

Part 5 Appendices

Appendix A

Moreton Bay Regional Council Planning Scheme - Amendment Document - Part 4 Local Government Infrastructure Plan.

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4 Local government infrastructure plan

4.1 Preliminary

1. This local government infrastructure plan has been prepared in accordance with the requirements of the ~~Sustainable Planning Act 2009~~. **Planning Act 2016**.
2. The purpose of the local government infrastructure plan is to:
 - a. integrate infrastructure planning with the land use planning identified in the planning scheme;
 - b. provide transparency regarding a local government's intentions for the provision of trunk infrastructure;
 - c. enable a local government to estimate the cost of infrastructure provision to assist its long term financial planning;
 - d. ensure that trunk infrastructure is planned and provided in an efficient and orderly manner;
 - e. provide a basis for the imposition of conditions about infrastructure on development approvals.
3. The local government infrastructure plan:
 - a. states in Section 4.2 (**P**lanning assumptions) the assumptions about future growth and urban development including the assumptions of demand for each trunk infrastructure network;
 - b. identifies in Section 4.3 (**P**riority infrastructure area) the prioritised area to accommodate urban growth up to 2027;
 - c. states in Section 4.4 (**D**esired standards of service) for each trunk infrastructure network the desired standard of performance;
 - d. identifies in Section 4.5 (**P**lans for trunk infrastructure) the existing and future trunk infrastructure for the following networks:
 - i. stormwater (quality, quantity and riparian corridors);
 - ii. transport (roads and active transport);
 - iii. public parks and land for community facilities.
 - e. provides a list of supporting documents that assist in the interpretation of the local government infrastructure plan in ~~Section 4.6 (Extrinsic material)~~ **the Editor's note – Extrinsic Material**.

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4.2 Planning assumptions

1. The planning assumptions state the assumptions about:
 - a. population and employment growth;
 - b. the type, scale, location and timing of development including the demand for each trunk infrastructure network.
2. The planning assumptions together with the desired standards of service form a basis for the planning of the trunk infrastructure networks and the determination of the priority infrastructure area.
3. The planning assumptions have been prepared for:
 - a. the base date of 2016 and the following projection years ~~to accord with future Australian Bureau of Statistics census years~~:
 - i. mid 2021;
 - ii. mid 2026;
 - iii. mid 2031; and
 - iv. mid 2036.
 - b. the LGIP development types in column 2 that include the uses in column 3 of Table 4.2.1 Relationship between LGIP development categories, LGIP development types and uses.
 - c. the projection areas identified on Local Government Infrastructure Plan Map LGIP-1 PA in Schedule 3 - Local government infrastructure plan mapping and tables.

Table 4.2.1 Relationship between LGIP development categories, LGIP development types and uses

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
Residential development	Detached dwelling Single dwelling	Caretaker's accommodation Community residence Dwelling house
	Attached dwelling Multiple dwelling	Community residence Dual occupancy Dwelling unit Multiple dwelling Relocatable home park Retirement facility Tourist park (Residential component)
	Other accommodation	Detention facility Hospital (Accommodation component) Hotel (Accommodation component)

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Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
		<p>Nature-based tourism (Accommodation component)</p> <p>Non-resident workforce accommodation</p> <p>Residential care facility</p> <p>Resort complex (Accommodation component)</p> <p>Rooming accommodation</p> <p>Rural worker's accommodation</p> <p>Short-term accommodation</p> <p>Tourist park (Tourist component)</p>
Non-residential development	Commercial	<p>Brothel</p> <p>Car wash</p> <p>Home-based business</p> <p>Motor sport facility</p> <p>Nature-based tourism (Non-accommodation component)</p> <p>Office</p> <p>Resort complex (Non-accommodation component)</p> <p>Sales office</p> <p>Telecommunications facility</p> <p>Veterinary services</p>
	Community	<p>Cemetery</p> <p>Child care centre</p> <p>Club (not including liquor licence)</p> <p>Community care centre</p> <p>Community use</p> <p>Crematorium</p> <p>Detention facility</p> <p>Educational establishment</p> <p>Emergency services</p> <p>Environment facility</p> <p>Function facility</p> <p>Funeral parlour</p> <p>Health care services</p> <p>Hospital</p> <p>Indoor sport and recreation</p> <p>Landing</p> <p>Major sport, recreation and entertainment facility</p> <p>Outdoor sport and recreation</p> <p>Outstation</p>

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Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
		Park Place of worship Theatre Tourist attraction Mobile dispersed (Community services)
	Industry	Air services Bulk landscape supplies High impact industry Low impact industry Major electricity infrastructure Marine industry Medium impact industry Parking station Port services Renewable energy facility Research and technology industry Service industry Special industry Substation Transport depot Warehouse Wholesale nursery Utility installation
	Retail	Adult store Agricultural supplies store Bar Club (including liquor licence) Food and drink outlet Garden centre Hardware and trade supplies Hotel (Non-accommodation component) Nightclub entertainment facility Outdoor sales Roadside stall Service station Shop Shopping centre

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Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
		Showroom Tourist park (Non-residential component) Market
	Rural resource	Animal husbandry Animal keeping Aquaculture Cropping Extractive industry Intensive animal industry Intensive horticulture Permanent plantation Rural industry Winery
	Work from Home	Home-based business
	Construction	Mobile dispersed (Trades)

4. ~~Details of the methodology used to prepare the planning assumptions are stated in the extrinsic material.~~

4.2.1 Population and employment growth

1. A summary of the assumptions about population and employment growth for the planning scheme area is stated in Table 4.2.1.1 - Population and employment assumptions summary.

Table 4.2.1.1 Population and employment assumptions summary

Column 1 Description	Column 2 Assumptions				
	2016	2021	2026	2031	Ultimate development
	Population	419,909	458,621	488,217	510,734
Employment	126,801	147,069	165,740	182,709	216,468

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Table 4.2.1.1 Population and employment assumptions summary

Column 1	Column 2					
Description	Assumptions					
	Base Date 2016	2021	2026	2031	2036	Ultimate Development
Population	444,385	491,444	537,198	582,512	622,925	823,816
Employment	118,925	139,279	154,767	168,054	180,762	236,184

2. Detailed assumptions about growth for each projection area and LGIP development type category are identified in the following tables in Schedule 3 Local government infrastructure plan mapping and tables:
 - a. for population, 'Table SC 3.1.1 Existing and projected population';
 - b. for employment, 'Table SC 3.1.2 Existing and projected employees'.

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4.2.2 Development

1. The ~~area of developable land within the PIA is identified in 'Table SC 3.1.3 Planned density and demand generation rate for a trunk infrastructure network'~~ and represents land designated for urban purposes that **developable area is represented by zones relating to urban uses not** ~~is not~~ affected by the following constraints:
 - a. 100yr (1% AEP) flood event extent (2012);
 - b. Road reserves;
 - c. Open space zoned land; and
 - d. Community purposes land not for residential use.
2. The planned density for future development is stated in 'Table SC 3.1.3 Planned density and demand generation rate for a trunk infrastructure network' in Schedule 3 - Local government infrastructure plan mapping and tables.
3. A summary of the assumptions about future residential and non-residential development for the planning scheme area is stated in Table 4.2.2.1 Residential dwellings and non-residential floor space assumptions summary.

Table 4.2.2.1 Residential dwellings and non-residential floor space assumptions summary

Column 1 Description	Column 2 Assumptions				
	2016	2021	2026	2031	Ultimate development
	Residential dwellings	169,536	188,302	203,001	214,071
Non-residential floor space (m ² GFA)	5,373,147	6,242,712	7,041,723	7,793,757	9,001,183

Table 4.2.2.1 Residential dwellings and non-residential floor space assumptions summary

Column 1 Description	Column 2 Assumptions					
	Base Date 2016	2021	2026	2031	2036	Ultimate development
Dwellings and accommodation	169,569	190,611	211,760	231,716	250,938	335,384
Non-residential floor space (m ² GFA)	6,035,607	6,967,252	7,621,259	8,221,128	8,809,505	12,278,484

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- a. Detailed assumptions about future development for each projection area and LGIP development type are identified in the following tables in Schedule 3 Local government infrastructure plan mapping and tables:
 - b. for residential development, 'Table SC 3.1.4 Existing and projected residential dwellings';
 - c. for non-residential development, 'Table SC 3.1.5 Existing and projected non-residential floor space'.

4.2.3 Infrastructure demand

1. The demand generation rate for a trunk infrastructure network is summarised in Column 4 of Table SC 3.1.3 Planned density and demand generation rate for a trunk infrastructure network' in Schedule 3 Local government infrastructure plan mapping and tables.
2. A summary of the projected infrastructure demand for each service catchment is stated in:
 - a. for the stormwater network, 'Table SC 3.1.6 Existing and projected demand for the stormwater network'.
 - b. for the transport network, 'Table SC 3.1.7 Existing and projected demand for the transport network'.
 - c. for the public parks and land for community facilities network, 'Table SC 3.1.8 Existing and projected demand for the public parks and land for community facilities network'.

4.3 Priority infrastructure area

1. The **P** priority infrastructure area identifies the area prioritised for the provision of trunk infrastructure to service the existing and assumed future urban development up to ~~2027~~ **2036**.
2. The Priority infrastructure area is identified on Local Government Infrastructure Plan Map LGIP-1 - LGIP-76 PIA Extent Map.

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4.4 Desired standards of service

1. This section states the key standards of performance for a trunk infrastructure network.
2. ~~Details of the Design standards of service~~ for a trunk infrastructure network are identified in the extrinsic material.

4.4.1 Stormwater network

The Desired standards of service for stormwater are as follows:

1. Collect and convey stormwater flows for both major and minor flood events from existing and future land use in a manner that protects life and does not cause nuisance or inundation of habitable rooms or public utility infrastructure;
2. Design the stormwater network to comply with council's adopted standards identified in the ~~planning scheme~~ **Planning Scheme Policy - Integrated Design**;
3. Design trunk road crossing structures to provide an appropriate level of flood conveyance and immunity for a flood event in accordance with Council's adopted standards identified in the ~~planning scheme~~ **Planning Scheme Policy - Integrated Design**;
4. In accordance with the **MBRC** Planning Scheme, assumes development provides local infrastructure necessary to ensure the development does not result in any increase in flood risk off-site;
~~7. Meet the requirements of MBRC's Total Water Cycle Management Plan (TWCMP), which aims to meet the regulatory requirements of the Environmental Protection Act 1994 and Environmental Protection (Water) Policy 2009;~~
5. **Meet "No Net Worsening" (NNW) target load objectives at a major catchment level prescribed in the Total Water Cycle Management Plan (TWCMP) when compared to the 2016 pollutant loads.**
~~8. In accordance with MBRC's TWCMP, assumes development provides local infrastructure to meet the minimum design objectives for stormwater quality in Appendix 3 of the State Planning Policy 2014;~~
6. **Meet the water quality objectives for receiving waters outlined in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 (EPP Water and Wetland Biodiversity).**
~~9. Meet water quality objectives for receiving waters at all times; and~~
7. **Implement planning and management of urban stormwater to comply with the design objectives as set out in the ShapingSEQ, South East Queensland Regional Plan 2017 for water sensitive communities, including Goal 4: Sustain (primarily Water Sensitive Communities and Biodiversity elements) and Goal 5: Live (primarily Working with Natural Systems).**
~~10. Implement planning and management of urban stormwater to comply with the design objectives as set out in the SEQ Regional Plan 2009-2031 including Total Water Cycle Management and Desired Regional Outcomes for Water Management in the SEQ Regional Plan.~~

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4.4.2 Transport network

1. For the purpose of trunk road network planning, the Desired Standard of Service (DSS) provided by an element or combination of elements making up the trunk road, pedestrian/cycling and public transport systems in the region is to be assessed against service levels appropriate to the relevant “place types” ~~which form the basis for the Strategic Framework of the Moreton Bay Regional Council Planning Scheme.~~ The “place types” ~~for the Planning Scheme~~ have been grouped into three categories/types to reflect the broad type of access and transport integration intended for each of the areas across the ~~Moreton Bay Regional~~ Council area. This will assist in achieving key strategic outcomes for the ~~Moreton Bay Regional~~ Council area including integrated movement networks, streets that prioritise the needs for pedestrians and cyclists, embracing more sustainable travel behaviour, as well as ensuring a transport network that meets the required needs of other road users in appropriate locations.

