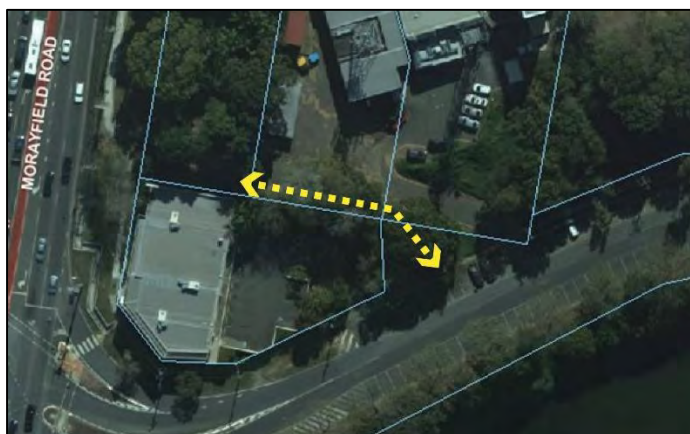
**Concept 2: A Signature Bridge over Elliot Street**



### 3 Lions Park

There will be a new walking connection from Lions Park to Esme Avenue and the Caboolture River.

The link connects the town to its natural setting and makes use of Lions Park as part of a high amenity walk.



Route of new walkway



Location of new walkway from Esme Avenue



Vision of New Walkway, seen from Esme Avenue

#### 4 Esme Avenue

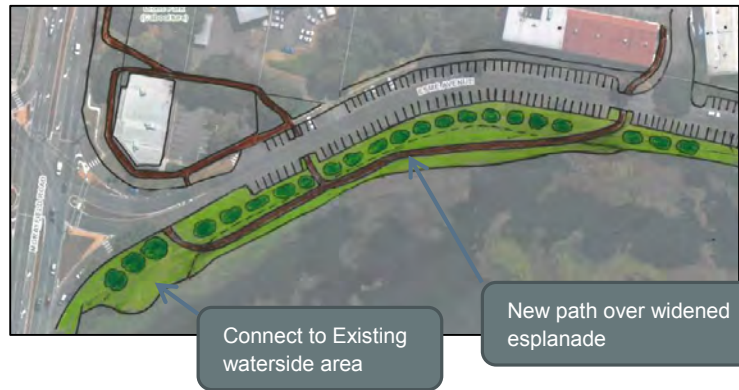
A new walkway / cycleway built on a widened esplanade will give people the option of walking along the riverfront along a shaded path under the established trees.

A new parklet will be provided. It will be an open space for people living in new apartments in the area as well as people stopping in the CBD.

This may be:

- in the centre of the walkway
- based on the existing area next to the bridge

The natural appearance of the lakes will be retained.



**Concept for Esme Avenue Esplanade and link to Lions Park**



**Esme Avenue Esplanade Now**



**Concept for Esme Avenue Esplanade Walkway**

## 5 Lakes Centre Square

A new square will be established within the Lakes Centre when it is redeveloped.

It will help provide structure to the area and a space that can be used by the residents of new apartments. It will also make the most of the amenity provided by mature trees on this site.

A new road (or street-like connection) will run through the site from King Street to the River.

See also Key Site  
Concept 6



**Lakes Centre Square**



**Concept for Redevelopment of Lakes Centre Square**

## 6 Caboolture Station Plaza

See also Key Site  
Concept 8

This new public space will welcome people to the station.

Lots of people pass through the square and will be a very pedestrian friendly space, with high quality landscaping and active edges.

New buildings may be developed around the square and will add to the sense of importance for this key public space.