The “place type” groupings include:

- a. Category Type 1: ~~Principal, Major and District~~ All Activity Centres;
- b. Category Type 2: Urban Neighbourhoods, Next Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, ~~and Coastal Communities~~ Coast and Riverlands, Suburban neighbourhoods;
- c. Category Type 3: ~~Suburban Neighbourhoods~~, Rural Residential areas, Rural areas, and Mountain Ranges, Forests and Waterways, ~~Key Extractive Resource areas, Special areas.~~

Table 4.4.2.1 Desired standard of service for the transport network

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Road network design/ planning standards	<p>The road network provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities, and freight movement. Design of the road system will comply with established codes and standards. In Activity Centres (place type 1) and to other key destinations the urban road network will promote safe, accessible and convenient walking and cycling connections, and effective public transport operations as part of an integrated and cohesive movement network.</p> <p>The integrated movement networks and streets will prioritise the needs for pedestrians and cyclists, embracing more sustainable travel behaviour, as well as ensuring a transport network that meets the required needs of other road users in appropriate locations.</p> <p>Commensurate with the highly urbanised environment within Activity Centres, a lower level of service for motor vehicles and freight is considered acceptable to promote an improved walking and cycling environment and the greater use of public passenger and active transport modes. In comparison a higher level of service is considered acceptable in “place type 2 and 3” where the balance of users requires a greater</p>	<ul style="list-style-type: none"> • Local government road design and development manual/ standards/ codes in planning scheme and planning scheme policy • Road Planning and Design Manual (2nd edition) developed by the Department of Transport and Main Roads • Australian Standards • AUSTRROADS guides • Level of Service for local government road links and intersections Desired standard of service place type categories for the transport network refer to Table 4.4.2.2 • Level of Service (LOS) for Roads and Street per Place Type refer to Tables 4.4.2.2 • Desired standard of service for functional local government road elements refer to Tables 4.4.2.3, 4.4.2.4, 4.4.2.5 and 4.4.2.6 for speed, access, intersections and turning facilities and parking for trunk road elements refer: <ul style="list-style-type: none"> ○ Table 4.4.2.3 for speed ○ Table 4.4.2.4 for access

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	need to ensure movement across the network for other traffic including freight.	<ul style="list-style-type: none"> ○ Table 4.4.2.5 for intersections and turning facilities ○ Table 4.4.2.6 for parking
Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Public transport design/ planning standards	<p>New urban development is designed to achieve safe and convenient walking distances to existing or potential bus stops, or existing or proposed demand responsive public transport routes.</p> <p>The network promotes the provision of public transport infrastructure consistently across the movement network that is compatible with land uses, demand and is fully accessible.</p>	<ul style="list-style-type: none"> • Local government road design and development manual/standards/ codes in planning scheme and planning scheme policy • Design accords with the performance criteria set by Department of Transport and Main Roads • Design accords with the performance criteria and guidance set out in TransLink's Public Transport Infrastructure Manual (PTIM) • AUSTROADS guides for road-based public transport and high-occupancy vehicles
Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Cycleway and pathway design/ planning standards	<p>Cycle ways and pathways provide a safe and convenient network that encourages walking and cycling as acceptable and attractive alternatives.</p> <p>Design of the network will comply with established codes and standards. Promote networks that are functional and connected and that reflect desire lines to key destinations, and meet appropriate standards of convenience, comfort and amenity.</p>	<ul style="list-style-type: none"> • Local government road design and development manual/standards/codes in planning scheme and planning scheme policy • Australian Standards • AUSTROADS Guide to Road Design – Part 6A: Pedestrian and Cycle Paths Paths for Walking and Cycling • AUSTROADS Guides to Traffic Management Part 4: Network Management Strategies • State of Queensland, Transport Operations (Road Use Management - Road Rules) Regulation 2009 • State of Queensland - Guideline Selection and design of cycle tracks • MBRC Contemporary standard design drawings • Complete streets • Desired standards of service for shared pathways: refer to Table 4.4.2.7 • Desired standards of service for on-road cycling provision: refer to Table 4.4.2.8 • Desired standards of service for pedestrian crossings: refer to Table 4.4.2.9

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		<ul style="list-style-type: none"> • Desired standards of service for the primary and secondary active transport network: refer to Table 4.4.2.10 • Active transport provision for trunk roads network: <ul style="list-style-type: none"> ○ Desired standards of service for shared pathways: refer to Table 4.4.2.7 ○ Desired standards of service for on-road cycling provision: refer to Table 4.4.2.8 ○ Desired standards of service for crossings: refer to Table 4.4.2.9 ○ Trunk active transport network - cycle DSS requirements, refer to Table 4.4.2.10 ○ Trunk active transport network - pedestrian DSS requirements, refer to Table 4.4.2.11
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Table 4.4.2.2 Level of Service (LOS) for Roads / Streets per Place Type

Desired standard of service(LOS)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
		D/E	D	C
Road link-DOS	Arterial	0.95	0.85	0.65
	Sub-arterial	0.95	0.80	0.65
	District Collector	0.90	0.80	0.60
Intersection-DOS	Signalise	0.95	0.95	0.90
	Roundabout	0.95	0.95	0.85
	Priority	0.90	0.90	0.80

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Table 4.4.2.2 Level of Service (LOS) for Roads/Street per Category Type

Desired standard of service	Category Type 1	Category Type 2	Category Type 3
Road link	Level of Service E	Level of Service D	Level of Service C
	Degree of Saturation		
Arterial Degree of Saturation	0.95	0.85	0.65
Sub-arterial Degree of Saturation	0.95	0.80	0.65
District Collector Degree of Saturation	0.90	0.80	0.60
Desired standard of service	Category Type 1	Category Type 2	Category Type 3
Intersection	Level of Service D	Level of Service D	Level of Service C
	Degree of Saturation		
Signalised Degree of Saturation	0.9	0.9	0.7
Roundabout Degree of Saturation	0.85	0.85	0.7
Priority Degree of Saturation	0.80	0.80	0.65

Table 4.4.2.3 Functional Trunk Road Planning Provisions in the Hierarchy per Place Type – for the Speed Environment **Desired Standard of Service for Trunk Roads**

Desired standard of service (Speed environment)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
Hierarchy	Arterial	Note 1	60-80 km/h	60-100 km/h
	Sub-arterial		60-80 km/h	60-80 km/h
	District Collector		50-60 km/h	60 km/h

Note 1 - The speed environment should consider pedestrian and cycle provision, adjacent land uses and overall environmental context where the desired level of service favours walking and cycling as a priority.

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Table 4.4.2.4 Functional Trunk Road Planning Provisions in the Hierarchy per Place Type – for Access Desired Standard of Service for Trunk Roads

Desired standard of service (Access)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
Hierarchy	Arterial	Note 1	Intersections and limited commercial and industrial access	Intersections
	Sub-arterial		Intersections and limited commercial and industrial access	Intersections and frontages
	District Collector		Intersections and limited commercial and industrial access	Intersections and frontages

Note 1 - Level of access provided to be commensurate with the environmental context of the road link in Place Type 1.

Table 4.4.2.5 Functional Trunk Road Planning Provisions in the Hierarchy per Place Type – for Intersections and Turning Traffic Provisions Desired Standard of Service for Trunk Roads

Desired standard of service		Intersections	Turning traffic
Hierarchy	Arterial	C - 0.5 to 1.0 km	Protected acceleration and deceleration lanes
	Sub-arterial	C – 0.2 to 0.5 km	Protected acceleration and deceleration lanes
	District Collector	C/P – 0.1/0.2 km	Localised protection

Note - C - Controlled intersections, P – Priority intersections

Table 4.4.2.6 Functional Trunk Road Planning Provisions in the Hierarchy per Place Type – Parking Provision Desired Standard of Service for Trunk Roads

Desired standard of service (Parking)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
Hierarchy	Arterial	Limited/low provision	Limited / controlled	None
	Sub-arterial		Limited / controlled	Limited / controlled
	District Collector		On-road / shared off-road	On-road

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Table 4.4.2.7 Desired Standard of Service for Shared Pathways

Desired standard of service (Pathways)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
Hierarchy	State	Off-road: 2.5m (minimum) both sides*		
	Arterial			
	Sub-arterial			
	District Collector			

*Where on the LGIP trunk active transport network, the LGIP Active Transport requirements are to apply.

Table 4.4.2.8 Desired Standard of Service for On-road Cycling Provision

Desired standard of service (Cycling Provision)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
Hierarchy	Arterial	On-road (cycle lanes):# where:		
			Cycle provision (metres)	
		60	1.5	
		80	2.0	
	100	3.5		
	District [^] Collector	On-road (cycle lanes):#* 1.5m both sides (minimum)		

Parking and safety strips (separating parking bays from cycle lanes) are in addition to these requirements.

* Contra-flow on-road facilities are not preferred, in exceptional circumstances with approval these should have a minimum width of 1.8 metres and should only be provided on 60kph roads or less.

[^]Where on the LGIP trunk active transport network, the greater of the two provisions is to be applied

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Table 4.4.2.9 Desired Standard of Service for Crossings

Desired standard of service (Crossings)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
Spacing of crossings		200 metres	400 metres	600 metres (max 800 metres)
Hierarchy	Arterial	Signalised crossing, zebra or refuge If > 2 lanes, signalised only		
	Sub-arterial	Signalised crossing, zebra or refuge, raised platform or shared zone If > 2 lanes, signalised only		
	District Collector	Zebra or refuge, raised platform or shared zone Uncontrolled crossings only where sightlines are adequate		

Table 4.4.2.10 Desired Standard of Service for the Primary and Secondary Active Transport Network

Trunk Item	Width (clear of obstructions)
Primary Active Transport Route	<p>On-road cycle lane:*</p> <p>Minimum of 2 metres</p> <p>Off-road shared pathway:</p> <p>Minimum of 3 metres</p>
Secondary Active Transport Route	<p>On-road cycle lane:*</p> <p>Minimum of 1.5 metres</p> <p>Off-road shared pathway:</p> <p>Minimum of 2.5 metres</p>

* On road cycle lanes may require greater width depending on the speed environment as per Table 4.4.2.8 Desired Standard of Service for On-road Cycling Provision.

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Table 4.4.2.10 Trunk active transport - Cycle Desired Standard of Service requirements

Cycling facilities on trunk active transport routes treatment should be selected by preferencing the most preferred to least preferred based on the local context and surrounding environment		Maximum allowable length	Minimum number of facilities per corridor (directions)	Minimum required widths by speed environment			
				50km/h	60km/h	80km/h	100km/h
Most preferred	Off-road cycle lanes/veloways	Unlimited	1	3.0 - 4.0m	3.0 - 4.0m	3.0 - 4.0m	3.0 - 4.0m
	Shared paths (nature reserve)	Unlimited	1	2.5 - 4.0m	2.5 - 4.0m	2.5 - 4.0m	2.5 - 4.0m
Preferred	Separated cycle lanes	Unlimited	2	N/A	1.2 - 2.5m [^]	2.0 - 2.7m [^]	2.5 - 3.0m [^]
	Shared paths (road corridor)	Unlimited	1	2.5 - 3.0m	2.5 - 3.0m	2.5 - 3.0m	2.5 - 3.0m
	Protected two-way cycle lanes	Unlimited	1	3.0 - 4.0m	3.0 - 4.0m [^]	3.0 - 4.0m [^]	3.0 - 4.0m [^]
Least preferred	On-road cycle lanes	Unlimited	2	N/A	1.2 - 2.5m [*]	2.0 - 2.7m [*]	N/A
	On-road peak period cycle lanes	2km	2	N/A	1.2 - 2.5m [*]	2.0 - 2.7m [*]	N/A
	Contra-flow bicycle lanes	0.5km	1	1.5 - 2.5m [*]	1.5 - 2.5m ^{*^}	N/A	N/A

*Dimension given is per direction of travel

[^]Requires physical separation such as a kerb

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Table 4.4.2.11 Trunk active transport - Pedestrian Desired Standard of Service requirements

Pedestrian facilities treatment should be selected by preferencing the most preferred to least preferred based on the local context and surrounding environment		Maximum allowable length	Minimum number of facilities per corridor (directions)	Minimum required widths by speed environment			
				50km/h	60km/h	80km/h	100km/h
Most preferred	Shared paths	Unlimited	1	2.5 - 3.0m	2.5 - 3.0m	2.5 - 3.0m	2.5 - 3.0m
Preferred	Footpaths, two sides	Unlimited	2	1.2 - 2.0m	1.2 - 2.0m	1.2 - 2.0m	1.2 - 2.0m
Least preferred	Footpaths, one side (low demand areas)	Unlimited	1	1.2 - 2.0m	1.2 - 2.0m	1.2 - 2.0m	1.2 - 2.0m

4.4.3 Open space Public parks and land for community facilities network

The Desired Standards of Service for the trunk are outlined below.

1. Provide an accessible network of public parks and land for community facilities ~~network community facilities~~ that meets the needs of residents and visitors in accordance with the standards in Table 4.4.3.5, accessibility standards in Table 4.4.3.1 and 4.4.3.6 and rates of provision identified in Tables 4.4.3.2 and 4.4.3.7. The targets identify the expected quantum of land required to meet community demands for public parks and land for community facilities, based on rate of population and are related to the place types:
 - a. AC: Activity Centre
 - b. UN: Urban Neighbourhood
 - c. NGN: Next Generation Neighbourhood
 - d. SN: Suburban Neighbourhood
 - e. RR: Rural Residential
 - f. RT: Rural Township
 - g. CC: Coastal Communities
 - h. R: Rural
 - i. MFW: Mountain Ranges, Forests and Waterways
 - j. KER: Key Extractive Resource Areas
 - k. CR: Coast and Riverlands
 - l. EEA: Enterprise and Employment Areas
 - m. SA: Special Areas.

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2. ~~The provision targets in Table 4.4.3.2 and Table 4.4.3.7 are intended to be flexible, as many parks provide a number of functions to the community and service varying areas however the minimum land area of the park is to be maintained.~~

32. Ensure land for public parks and land for community facilities has:

- a minimum land size as identified in Table 4.4.3.2 and Table 4.4.3.8;
- a configuration, **road frontage**, ~~slope~~, and acceptable level of flood immunity in accordance with the standards identified in Table 4.4.3.3 and Table 4.4.3.5 as well as Council's adopted standards identified in the planning scheme **located in each of the relevant zone codes.**

43. Embellish ~~open space~~ **public parks** to complement the type and purpose of the public park as identified in Table 4.4.3.4:

- LR: Local Recreation Park (including Foreshore);
- LR+: Local Recreation (applicable only to NGN; UN; AC place types);**
- ~~b~~ DR: District Recreation Park (including Foreshore);
- ~~e~~RR: Regional Recreation Park (including Foreshore);
- ~~d~~ DS: District Sport Park;
- ~~e~~ RS: Regional Sport Park;
- ~~f~~DC: District Civic Park;
- ~~g~~ RC: Regional Civic Park.

Table 4.4.3.1 Accessibility standards for public parks

Park Type	Place Type													Accessibility Standard
	AC	UN	NGN	SN	RR	RT	CC	R	MFW	KER	CR	EEA	SA	
Local Recreational Park	•	•	•	•										400m
						•	•							800m
					•			•	•	•	•	•	•	No Standard
District Recreation Park	•	•	•	•		•	•							2.5km
					•							•		3.5km
								•	•	•	•		•	No Standard
Regional Recreation Park	•	•	•	•	•	•	•	•	•	•	•	•	•	10km
District Sports Park	•	•	•	•										3km
					•	•	•					•		5km
								•	•	•	•		•	No Standard
Regional Sports Park	•	•	•	•	•	•	•	•	•	•	•	•	•	15km
	•					•	•							Within district centre

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District Civic Park		•	•	•	•				•	•	•	•	•	•	No Standard
Regional Civic Park	•														Within major centre
		•	•	•	•	•	•	•	•	•	•	•	•	•	No Standard

Note - The accessibility standard is measured "as the crow flies" **however should consider barriers like roads, rivers and rail lines which limit or sever accessibility.**

Table 4.4.3.2 Rate of land provision for public parks

Park Type	Place Type														Provision Target	Minimum Land Area
	AC	UN	NGN	SN	RR	RT	CC	R	MFW	KER	CR	EEA	SA			
Local Recreation Park	•	•	•	•		•	•								1ha/1000 persons	0.5ha
					•							•			0.5ha/1000 persons	
								•	•	•	•		•		Where required	
District Recreation Park	•	•	•	•	•	•	•	•	•	•	•	•	•	•	0.6ha/1000 persons	4ha
Regional Recreation Park	•	•	•	•	•	•	•	•	•	•	•	•	•	•	0.5ha/1000 persons	10ha
District Sports Park	•	•	•	•	•	•	•	•	•	•	•	•	•	•	0.8ha/1000 persons	20ha
Regional Sports Park	•	•	•	•	•	•	•	•	•	•	•	•	•	•	0.4ha/1000 persons	40ha
District Civic Park	•					•	•								1 Site per district centre	1,000m ²
		•	•	•	•			•	•	•	•	•	•	•	No Provision	
Regional Civic Park	•														1 per major centre	6,000m ²
		•	•	•	•	•	•	•	•	•	•	•	•	•	No Provision	

Table 4.4.3.3 Public park design requirements

Park type	Width to depth ratio	Min. width	Min. road frontage	Road type	No. Access points	Flood immunity
Local Recreation Park	0.5 1:2	20m	40%	Collector or lower	1	100% of land above 2% AEP
District Recreation Park	0.75 3:4	30m	30%	Collector or higher	2	80% of land and all internal roads and car parking above 2% AEP
Regional Recreation Park	0.75 3:4	30m	30%	Arterial or higher	3	50% of land and all formal recreation areas, internal roads and vehicle parking above 2% AEP

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District Sports Park	Square or otherwise compact overall shape	Accessible by public transport, bikeways and major roads		All playing fields/courts have adequate access	<ul style="list-style-type: none"> All buildings above 1% AEP Formal recreation areas, internal roads, hard courts and vehicle parking above 2% AEP All playing fields above 5% AEP
Regional Sports Park					
District Civic Park	Site specific	30%	Site specific	1	100% of land above 1% AEP
Regional Civic Park		40%		1	

Table 4.4.3.4 Standard facilities/embellishments for public parks

Opportunities/Facilities	LR	DR	RR	DS	RS	DC	RC
Private vehicle movement and internal parking		•	•	•	•		
Play areas (large)		•	•		•		
Play areas (small)	•		•	•	•	•	•
Cycling & walking opportunities	•	•	•	•	•	•	•
Nature appreciation opportunities		•	•				
Multi-use activity spaces	•	•	•	•	•		
Performance/community/festival event space			•			•	•
Formal sports fields/courts/surface (lighting & irrigation)				•	•		
Picnic areas	•	•	•	•	•		
Gateway statement		•	•			•	•
Kick-a-bout spaces	•	•	•	•	•		
Passive recreation nodes	•	•	•				
BMX/skate opportunities		•	•		•		
Youth spaces		•	•				
Seating opportunities	•	•	•	•	•	•	•
Outdoor recreation opportunities		•	•				
Dog off-leash areas		•	•				
Social gathering spaces		•	•		•	•	•
Paddle and recreational boating facilities		•	•				
Fitness nodes		•	•		•		
Public amenities (toilets)		•	•	•	•		•
Changing facilities (sports)				•	•		

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Natural areas		•	•				
Drinking fountains	•	•	•	•	•	•	•
BBQ		•	•		•		•

Table 4.4.3.4 Standard facilities/embellishments for public parks

Public parks and their embellishments should be designed to ensure they can accommodate and appreciate a range of the following functions:

- Nature appreciation areas
- Active recreation areas
- Passive recreation nodes
- Outdoor recreation opportunities
- Youth spaces
- Social gathering spaces
- Activation and event space
- Water quality solutions compatible with recreation uses

Facilities or embellishments included by park type	LR+	LR	DR	RR	DS	RS	DC	RC
Landscaping (i.e. trees, turf, gardens and bollards)	•	•	•	•	•	•	•	•
Utility installations (water, sewer, electricity and telecommunications)	•	•	•	•	•	•	•	•
Drinking fountains (and taps)	•	•	•	•	•	•	•	•
Seating opportunities (i.e. seats, amphitheatre, informal seating elements like rocks, blocks or steps)	•	•	•	•	•	•	•	•
Pathways for cycling and walking	•	•	•	•	•	•	•	•
Open multi-use or kick-about space (minimum 20m x 40m)	•	•	•	•	•	•		
Hard surface, (multi-use) activity space (minimum size 15mx 14m) (e.g. basketball hoops, handball, personal training/exercise)	•	•	•	•				
Play areas including range of multi-play elements (sized according to park hierarchy S=small, L= large)	S	S	L	L	S	S	S	S
Fitness nodes	•	P	•	•				
BMX/ skate/ scooter opportunities			•	•				
Picnic areas (tables and seating)	•	•	•	•	•	•	P	P
Shelters or pavilions	•		•	•	•	•	•	•

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Public parks and their embellishments should be designed to ensure they can accommodate and appreciate a range of the following functions:

- Nature appreciation areas
- Active recreation areas
- Passive recreation nodes
- Outdoor recreation opportunities
- Youth spaces
- Social gathering spaces
- Activation and event space
- Water quality solutions compatible with recreation uses

Park name signage	●	●	●	●	●	●	●	●
Barbeque	●		●	●	●	●	●	●
Event/ Performance space (i.e. stage, amphitheatre)			●	●			●	●
Gateway statement			●	●			●	●
Outdoor recreation elements (i.e. proprietary climbing equipment)			●	●				
Dog off leash areas	P		P	P				
Paddle and recreational boating facilities facilities (e.g. launch point for canoes, fishing cleaning tables) foreshore parks	P	P	P	P				
Public amenities (toilets)			●	●	●	●		●
Private vehicle movement and internal parking			●	●	●	●		
Formal sports fields/courts/surface (lighting & irrigation)					●	●		
Changing facilities (sports)					●	●		

Note - LR+ includes local recreation parks in place types NGN, UN and AC, P - preferred if meeting locational requirements, S - small scale play elements, L - large play elements

Table 4.4.3.5 Desired standard of service for land for community facilities

Measure	Planning criteria	Design criteria
Functional network	A network of land for community facilities is established to provide for the development of community facilities.	<ul style="list-style-type: none"> • Land for community facilities is provided at a local, district and regional level. • Land for community facilities provides for development of community facilities.