**Entrance to Caboolture Station from Matthew Terrace**



**Aerial view of possible station square**



**Future Station Square with redeveloped building (viewed from James Street)**

## 7 James Street / Hasking Street Corner

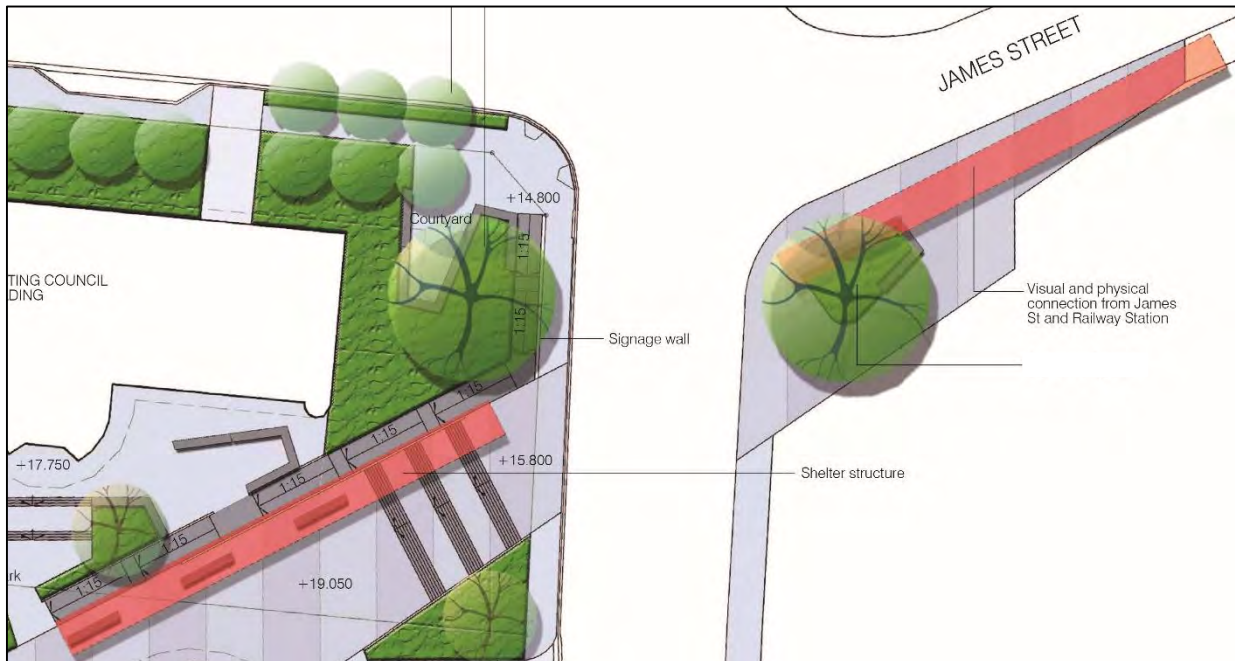
This is a busy junction with lots of passing pedestrian and vehicle traffic.

New buildings stepped back from the corners will transform the junction into a visually impressive public space.

The concept shown is the use of concave corners to mark the junction out as a landmark and provide space for trees and pedestrians.



**The use of concave corner treatments to define the junction**



**A sightline should be retained from the Town Square to the Station**



**Current buildings facing onto Beerburum Road**

## Key Site Concepts

The sites shown in red below are especially important to the character and appeal of the CBD. They are either large, in a prominent place or have special features.

The most important interest that the Council has in these sites is that they should address the street or public space attractively.

This section shows how these sites may be redeveloped over time

<i>Number</i>	<i>Concept</i>
1	Council Building
2	Community Centre Site
3	33 King Street
4	Caboolture Park Shopping Centre
5	54 King Street
6	James Street
7	Station Car Park
8	Annie Street Buildings
9	9 George Street



## 1 Site of the Council Building

A new or refurbished Council building will have a more interesting frontage to the Town Square.

The ground floor will be more open to the square and there may be other activities like shops or community space.

Upper floors will have better modulation and detailing.

The east side of the building will open directly onto the junction with Beerburrum Road and have active frontage to the plaza here.

Refer also to Public Space  
Concept 1- The Town Square



**Council Building**



**Façade facing onto plaza and Beerburrum Road**



**Concept for a revised Façade facing the Town Square**

## 2 Community Centre Site

This site is the place for a mixed-use building to compliment the Hub next door.

It will have community uses on the ground floor (as it does now), with a first floor exhibition or conference space.

It may also have upper floor apartments or hotel rooms to take advantage of views to the Glasshouse Mountains and the amenity of the square.

Refer also to Public Space  
Concept 1 - The Town Square



**The Community Centre is on the left of this picture**



**Concept for a new Building on the Community Centre Site**



### 3 33 King Street

A new, lively and inviting frontage will be created where this building faces onto the Town Square.