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Measure	Planning criteria	Design criteria
Accessibility	Land for community facilities is located to ensure adequate pedestrian, cycle and vehicle access. New land for community facilities is located within an appropriate place type in the Strategic Framework.	<ul style="list-style-type: none"> Accessibility design standards are identified in Table 4.4.3.6.
Rate of provision: <ul style="list-style-type: none"> Minimum size Land quality/suitability: <ul style="list-style-type: none"> Maximum grade Flood immunity 	Land for community facilities is provided to a standard that supports a diverse range of community services - promoting activities to meet community expectations. This includes ensuring land is of an appropriate size, configuration and slope, and has an acceptable level of flood immunity.	<ul style="list-style-type: none"> The rate of provision for community facilities is identified in Table 4.4.3.7. The size of land/GFA for community facilities is identified in Table 4.4.3.8. The maximum gradient for land for community facilities is a site by site assessment. The minimum flood immunity for land for community facilities is all facilities to be located above 1% AEP.
Infrastructure design/performance standards	Maximise opportunities to co-locate community facilities in proximity to other community infrastructure, transport hubs and valued environmental and cultural assets.	<ul style="list-style-type: none"> Local government standards in planning scheme and planning scheme policies. Australian Standards.

Table 4.4.3.6 Accessibility standard for land for community facilities

Infrastructure type	Accessibility standard		
	Local	District	Regional
Community Centre	Within Local Centres	Within Activity Centres	-
Youth Centre	-	Within Activity Centres	-
Library	-	Within Activity Centres	-
Art Gallery-	-	Within Activity Centres	-
Cultural/Performing Arts Centre	-	Within Activity Centres	
Museum	-	Within Activity Centres	-
Cemetery	-	Site by site assessment	

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Table 4.4.3.6 Accessibility standard for land for community facilities

Infrastructure Type	Accessibility Standard		
	Local	District	Regional
Community Halls (Centres)	Within local centres or hubs	Within Activity centres	
Youth Centres	-	Within Activity centres	-
Library	Within Activity centres		
Art Gallery	-	Within Activity centres	
Cultural/Performing Arts Centre	Within Activity centres		
Museum	-	Site specific	
Aquatic Centre	-	Within or adjacent to Activity centres	Site specific or within Regional Sports Complex

~~Table 4.4.3.7 Rate of provision for land for community facilities~~

Infrastructure type	Rate of provision (facility / people)		
	Local	District	Regional
Community Centre	1/10,000	1/30,000	-
Youth Centre	-	1/50,000	-
Library	-	1/30,000	-
Art Gallery	-	1/150,000	1/150,000
Cultural/Performing Arts Centre	-	1/50,000	Site or community specific
Museum	-	1/50,000	-
Cemetery	-	1/200,000	1/200,000

Table 4.4.3.7 Rate of provision for land for community facilities

Infrastructure Type	Rate of Provision (facility / people)		
	Local	District	Regional
Community Centre (Halls)	1 per 15,000	1 per 50,000	1 per 200,000

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Youth Centres	-	1 per 50,000	-
Library	Special need - as required (up to 30,000)	1 per 30,000	1 per 70,000 to 150,000
Art Gallery	-	1 per 70,000	1 per 150,000
Cultural/Performing Arts Centre	-	1 per 50,000	Site or community specific
Museum	-	1 per 80,000	-
Aquatic Centre	-	1 per 30,000	1 per 150,000

Table 4.4.3.8 Minimum size of land for community facilities

Infrastructure type	Minimum size of land (ha) / gross floor area (GFA)		
	Local	District	Regional
Community Centre	GFA 800m ² / Land 5,000m ²	GFA - 1,000m ² / Land - 10,000m ²	-
Youth Centre	-	GFA 1,000m ² / Land 10,000m ² or adjoining open-space	-
Library	-	QLD State Library Guidelines	-
Art Gallery	-	GFA 1,500m ² / Land 5,000m ²	
Cultural/Performing Arts Centre	-	Site or community specific	
Museum	-	Site or community specific	-
Cemetery	-	1,500m ² per 1000 people	

Table 4.4.3.8 Minimum size of land for community facilities

Infrastructure Type	Accessibility Standard		
	Local	District	Regional
Community Halls (Centres)	Within local centres or hubs	Within Activity centres	
Youth Centres	-	Within Activity centres	-
Library	-	Within Activity centres	-

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Art Gallery	⋮	Within Activity centres	
Cultural/Performing Arts Centre	⋮	Within Activity centres	
Museum	⋮	Site specific	
Aquatic Centre	⋮	Within or adjacent to Activity centres	Site specific or within Regional Sports Complex

4.5 Plans for trunk infrastructure

- The plans for trunk infrastructure identify the trunk infrastructure networks intended to service the existing and assumed future urban development at the desired standard of service ~~up to 2031~~.

4.5.1 Plans for trunk infrastructure maps

- The existing and future trunk infrastructure networks are shown on the following maps in Schedule 3 - Local government infrastructure plan mapping and tables:
 - Plans for trunk infrastructure - Transport (LGIP-1 - LGIP-76 TN)
 - Plans for trunk infrastructure - Active transport (LGIP-1 - LGIP-76 AT)
 - Plans for trunk infrastructure - Public parks and land for ~~and~~ community facilities (LGIP-1 - LGIP-76 PC)
 - Plans for trunk infrastructure - Stormwater (LGIP-1 - LGIP-76 SW)
- The State infrastructure forming part of the transport trunk infrastructure network has been identified using information provided by the relevant State infrastructure supplier.

4.5.2 Schedule of works

- Further details of the existing and future trunk infrastructure networks are identified in the electronic Excel schedule of works model which can be viewed here: ~~MBRC Infrastructure strategies~~ <Link to MBRC Planning scheme background studies>
- The future trunk infrastructure ~~is identified in the following sections~~, derived from the SOW model, is summarised in the following tables in Schedule 3 - Local government infrastructure plan mapping and tables:
 - for the stormwater network, Table SC 3.2.1
 - for the transport network, Table SC 3.2.2
 - for the public parks and land for community facilities network, Table SC 3.2.3.

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4.5.2.1 Stormwater network

Table 4.5.2.1-1 Schedule of works for the stormwater network—quantity

Column-1	Column-2	Column-3	Column-4	Column-5
Map reference	Trunk infrastructure	Estimated timing	Cost (Land) ^(4.1)	Cost (Works) ^(4.2)
COU01_PD_2	Coulthards Creek 01 Pipe Drainage	2016	\$0	\$1,496,482
NPR_CU_1	North Pine River Crossing Upgrade	2016	\$0	\$1,216,803
NPR_CU_2	North Pine River Crossing Upgrade	2016	\$0	\$1,216,803
NPR_CU_4	North Pine River Crossing Upgrade	2016	\$0	\$1,216,803
OM_BS_3	One Mile Creek Bank Stabilisation	2016	\$0	\$313,230
P01_PD_1	Petrie 01 Pipe Drainage	2016	\$0	\$1,944,281
SAL_CU_3	Saltwater Creek Crossing Upgrade	2016	\$0	\$118,948
SAL_CU_4	Saltwater Creek Crossing Upgrade	2016	\$0	\$39,649
TG_OCW_1	Todds Gully Open Channel Work	2016	\$0	\$204,468
BUR_CU_2	Burpengary Creek Crossing Upgrade	2016	\$0	\$626,742
BUR_CU_3	Burpengary Creek Crossing Upgrade	2016	\$0	\$654,155
BUR_CU_4	Burpengary Creek Crossing Upgrade	2016	\$0	\$458,959
COU_DB_2	Coulthards Creek Detention Basin	2016	\$0	\$2,535,695
KJC_CU_1	King John Creek Crossing Upgrade	2016	\$0	\$335,898
NPR_CU_3	North Pine River Crossing Upgrade	2016	\$0	\$1,216,803
OM_BS_4	One Mile Creek Bank Stabilisation	2016	\$0	\$313,230
TG_OCW_2	Todds Gully Open Channel Work	2016	\$0	\$211,558
BUR_CU_1	Burpengary Creek Crossing Upgrade	2016	\$0	\$864,559
BUR_CU_5	Burpengary Creek Crossing Upgrade	2016	\$0	\$266,069
BUR_CU_6	Burpengary Creek Crossing Upgrade	2016	\$0	\$277,955
BUR_CU_7	Burpengary Creek Crossing Upgrade	2016	\$0	\$778,130
BUR_CU_8	Burpengary Creek Crossing Upgrade	2016	\$0	\$527,499
COU01_PD_1	Coulthards Creek 01 Pipe Drainage	2016	\$0	\$444,120
COU_OCW_1	Coulthards Creek Open Channel Work	2016	\$0	\$2,227,894
DEC_OCW_2	Deception Bay Open Channel Work	2016	\$0	\$405,629
FW01_PD_1	Freshwater Creek 01 Pipe Drainage	2016	\$0	\$1,511,027
FW01_PD_2	Freshwater Creek 01 Pipe Drainage	2016	\$0	\$1,693,942
GOD_CU_1	Godwin Beach Crossing Upgrade	2016	\$0	\$292,732
GYM_CU_1	Gympie Creek Crossing Upgrade	2016	\$0	\$721,987

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KB_BS_1	Kedron Brook Bank Stabilisation	2016	\$0	\$744,168
KJC_CU_2	King John Creek Crossing Upgrade	2016	\$0	\$373,839
KJC_CU_3	King John Creek Crossing Upgrade	2016	\$0	\$311,372
KJC_CU_4	King John Creek Crossing Upgrade	2016	\$0	\$340,962
LAG_CU_1	Lagoon Creek Crossing Upgrade	2016	\$0	\$538,180
LAG_CU_2	Lagoon Creek Crossing Upgrade	2016	\$0	\$820,623
LBC_CU_1	Little Burpengary Creek Crossing Upgrade	2016	\$0	\$863,532
LBC_CU_3	Little Burpengary Creek Crossing Upgrade	2016	\$0	\$656,615
SSC_CU_1	Sheepstation Creek Crossing Upgrade	2016	\$0	\$572,540
SSC_CU_2	Sheepstation Creek Crossing Upgrade	2016	\$0	\$427,052
SSC_CU_3	Sheepstation Creek Crossing Upgrade	2016	\$0	\$684,418
SSC_DB_3	Sheepstation Creek Detention Basin	2016	\$562,275	\$1,668,282
BUR_CU_9	Burpengary Creek Crossing Upgrade	2016	\$0	\$304,889
KJC_CU_5	King John Creek Crossing Upgrade	2016	\$0	\$274,224
LAG_CU_3	Lagoon Creek Crossing Upgrade	2016	\$0	\$359,598
LAG_CU_4	Lagoon Creek Crossing Upgrade	2016	\$0	\$266,368
LAG_DB_11	Lagoon Creek Detention Basin	2016	\$508,725	\$1,509,398
SSC_CU_4	Sheepstation Creek Crossing Upgrade	2016	\$0	\$331,873
SSC_OCW_2	Sheepstation Creek Open Channel Work	2016	\$0	\$3,413,208
BUR_CU_10	Burpengary Creek Crossing Upgrade	2017	\$0	\$290,220
BUR_CU_11	Burpengary Creek Crossing Upgrade	2017	\$0	\$301,317
BUR_CU_12	Burpengary Creek Crossing Upgrade	2017	\$0	\$456,114
BUR_CU_13	Burpengary Creek Crossing Upgrade	2017	\$0	\$43,972
BUR_CU_17	Burpengary Creek Crossing Upgrade	2017	\$0	\$43,972
BUR_CU_18	Burpengary Creek Crossing Upgrade	2017	\$0	\$43,972
BUR_CU_19	Burpengary Creek Crossing Upgrade	2017	\$0	\$43,972
BUR_CU_20	Burpengary Creek Crossing Upgrade	2017	\$0	\$43,972
BUR_CU_21	Burpengary Creek Crossing Upgrade	2017	\$0	\$43,972
CT_CU_3	Cabbage Tree Creek Crossing Upgrade	2017	\$0	\$401,107
GRE_CU_1	Gregors Creek Crossing Upgrade	2017	\$0	\$128,176
GRE_CU_2	Gregors Creek Crossing Upgrade	2017	\$0	\$124,015
GR_BS_1	Griffin Bank Stabilisation	2017	\$0	\$2,931
GR_BS_2	Griffin Bank Stabilisation	2017	\$0	\$15,830
GR_BS_4	Griffin Bank Stabilisation	2017	\$0	\$16,123
GYM_CU_2	Gympie Creek Crossing Upgrade	2017	\$0	\$332,131
GYM_CU_3	Gympie Creek Crossing Upgrade	2017	\$0	\$589,817

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KB_BS_2	Kedron Brook Bank Stabilisation	2017	\$0	\$744,168
LAG_CU_5	Lagoon Creek Crossing Upgrade	2017	\$0	\$201,330
LAG_CU_6	Lagoon Creek Crossing Upgrade	2017	\$0	\$149,065
LAG_CU_7	Lagoon Creek Crossing Upgrade	2017	\$0	\$43,972
LBC_CU_5	Little Burpengary Creek Crossing Upgrade	2017	\$0	\$330,853
LBC_CU_6	Little Burpengary Creek Crossing Upgrade	2017	\$0	\$124,831
LBC_CU_7	Little Burpengary Creek Crossing Upgrade	2017	\$0	\$43,972
MGT_PD_1	Margate Balance Pipe Drainage	2017	\$0	\$26,484,853
SSC_CU_5	Sheepstation Creek Crossing Upgrade	2017	\$0	\$184,300
SPR_CU_6	South Pine River Crossing Upgrade	2017	\$0	\$971,222
WAR_CU_3	Wararba Creek Crossing Upgrade	2017	\$0	\$364,202
BUR_CU_22	Burpengary Creek Crossing Upgrade	2018	\$0	\$43,972
BUR_DB_6	Burpengary Creek Detention Basin	2018	\$0	\$1,143,262
CBM_CU_2	Caboolture Mouth Crossing Upgrade	2018	\$0	\$43,972
CAB_CU_4	Caboolture River Crossing Upgrade	2018	\$0	\$43,972
DEC_DB_2	Deception Bay Detention Basin	2018	\$253,575	\$615,602
DEC_OCW_1	Deception Bay Open Channel Work	2018	\$0	\$771,760
GOD_CU_10	Godwin Beach Crossing Upgrade	2018	\$0	\$43,972
GOD_CU_5	Godwin Beach Crossing Upgrade	2018	\$0	\$43,972
GOD_CU_6	Godwin Beach Crossing Upgrade	2018	\$0	\$43,972
GOD_CU_7	Godwin Beach Crossing Upgrade	2018	\$0	\$43,972
GOD_CU_8	Godwin Beach Crossing Upgrade	2018	\$0	\$43,972
GOD_CU_9	Godwin Beach Crossing Upgrade	2018	\$0	\$43,972
GYM_CU_4	Gympie Creek Crossing Upgrade	2018	\$0	\$43,972
KJC_CU_6	King John Creek Crossing Upgrade	2018	\$0	\$43,972
KJC_CU_7	King John Creek Crossing Upgrade	2018	\$0	\$43,972
LAG_CU_8	Lagoon Creek Crossing Upgrade	2018	\$0	\$43,972
LAG_CU_9	Lagoon Creek Crossing Upgrade	2018	\$0	\$43,972
LAG_DB_10	Lagoon Creek Detention Basin	2018	\$481,950	\$1,429,956
LAG_DB_7	Lagoon Creek Detention Basin	2018	\$0	\$2,691,853
LAG_OCW_1	Lagoon Creek Open Channel Work	2018	\$0	\$905,926
LBC_DB_6	Little Burpengary Creek Detention Basin	2018	\$0	\$615,602
MGT_PD_2	Margate Balance Pipe Drainage	2018	\$0	\$15,057,983
BC_CU_1	Branch Creek Crossing Upgrade	2019	\$0	\$542,197
LAG_CU_10	Lagoon Creek Crossing Upgrade	2019	\$0	\$43,972
LAG_CU_11	Lagoon Creek Crossing Upgrade	2019	\$0	\$43,972

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LAG_DB_12	Lagoon Creek Detention Basin	2019	\$455,175	\$1,350,514
LAG_DB_8	Lagoon Creek Detention Basin	2019	\$321,300	\$1,055,318
LAG_DB_9	Lagoon Creek Detention Basin	2019	\$0	\$1,055,318
LBC_CU_10	Little Burpengary Creek Crossing Upgrade	2019	\$0	\$43,972
LBC_CU_11	Little Burpengary Creek Crossing Upgrade	2019	\$0	\$43,972
LBC_CU_12	Little Burpengary Creek Crossing Upgrade	2019	\$0	\$43,972
LBC_CU_13	Little Burpengary Creek Crossing Upgrade	2019	\$0	\$43,972
LBC_CU_14	Little Burpengary Creek Crossing Upgrade	2019	\$0	\$43,972
LBC_CU_8	Little Burpengary Creek Crossing Upgrade	2019	\$0	\$43,972
LBC_CU_9	Little Burpengary Creek Crossing Upgrade	2019	\$0	\$43,972
SPR_CU_8	South Pine River Crossing Upgrade	2019	\$0	\$500,334
TG_CU_1	Todds Gully Crossing Upgrade	2019	\$0	\$702,384
BS01_PD_1	Brendale/Strathpine 01 Pipe Drainage	2020	\$0	\$3,544,246
BS01_PD_2	Brendale/Strathpine 01 Pipe Drainage	2020	\$0	\$421,453
BUR_CU_14	Burpengary Creek Crossing Upgrade	2020	\$0	\$43,972
CAB_CU_2	Caboolture River Crossing Upgrade	2020	\$0	\$43,972
GOD_CU_2	Godwin Beach Crossing Upgrade	2020	\$0	\$43,972
GOD_CU_3	Godwin Beach Crossing Upgrade	2020	\$0	\$43,972
GR_DB_1	Griffin Detention Basin	2020	\$0	\$307,801
SSC_CU_6	Sheepstation Creek Crossing Upgrade	2020	\$0	\$43,972
SSC_CU_7	Sheepstation Creek Crossing Upgrade	2020	\$0	\$43,972
SSC_CU_8	Sheepstation Creek Crossing Upgrade	2020	\$0	\$43,972
SSC_OCW_1	Sheepstation Creek Open Channel Work	2020	\$0	\$2,353,558
BUR_CU_15	Burpengary Creek Crossing Upgrade	2021	\$0	\$43,972
BUR_CU_16	Burpengary Creek Crossing Upgrade	2021	\$0	\$43,972
BUR_DB_10	Burpengary Creek Detention Basin	2021	\$80,325	\$263,830
BUR_DB_5	Burpengary Creek Detention Basin	2021	\$59,850	\$175,886
BUR_DB_7	Burpengary Creek Detention Basin	2021	\$80,325	\$263,830
BUR_DB_8	Burpengary Creek Detention Basin	2021	\$0	\$791,489
CBM_CU_1	Caboolture Mouth Crossing Upgrade	2021	\$0	\$43,972
GOD_CU_4	Godwin Beach Crossing Upgrade	2021	\$0	\$43,972
GRE_CU_3	Gregors Creek Crossing Upgrade	2021	\$0	\$43,972
P01_PD_2	Petrie 01 Pipe Drainage	2021	\$0	\$778,920
SSC_CU_9	Sheepstation Creek Crossing Upgrade	2021	\$0	\$43,972
BS01_PD_3	Brendale/Strathpine 01 Pipe Drainage	2022	\$0	\$1,050,767
CAB_DB_7	Caboolture River Detention Basin	2022	\$455,175	\$1,444,736