This is the ideal place for outdoor dining. Restaurants and cafes will spill out from the building onto the square and create an exciting destination here.

Refer also to Public Space  
Concept 1- The Town Square



**33 King Street, facing the town square**

This building's flat, reflective frontage discourages people from using the space in front of it. It does not form a good edge to the Town Square.



**Concept for revised building at 33 King Street**

#### 4 Caboolture Park Shopping Centre

In the lifetime of this Concept Plan, Caboolture Park could be either refurbished or redeveloped (or both).

##### *Refurbishment Concept*

A refurbished Caboolture Park is shown below.

It has a well-modulated frontage to break up the façade into distinct segments, to create an interesting street scene on King Street.

The ground floor will remain active, with modulation every five to ten metres to break the frontage into distinct segments.

There is an additional entranceway on the east side of the building, and windows wrap around the north east corner.

See also Public Space Concept 2 – Centenary Lakes Connection



**Caboolture Park**



**Concept for refurbished Caboolture Park**

### **Redevelopment Concept**

Views over Centenary Lakes provide an ideal site for mixed use with ground floor retail and offices and apartments above.

#### **North Facade**

The façade facing King Street will be three storeys, with taller buildings in the middle of the site.

#### **South Facade**

The façade facing Elliot Street will have apartments or offices facing the street (deliveries will take place within the site). There will be entrances to the building from all directions.



**South Façade now, and redevelopment concept**



**Concept for North Façade as seen from King Street**

### West Façade

An improved pedestrian environment (a street or similar form) will replace the current car accessway. Buildings will address this with active frontage.



### East Façade

New buildings will address the new Centenary Lakes Connection. There will be at least one entrance to the site from this side.



**Concept for West Façade**



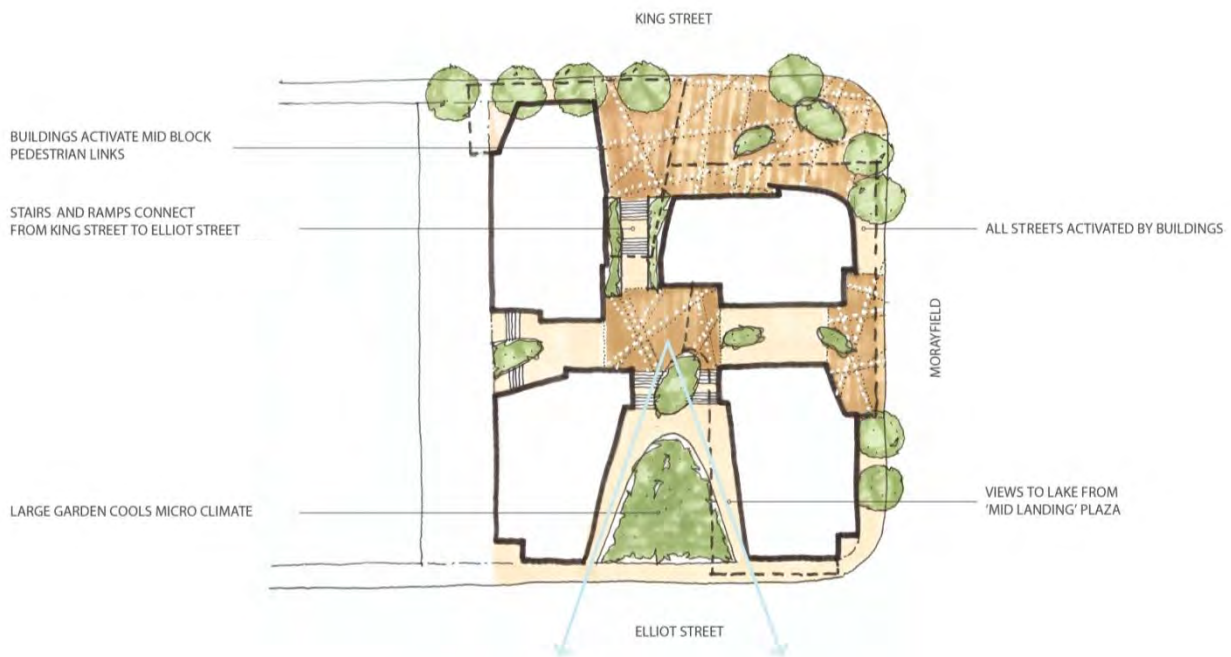
**Concept for East Façade**

## 5 54 King Street

This site has the opportunity to open itself to the new walkway so people are invited into the middle of the block.