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FM_DB_3	Four Mile Creek Detention Basin	2022	\$0	\$2,993,273
LBC_DB_1	Little Burpengary Creek Detention Basin	2022	\$669,375	\$2,124,612
LBC_DB_2	Little Burpengary Creek Detention Basin	2022	\$535,500	\$1,699,690
LBC_OCW_2	Little Burpengary Creek Open Channel Work	2022	\$0	\$1,549,708
SSC_DB_5	Sheepstation Creek Detention Basin	2022	\$830,025	\$2,349,194
TG_CU_2	Todds Gully Crossing Upgrade	2022	\$0	\$237,928
FW02_PD_1	Freshwater Creek 02 Pipe Drainage	2023	\$0	\$953,922
GR_DB_2	Griffin Detention Basin	2023	\$0	\$768,310
LAG_DB_6	Lagoon Creek Detention Basin	2023	\$321,300	\$1,128,945
P01_PD_3	Petrie 01 Pipe Drainage	2023	\$0	\$2,118,183
SPR_CU_9	South Pine River Crossing Upgrade	2023	\$0	\$703,334
BUR_DB_4	Burpengary Creek Detention Basin	2024	\$589,050	\$1,869,659
LBC_DB_3	Little Burpengary Creek Detention Basin	2024	\$299,250	\$940,788
LBC_OCW_1	Little Burpengary Creek Open Channel Work	2024	\$0	\$1,316,821
SSC_DB_6	Sheepstation Creek Detention Basin	2024	\$160,650	\$564,473
SPR_CU_2	South Pine River Crossing Upgrade	2024	\$0	\$430,418
SPR_CU_3	South Pine River Crossing Upgrade	2024	\$0	\$413,021
SPR_CU_5	South Pine River Crossing Upgrade	2024	\$0	\$142,639
BUR_DB_3	Burpengary Creek Detention Basin	2025	\$239,400	\$752,630
FW03_PD_1	Freshwater Creek 03 Pipe Drainage	2025	\$0	\$1,000,435
KJC_DB_15	King John Creek Detention Basin	2025	\$160,650	\$564,473
SSC_CU_10	Sheepstation Creek Crossing Upgrade	2025	\$0	\$47,039
SSC_CU_11	Sheepstation Creek Crossing Upgrade	2025	\$0	\$47,039
SSC_DB_4	Sheepstation Creek Detention Basin	2025	\$0	\$752,630
CAB_OCW_1	Caboolture River Open Channel Work	2026	\$0	\$1,471,877
FM_CU_1	Four Mile Creek Crossing Upgrade	2026	\$0	\$355,637
GR_CU_1	Griffin Crossing Upgrade	2026	\$0	\$133,988
GR_DB_3	Griffin Detention Basin	2026	\$0	\$642,872
LAG_DB_3	Lagoon Creek Detention Basin	2026	\$107,100	\$376,315
SPR_CU_4	South Pine River Crossing Upgrade	2026	\$0	\$539,573
BS01_PD_4	Brendale/Strathpine 01 Pipe Drainage	2027	\$0	\$1,074,040
KJC_DB_13	King John Creek Detention Basin	2027	\$240,975	\$883,522
KJC_DB_2	King John Creek Detention Basin	2027	\$1,445,850	\$3,652,481
SPR_CU_1	South Pine River Crossing Upgrade	2027	\$0	\$84,284
SPR_CU_7	South Pine River Crossing Upgrade	2027	\$0	\$718,807
TG_CU_3	Todds Gully Crossing Upgrade	2027	\$0	\$537,257

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BUR_OCW_1	Burpengary Creek Open Channel Work	2028	\$0	\$4,895,015
GYM_DB_2	Gympie Creek Detention Basin	2028	\$294,525	\$1,079,861
KB_OCW_1	Kedron Brook Open Channel Work	2028	\$0	\$1,889,398
KC_BS_1	Kingfisher Creek Bank Stabilisation	2028	\$0	\$289,335
BUR_DB_2	Burpengary Creek Detention Basin	2029	\$0	\$196,338
COU_DB_1	Coulthards Creek Detention Basin	2029	\$0	\$1,799,768
GYM_DB_1	Gympie Creek Detention Basin	2029	\$62,475	\$1,684,910
LBC_DB_4	Little Burpengary Creek Detention Basin	2029	\$543,375	\$1,330,192
OM_BS_1	One Mile Creek Bank Stabilisation	2029	\$0	\$2,241,540
FW02_PD_2	Freshwater Creek 02 Pipe Drainage	2030	\$0	\$265,654
FW03_PD_2	Freshwater Creek 03 Pipe Drainage	2030	\$0	\$1,135,375
GR_CU_3	Griffin Crossing Upgrade	2030	\$0	\$139,814
TG_CU_4	Todds Gully Crossing Upgrade	2030	\$0	\$89,746
FW01_PD_3	Freshwater Creek 01 Pipe Drainage	2031	\$0	\$4,256,915
TOTAL			\$9,758,175	\$169,808,755

Table 4.5.2.1.2 Schedule of works for the stormwater network—quality

Column 1	Column 2	Column 3	Column 4	Column 5
Map reference	Trunk infrastructure	Estimated timing	Cost (Land)^(4.3)	Cost (Works)^(4.4)
LPR_CW05	Constructed Wetland LPR_CW05, Pine Rivers Park Strathpine	2016	\$0	\$1,550,994
CAB_RV_2	Bellmere Bel Air Estate Park Rehabilitation Revegetation	2016	\$0	\$82,606
CAB_WR20c	WSUD Retrofit CAB_WR20c, Kate McGrath's Koala Park	2016	\$0	\$847,421
CAB_RV_1	Elimbah Heights Reserve Rehabilitation Revegetation	2017	\$0	\$123,909
CAB_WR13	WSUD Retrofit CAB_WR13, Bluebell Street Park, Caboolture	2017	\$0	\$1,264,011
HAY_WR05	WSUD Retrofit HAY_WR05, Reg Crouch Park	2017	\$0	\$546,907
LPR_WR07	WSUD Retrofit LPR_WR07, Alleena Park	2017	\$0	\$1,268,995
BUR_CW02	Constructed Wetland BUR_CW02, Burpengary Sportsgrounds (Burpengary Greenlinks)	2018	\$0	\$2,392,719
CAB_CW05	Constructed Wetland CAB_CW05 Sheepstation Creek Park Morayfield	2018	\$0	\$1,644,994
LPR_RV_3	Petrie North Pine Country Park Merv Ewart Reserve Rehabilitation Revegetation	2018	\$0	\$818,936

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LPR_RV_6	Petrie Tweedale Reserve Embankment Rehabilitation	2018	\$0	\$64,091
LPR_RV_1	Samford Valley, Greenwood Crescent Park Revegetation Rehabilitation	2018	\$0	\$256,363
LPR_RV_2	Wights Mountain Harold Brown Park Revegetation Rehabilitation	2018	\$0	\$475,695
BUR_WR03	WSUD Retrofit BUR_WR03, Narangba Sports Centre, Narangba	2018	\$0	\$753,473
CAB_WR02	WSUD Retrofit CAB_WR02, Pinegrove St Park	2018	\$0	\$1,216,299
HAY_WR06	WSUD Retrofit HAY_WR06, Reg Crouch Park	2018	\$0	\$371,726
HAY_WR07	WSUD Retrofit HAY_WR07, Glasshouse Circuit Park, Kallangur	2018	\$0	\$605,301
HAY_WR15	WSUD Retrofit HAY_WR15, Lipscombe Road Park (South), Deception Bay	2018	\$0	\$640,907
LPR_WR05	WSUD Retrofit LPR_WR05, Brownwell Street Park, Warner	2018	\$0	\$364,605
LPR_WR18	WSUD Retrofit LPR_WR18, Branch Creek Road Park	2018	\$0	\$549,756
LPR_RV_5	Clear Mountain Richards Park Revegetation and Rehabilitation	2019	\$0	\$220,757
BC_RV_1	Ferny Hills Hall Reserve Revegetation (Linkwood Court to Millwood Court) (Millwood Court to Woodhill Road)	2019	\$0	\$541,210
LPR_RV_4	Wights Mountain Richards Road Revegetation Rehabilitation	2019	\$0	\$2,624,869
BUR_CW06	Constructed Wetland BUR_CW06, Claverton Drive Park & Reserve Burpengary	2024	\$0	\$1,508,367
CAB_CW04	Constructed Wetland CAB_CW04, King Street Caboolture	2024	\$0	\$6,879,066
CAB_CW06	Constructed Wetland CAB_CW06, Buchanans Road Morayfield	2024	\$0	\$2,399,674
LPR_CW07	Constructed Wetland LPR_CW07, Henry Road Griffin	2024	\$0	\$5,999,947
UPR_CW01	Constructed Wetland UPR_CW01, Tullamore Park Dayboro	2024	\$0	\$1,441,328
BUR_WR01	WSUD Retrofit BUR_WR01, Crendon Street	2024	\$0	\$1,060,427
BUR_WR06a	WSUD Retrofit BUR_WR06a, Fernando Street	2024	\$0	\$1,584,547
BUR_WR12	WSUD Retrofit BUR_WR12, Matterhorn Dr Park, Narangba	2024	\$0	\$2,200,082
CAB_WR12	WSUD Retrofit CAB_WR12, Lynfield Drive Park	2024	\$0	\$390,042
CAB_WR21	WSUD Retrofit CAB_WR21, Beech Drive Park	2024	\$0	\$1,707,959
HAY_WR09	WSUD Retrofit HAY_WR09, Penson Park	2024	\$0	\$3,079,201
LPR_WR09	WSUD Retrofit LPR_WR09, Gary Fulton Park	2024	\$0	\$1,759,761
LPR_WR20	WSUD Retrofit LPR_WR20, Karrajong Drive Park 2, Warner	2024	\$0	\$804,462

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LPR_WR21	WSUD Retrofit LPR_WR21, Versace Avenue Drainage Reserve	2024	\$0	\$1,023,861
CAB_CW01	Constructed Wetland CAB_CW01, Childs Road Caboolture	2029	\$639,277	\$9,682,164
CAB_CW07	Constructed Wetland CAB_CW07, Vistentin Road Morayfield	2029	\$163,622	\$2,337,074
CAB_CW11	Constructed Wetland CAB_CW11, Darley Road Park Caboolture	2029	\$6,300	\$2,003,206
CAB_CW12	Constructed Wetland CAB_CW12, Caboolture River Road Caboolture	2029	\$217,833	\$2,504,008
LPR_CW01	Constructed Wetland LPR_CW01, Scouts Crossing Road Park Brendale	2029	\$0	\$3,505,611
LPR_CW02	Constructed Wetland LPR_CW02, Piggott Reserve Strathpine	2029	\$0	\$699,532
LPR_CW03	Constructed Wetland LPR_CW03, Normanby Way Strathpine	2029	\$104,003	\$10,683,767
LPR_CW04	Constructed Wetland LPR_CW04, Learmonth Street Strathpine	2029	\$203,385	\$2,170,140
LPR_CW06	Constructed Wetland LPR_CW06, Bells Pocket Rd Strathpine	2029	\$381,502	\$2,570,781
LPR_CW09	Constructed Wetland LPR_CW09, Wantima Golf	2029	\$34,897	\$1,818,784
LPR_CW11	Constructed Wetland LPR_CW11, Narrabeen Road Park Albany Creek	2029	\$0	\$2,837,876
LPR_CW12	Constructed Wetland LPR_CW12, Pine Valley Drive Petrie	2029	\$342,836	\$3,004,809
BUR_CW01	Constructed Wetland BUR_CW01, Moorina Road Morayfield	2031	\$220,975	\$5,508,817
BUR_CW03	Constructed Wetland BUR_CW03, Old Bay Road Burpengary	2031	\$130,893	\$2,973,013
BUR_CW04	Constructed Wetland BUR_CW04, Bassett Road Burpengary	2031	\$291,890	\$3,505,611
BUR_CW05	Constructed Wetland BUR_CW05, Old Gympie Road Burpengary	2031	\$83,748	\$1,853,761
CAB_CW02	Constructed Wetland CAB_CW02, Limburg Avenue Caboolture	2031	\$383,030	\$4,507,214
CAB_CW03	Constructed Wetland CAB_CW03, Beerburum Road Caboolture	2031	\$329,989	\$6,009,619
CAB_CW08	Constructed Wetland CAB_CW08, Buchanan Road/Weir Road Morayfield	2031	\$250,430	\$3,322,779
CAB_CW10	Constructed Wetland CAB_CW10, Coach Road East Burpengary	2031	\$125,339	\$3,287,802
CAB_CW13	Constructed Wetland CAB_CW13, Cobb Road Burpengary	2031	\$43,528	\$734,509
CAB_CW14	Constructed Wetland CAB_CW14, Lindsay Road Sportsground & adjoining private	2031	\$111,804	\$1,669,339

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CAB_CW15	Constructed Wetland CAB_CW15, Williamson Road Burpengary	2031	\$67,195	\$2,798,129
CAB_CW16	Constructed Wetland CAB_CW16, Buckley Road Burpengary	2031	\$835,107	\$10,683,767
LPR_CW08	Constructed Wetland LPR_CW08, Old North Road Strathpine	2031	\$187,089	\$2,270,300
LPR_CW10	Constructed Wetland LPR_CW10, Leitchs Road Brendale	2031	\$0	\$2,098,597
TOTAL			\$5,154,672	\$146,106,278

Table 4.5.2.1.3 Schedule of works for the stormwater network – riparian corridors

Column 1	Column 2	Column 3	Column 4	Column 5
Map reference	Trunk infrastructure	Estimated timing	Establishment cost (Land) pre 2031 ^(4.5)	Establishment cost (Land) post 2031 ^(4.6)
BCC_CTC_RC	Riparian Corridor	2016–2031	\$4,827,141	\$2,189,551
BUR_BUR_RC	Riparian Corridor	2016–2026	\$355,878	\$2,370,515
BUR_LBC_RC	Riparian Corridor	2026	\$45,812	\$297,098
CAB_CAB_RC	Riparian Corridor	2016–2031	\$1,277,330	\$3,202,373
CAB_GYM_RC	Riparian Corridor	2021	\$18,945	\$1,164,020
CAB_KJC_RC	Riparian Corridor	2021–2026	\$477,462	\$190,263
CAB_LAG_RC	Riparian Corridor	2021–2026	\$3,210,670	\$2,096,250
CAB_SSC_RC	Riparian Corridor	2016–2021	\$1,271,896	\$2,920,333
CAB_WAR_RC	Riparian Corridor	2016	\$43,893	\$3,377,689
HAY_FWC_RC	Riparian Corridor	2016–2031	\$2,195,248	\$634,171
HAY_GRI_RC	Riparian Corridor	2026	\$2,920	\$151,145
HAY_SWC_RC	Riparian Corridor	2016–2031	\$5,295,758	\$1,828,334
LPR_ALB_RC	Riparian Corridor	2021	\$392,017	\$503,360
LPR_CON_RC	Riparian Corridor	2041	\$0	\$1,491,323
LPR_COU_RC	Riparian Corridor	2021	\$98,207	\$360,261
LPR_FMC_RC	Riparian Corridor	2016–2031	\$47,751	\$1,041,820
LPR_FWC_RC	Riparian Corridor	2041	\$0	\$84,711
LPR_GRI_RC	Riparian Corridor	2021–2031	\$925,792	\$2,260,148
LPR_KFC_RC	Riparian Corridor	2041	\$0	\$335,129
LPR_NPR_RC	Riparian Corridor	2016–2021	\$87,067	\$5,915,357
LPR_OMC_RC	Riparian Corridor	2016	\$49,630	\$1,076,370

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LPR_PIN_RC	Riparian Corridor	2031	\$398,935	\$63,339
LPR_SAM_RC	Riparian Corridor	2041	\$0	\$30,698
LPR_SAN_RC	Riparian Corridor	2041	\$0	\$1,188,902
LPR_SPR_RC	Riparian Corridor	2016–2021	\$343,259	\$2,349,328
LPR_TOD_RC	Riparian Corridor	2016–2031	\$1,276,016	\$703,168
LPR_YEB_RC	Riparian Corridor	2021	\$103,509	\$1,455,991
PUM_NIN_RC	Riparian Corridor	2026	\$148,838	\$2,048,443
RED_RCE_RC	Riparian Corridor	2041	\$0	\$1,262,863
STA_BRC_RC	Riparian Corridor	2031	\$420,548	\$323,135
STA_STA_RC	Riparian Corridor	2031	\$16,129	\$0
UPR_TER_RC	Riparian Corridor	2021	\$24,863	\$0
TOTAL			\$23,355,514	\$42,916,087

4.5.2.2 Road transport network

Table 4.5.2.2.1 Schedule of works for the road transport network

Column-1	Column-2	Column-3	Column-4
Map reference	Trunk infrastructure	Estimated timing	Establishment cost ^(4.7)
INT03	Anderson Road/Lindsay Road, Morayfield —Localised widening and upgrade of intersection to signals	2016	\$1,208,851
RD04	Dohles Rocks Road, Kallangur —Duplication of Dohles Rocks Road between School Road and Ogg Road, associated with the MBRL proposals	2016	\$6,300,789
RD05	Dohles Rocks Road, Murrumba Downs —Goodrich Road to Castle Hill Drive, Bruce Highway intersection upgrade and road widening	2016	\$2,318,097
INT30	King St/Victoria Avenue —Signalisation of intersection	2016	\$2,098,702
RD32	Leitchs Road, Brendale —Realignment Kremzow Road to Stanley Street, 2 lanes, undivided	2016	\$26,740,515
RD03	Mango Hill Ring Road, Mango Hill —New corridor for local connectivity	2016	\$14,634,197
RD02	Oakey Flat Road, Morayfield —Intersection and Corridor Upgrade. Morayfield Road to Clark Road intersection upgrade and localised widening	2016	\$22,856,393
INT02	Old Gympie Road/Hughes Road, Kallangur —Upgrade of intersection to signals	2016	\$306,038

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INT01	Old Gympie Road/Macarthur Drive, Kallangur —Localised widening and Upgrade of intersection to signals	2016	\$826,304
RD07	Old North Road, Warner —Duplication of Old North Road and intersection upgrades—South Pine to Kremzow	2016	\$10,290,320
RD27	South Pine Road, Everton Hills —Duplication of South Pine Road between Camelia Avenue and Queens Road	2016	\$11,177,406
INT29	Welsby Parade/Kangaroo Avenue, Bongaree —Intersection works to improve safety and amenity	2016	\$1,258,031
RD01	Youngs Crossing Road, Joyner —Intersection and Corridor Upgrade. Oxford Street to Francis Road widening	2016	\$9,744,534
INT31	Smiths Road, Del Rosso Road intersection, Caboolture —Upgrade of existing signals to improve safety for pedestrians	2017	\$213,829
INT24	Bunya Road/Jinker Track, Bunya —Upgrade of intersection to signals	2018	\$1,069,143
RD33	Eastern Collector Road, Strathpine (Land)	2018	\$682,500
RD31	Boundary Road, North Lakes —Duplication of Boundary Road—Bruce Highway to NSUA	2019	\$573,450
RD30	Old North Road, Warner —Duplication of Old North Road and intersection upgrades—Lavarack to Everest	2019	\$5,578,983
RD08	Old North Road, Warner —Duplication of Old North Road and intersection upgrades—Lavarack to Kremzow	2019	\$6,113,555
INT33	Samsonvale Road/Kentwood Drive —Intersection upgrade including approach lanes between Dundee Street and Elmwood Drive for capacity and drainage improvements	2019	\$1,574,556
RD10	Buchanan Road, Morayfield —Morayfield Road to Bruce Highway intersection upgrade and localised widening, including new rail bridge	2021	\$108,822,453
INT04	Burpengary Road/New Settlement Road, Burpengary —Signalisation, bridge works and localised widening	2021	\$18,438,810
RD11	Caboolture River Rd, Morayfield/Upper Caboolture —Grant Road to Morayfield Road intersection upgrade and localised widening	2021	\$26,268,010
RD09	Graham Rd, Morayfield —Lomandra Drive to Buchanan Road Duplication	2021	\$4,124,720
INT07	Kremzow Road/Leitchs Road, Brendale —Upgrade of signals	2021	\$941,068
RD12	NSUA Mango Hill to Griffin, Mango Hill —New 2 lane arterial road and corridor between Mango Hill and Griffin, including improvements to the existing section of Dohles Rocks Road to the Bruce Highway	2021	\$72,834,639
INT06	Samsonvale Road/Lavarack Road, Bray Park —Upgrade of Signals	2021	\$566,171
INT05	South Pine Road/Camelia Avenue, Everton Hills —Intersection reconfiguration and upgrade to Signals	2021	\$3,305,214
INT08	South Pine Road/Plucks Road, Arana Hills —Upgrade of signals	2021	\$826,304
INT32	Griffith Road/Newport Drive, Newport —Signalisation of intersection	2022	\$1,114,081
INT20	Klingner Road/Boardman Road, Kippa Ring —Signalisation of intersection	2023	\$3,153,059

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RD06	West Petrie Bypass – Stage 1, Joyner – Duplication of Youngs Crossing Road extending from Dayboro Road to South of Protheroe Road to increase capacity and provide flood immunity	2023	\$91,596,451
INT11	Boundary Road/Narangba Road, Dakabin – Localised widening and intersection signalisation	2026	\$4,223,329
RD16	Burpengary Road and Station Road, Burpengary – O'Brien Road to Rosehill Drive intersection upgrade and localised widening	2026	\$4,108,743
RD33	Eastern Collector Road, Strathpine (Works)	2026	\$3,066,673
RD14	Lindsay Rd, Morayfield – Morayfield Rd to O'Brien Road intersection upgrade and localised widening	2026	\$1,882,492
RD15	Old Gympie Road, Dakabin – Kallangur – Boundary Road to Anzac Ave intersection upgrade and localised widening	2026	\$24,947,107
RD18	Brown Street, Caboolture – New 2 Lane Sub-Arterial Road between Ardrossan Rd and Pettigrew Street	2031	\$23,504,008
RD17	Cundoot Creek, South Caboolture – New 2 lane arterial road between Buchanan Road and Lower King Street	2031	\$56,351,447
INT12	Mewett Street/Lee Street/Summerfields Drive, Caboolture – Reconfiguration and upgrade of intersection to signals	2031	\$341,624
INT13	Oakey Flat Road/Burbury Road, Morayfield – Localised widening and upgrade of intersection to signals	2031	\$6,525,022
TOTAL			\$582,507,616