It could be developed at the same time as the walkway to help deal with the slope.

See also Public Space  
Concept 2 – Centenary  
Lakes Connection



**Possible development at 54 King Street**

## 6 James Street (Council owned Site)

A new mixed use building will wrap around the edge of this site. It will have a height of at least 6 stories, with some taller or less tall elements creating an interesting mix of heights over the site.

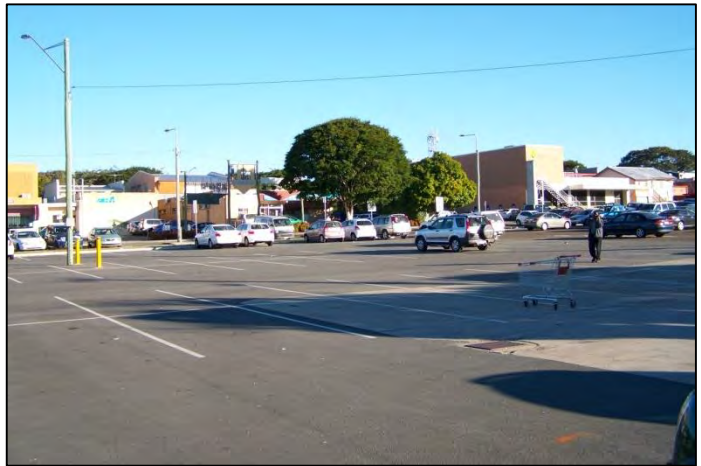
There will be commercial space on the ground floor, with upper floors being a mix of apartments and offices.

### *Development over time*

The site is very large and the demand for high quality space is limited at present.

Two possible solutions to this are that:

- The site is developed in stages (as shown on the next page).
- Buildings are designed to be easily converted from residential to office space.
- Temporary buildings with a limited lifespan are installed until the CBD matures enough to support higher densities.



**The James Street Site**

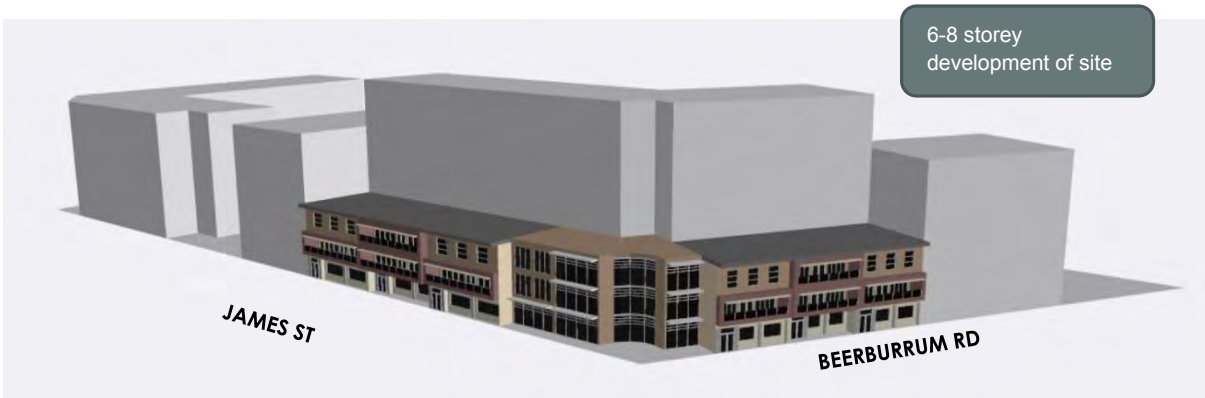
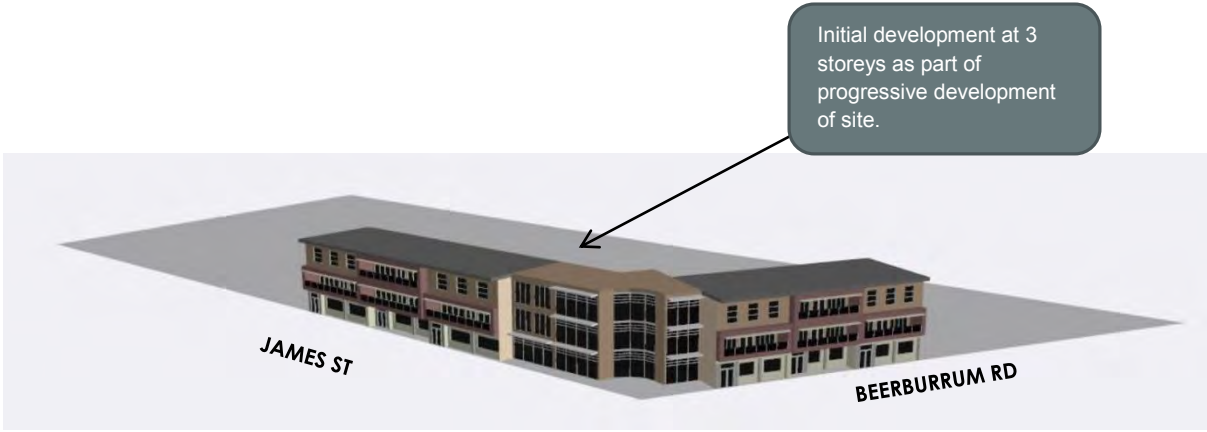


**The 3 storey buildings above are town houses that can be easily converted to offices (North Lakes).**



**A temporary shopping arcade built from shipping containers (Christchurch).**

See also Public Space  
Concept 7 – Lakes Centre  
Square



**Progressive Redevelopment of the Site**

*Short Term Uses*

In the short term, the focus will be on improving the appearance of the area and making James Street more appealing to pedestrians.

The temporary parking will be removed as planned and that area returned to grass.

A footpath will be built through the middle of the area and trees planted throughout the car park.

The frontage with James Street will be landscaped with a hedge.

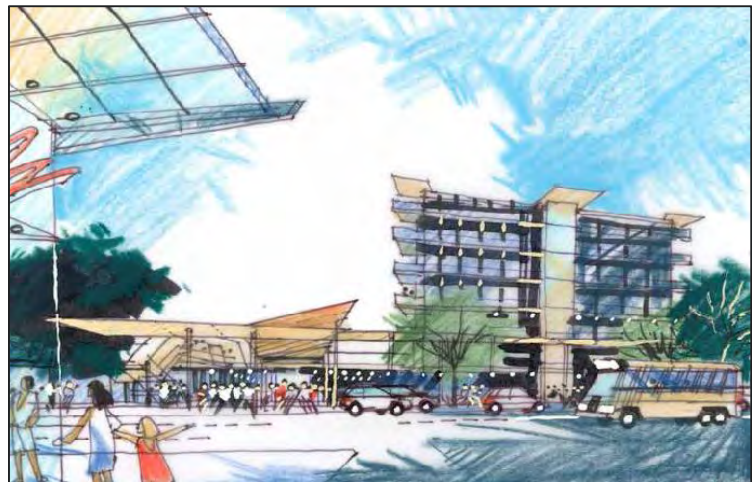


**Concept for short term configuration prior to development**

## 7 New Buildings at Station Entrance

New buildings around the station square will activate the space and make the most of the central location.

See also Public Space  
Concept 6 – Station Plaza

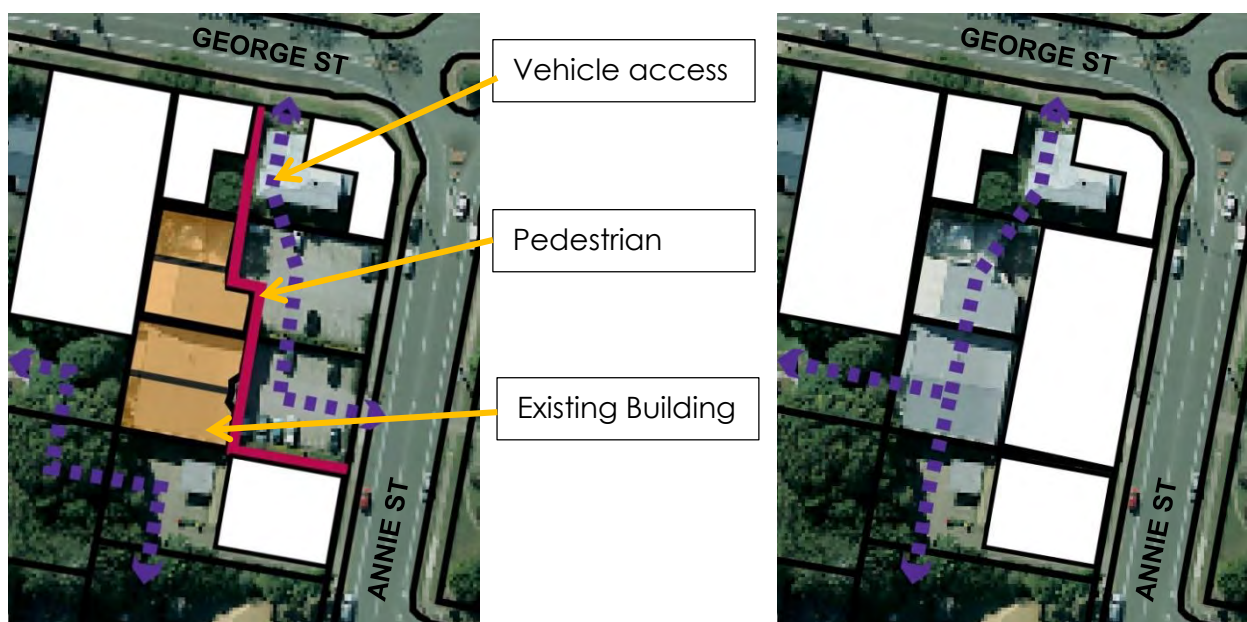


Possible new buildings at the station entrance

## 8 Annie Street buildings

In time, these two buildings (set back from the road) will be replaced by ones that face the road. This may take longer than 20 years.

In the short term, Council will work towards re-organising the car parks so that they are integrated with each other and new development to the north.



Integration of sites on Annie Street in the short term (right) and the long term



## 9 9 George Street

New development at 9 George Street will be designed to maintain the trees and connections through the site. New buildings will face the laneways and treat them as streets.



**Mature trees on lane next to the multi-level car park (above) and in the centre of the site (top)**



**Concept for redevelopment of site opposite car park**

## Framework for Delivery

### Delivering the Vision

This plan outlines a vision for the future of the Caboolture CBD. It is aspirational and at times provocative to stimulate a new approach and innovation. It aims to shape future development and public investment to realise this vision.

The tools for achieving this are:

- The Moreton Bay Planning Scheme. Provisions in the scheme will provide opportunities for innovative design in the CBD.
- Council's Capital Works Program. The plan includes items Council will provide such as new public spaces and walking connections. These items would be funded through the Capital Works Program and the Priority Infrastructure Plan over the next 20 years.
- Special Council Projects such as the development of land that Council owns (eg the Hub).
- Advocacy. The Council will work together with landowners to help them to realise the opportunities in the Concept Plan.

#### We will:

- Adopt as Council Policy the Caboolture Urban Design Concept Plan.
- Assign responsibility for the implementation of the Plan within the organisation.
- Ensure the Moreton Bay Regional Planning Scheme reflects the outcomes described in this Plan.
- Work co-operatively with landowners to help them be consistent with the Plan.
- Ensure that Council Projects are consistent with the Plan.

## End Notes

<b>Amendment Number: 2</b> <b>Adopted: 27 June 2017</b> <b>Effective from: 3 July 2017</b>	
<b>Planning Scheme Policy Reference</b>	<b>Summary of amendment</b>
-	<ul style="list-style-type: none"><li>• Amendment to reflect the terminology used in the <i>Planning Act 2016</i>, the <i>Planning Regulation 2017</i> and related state planning instruments.</li></ul>