4.5.2.3 Active transport network

Table 4.5.2.3.1 Schedule of works for the active transport network

Column 1	Column 2	Column 3	Column 4
Map reference	Trunk infrastructure	Estimated timing	Establishment cost ^(4.8)
Red5	Anzac Avenue/Boardman Road, Kippa Ring – Boulevard treatment and upgrade of Boardman Road/Elizabeth Ave intersection between Klinger Road and Kapella Street.	2016	\$569,759
DB6	Bay Ave, Deception Bay – Boulevard treatment, path widening and crossings. Includes bus bays.	2016	\$872,654
St5	Bells Pocket Road, Bray Park – From Gympie Road to Robel Street including intersection with Gympie Road and crossings.	2016	\$207,198
K1	Boulevard Treatment Anzac Ave, Kallangur – From School Rd to Duffield Rd.	2016	\$501,814
BE4	Burpengary Road, Burpengary – On road bike lanes from Crendon Street to Henderson Road. Associated with planned road improvements.	2016	\$544,762

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HD4	Chinook Street, Everton Hills – Provide off-road path linking existing Cabbage Tree Creek corridor with Old Northern Road pathway.	2016	\$87,928
N1	Continuation of shared path along Omara Rd reserve, Narangba , including crossing of New Settlement Road.	2016	\$313,335
CN1(a)	Dances Road, Caboolture North – D'Aguilar Highway to Cottrill Road. Includes on-road bike lanes.	2016	\$891,767
Red8	Duffield Road, Margate – On road bike lane marking (lanes already exist) between Margate Parade and Victoria Ave.	2016	\$201,967
Cab7	Elliott Street and Morayfield Rd, Caboolture – Between King Street and Caboolture River	2016	\$1,643,678
Red4	Esplanade, Redcliffe – Path upgrade and connection to cross streets between Klinger Road and Shields Street.	2016	\$144,145
Cab5(b)	George Street, Caboolture – Between Hasking Street and Bertha Street. Includes on street bike lanes.	2016	\$82,807
DB3	Gynthur Road, Rothwell – New path and on-road bike lanes. Includes crossing of Anzac Avenue.	2016	\$555,899
Cab5(a)	Hasking Street and George Street (between Hasking Street and King Street), Caboolture – Includes on-street bike lanes	2016	\$351,079
Cab6	King Street, Caboolture – Boulevard treatment between George Street and Beerburum Road. Including mid-block connection between King Street and Elliott Street.	2016	\$139,898
CabS2(a)	Market Drive/Dickson Rd/William Berry Drive, Morayfield – New path and on-road bike lanes. Includes rail crossing, Visentin Road (to Morayfield Station) and Buchanan Rd to Kirkcaldy St.	2016	\$1,939,995
Cab3	Matthew Terrace, Caboolture – Associated with station precinct re-development.	2016	\$750,567
Cab2(b)	McKean Street, Caboolture – Beerburum Road to Manley Street. Path widening and on-street bike lanes.	2016	\$308,716
CabS1(a)	Morayfield Road, Morayfield – From Caboolture River to Market Drive. Includes on-road bike lanes.	2016	\$319,604
CabS1(b)	Morayfield Road, Morayfield – From Caboolture River Road to Station Road.	2016	\$161,816
DB2	Morris Road, Rothwell – Deception Bay Road to Gynther Road, on-road bike lanes. New and upgraded paths.	2016	\$638,393
K2	Narangba Road/Anzac Ave, Kallangur – On Road bike lanes from Hanlon Road to Anzac Ave, including Anzac Ave. Intersection improvements.	2016	\$191,306
Cab5(c)	New midblock connection from Hasking Street, Caboolture to East Street , through post office site.	2016	\$32,002
NL2(a)	New off-road path from North Lakes Drive to Discovery Drive, North Lakes .	2016	\$236,534
Red6	Nottingham Street, Kippa Ring – New path and bicycle awareness zone between Chelsea Street and Fleet Drive.	2016	\$690,630
CN2(b)	Pumicestone Road, Caboolture North – D'Aguilar Highway to Reserve Drive, as part of planned road improvements. Includes on-road bike lanes.	2016	\$1,681,126

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St3	Reinstate and upgrade flood-affected sections of South Pine River Shared Path, Strathpine .	2016	\$118,267
Cab2(a)	Rowe Street, Caboolture Upgrade connecting McKean Street and Hayes Street, including a path along Bury Street drain.	2016	\$836,376
St4(a)	Samsonvale Road, Bray Park East Upgraded shared path from Rail Crossing to Bland Street, including rationalisation of road space across bridge.	2016	\$729,364
St1	South Pine Road Rail Crossing, Brendale Improve facilities at rail crossing and approaches.	2016	\$89,614
Red1	Sutton Street, Redcliffe Continuation of boulevard treatment from Anzac Avenue to Mall Way.	2016	\$380,410
CN1(b)	Upgrade Pumicestone Road/Old Gympie Road intersection, Caboolture North Including active transport priority and crossings.	2016	\$90,181
G1	Brays Road, Griffin From Wellington Road to Cairns Road including Bruce Highway overbridge.	2021	\$12,457,264
CabE1	Bribie Island Road, Caboolture Highway crossing and access to airport industrial estate. Includes access to Beachmere Rd.	2021	\$448,836
Cab2(c)	Bury Street, Caboolture From Lang Street to Manley Street.	2021	\$411,964
HD6	Cabbage Tree Creek to Bunya Road, Everton Hills Path along the Cabbage Tree Creek corridor parallel to Collins Road from the James Street road reserve to opposite Cooloola Court, a bridge over Cabbage Tree Creek and an off-road path from Cabbage Tree Creek to Bunya Road, Everton Hills.	2021	\$567,562
CabS3	Caboolture River Road, Morayfield From Cresthaven Drive to Morayfield Road. Includes on-road bike lane as part of planned road improvements.	2021	\$634,466
AC1	Connection of off-road path on Albany Creek Road, Albany Creek to Albany Creek Service Road (Keong Rd to Wruck Cres).	2021	\$324,714
HD3	Dawson Parade/Pimelia Street, Arana Hills Formalise footpaths, connect to off-road links, provide on-road bike lanes and/or awareness zones between Patricks Road to South Pine Road.	2021	\$324,104
K3	Dohles Rocks Road, Murrumba Downs Between Goodrich Road East and Wagner Road. Shared paths and on-road bike lanes, associated with planned road improvements.	2021	\$597,237
St6	Dorothy Street Precinct, Strathpine New link between Flynn Lane and Learmonth Street associated with a new road proposal.	2021	\$319,320
HD5	Ferny Way, Ferny Hills Provide on-road bike lanes.	2021	\$65,282
P3	Frenchs Road, Petrie On-road bike lanes and intersection upgrades between Beeville Rd and Rue Montaigne.	2021	\$317,199
St7(b)	Leitchs Road, Brendale New path and on-road bike lanes between South Pine Road and Cribb Road.	2021	\$1,042,948
St7(a)	Leitchs Road, Brendale On-road bike lanes and new path on western side between Kremzow Road to South Pine Road, including South Pine Road Crossing.	2021	\$729,409
Cab9	Lower King Street, Caboolture From Mewett Street to Bruce Highway. Includes on-road bike lanes.	2021	\$1,456,011

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Cab8	Lynfield Dr, Caboolture —Between Yaldara Ave and Warner Street, including Warner Street to Watt Street. Including on-road bike lanes.	2021	\$896,816
K5	Marsden Road, Kallangur —On-road bike lanes between Narangba Road and Anne Street.	2021	\$238,688
N2	New Settlement Road, Narangba —New shared-path between Young Road and Banyan Street, connecting to off-road facilities.	2021	\$293,836
NL1	North Lakes Drive, North Lakes —Active transport priority and crossings from Memorial Drive to Kerr Road East.	2021	\$756,749
K4	Ogg Road/ McCiltock Drive, Murrumba Downs —New path on eastern side from Goodfellows Road to Brays Road.	2021	\$468,915
NL2(b)	Path upgrade and on-road bike lanes along Discovery Drive, North Lakes and Halpine Drive, Mango Hill , including Anzac Ave intersection.	2021	\$7,271,888
St2	Railway Avenue, Strathpine —Upgrade path and provide bicycle awareness from Samsonvale Road to Hall Street.	2021	\$704,873
P2	Rue Montaigne, Petrie —On-road bike lanes between Frenchs Road to Woonara Drive (connects to off-road paths).	2021	\$191,766
St4(b)	Samsonvale Road, Bray Park —Upgrade substandard sections of path between Bland Street and Old North Road.	2021	\$729,364
P1	Young Street, Petrie —Bicycle awareness marking.	2021	\$77,524
CabE2(b)	Buckley Road, Burpengary East —Path upgrade and on-road bike lanes between North East Business Park and Eastern Service Road.	2026	\$3,794,746
CabE2(a)	Coach Road East, Burpengary East —Path upgrade and on-road bike lanes between North East Business Park and Eastern Service Road.	2026	\$5,073
CabS5	Grogan Road, Morayfield —Path upgrade to Aquatic Centre. Including bicycle awareness on Grogan Road.	2026	\$231,676
Red2	John Street Precinct, Redcliffe —Connecting Anzac Ave to Humpybong Creek paths.	2026	\$548,226
St7(c)	Leitchs Road, Albany Creek —New river crossing and approaches to Leitchs Road South.	2026	\$11,841,431
NL3	Memorial Drive/Discovery Drive, North Lakes —Formalise on-road bike lanes from North Lakes Drive to Davenport Parade, addressing conflict points.	2026	\$218,240
DB1	Moreton Downs Drive, Deception Bay —Path widening and on-road bike lanes between Arina Place and Deception Bay Road.	2026	\$755,073
HD2	Patricks Road, Arana Hills —Formalise footpaths, connect to off-road links, provide on-road bike lanes and/or awareness zones between Ferny Way and Dawson Parade.	2026	\$665,744
Red7(a)	Porter Street, Redcliffe —New path and on-road bike lane.	2026	\$636,763
Red7(b)	Portwood Street, Redcliffe —New path on south side and on-road bike lanes.	2026	\$333,406
NL4	Saltwater Creek Connection, North Lakes —Upgrade path on Bounty Blvd. Provide new shared-path across Saltwater Creek between Bounty Blvd. to Moreton Downs Drive (Deception Bay).	2026	\$2,712,499

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CabS4	Walkers Road, Morayfield – Creek Crossing upgrade and on-road bike lane between Fennell Ct and Koala Drive.	2026	\$2,314,038
CabS6	Wimbledon Drive, Morayfield – Provision of shared paths.	2026	\$95,866
HD1	Woodhill Road/Hutton Road/Caesar, Ferny Hills – Formalise footpaths, connect to off-road links, provide on-road bike lanes and/or awareness zones between Bunya Road and Patricks Road.	2026	\$689,226
BE3(b)	Arthur Drewett Drive, Burpengary – Connection from Bruce Highway overbridge to Old Bay Road.	2031	\$473,541
BR1	Bestmann Road East/Bribie Island Road, Sandstone Point – Upgrade footpaths and provide on-road bike lanes along Bestmann Road East from Lachlan Crescent to Bribie Island Road, and Bribie Island Road to Bribie Island Bridge approaches from Bestmann Road East.	2031	\$77,033
BE3(a)	Station Road/Progress Road, Burpengary – Intersection improvements at Station Road and path across Old Gympie Road and Bruce Highway.	2031	\$13,207,611
Total			\$86,230,517

4.5.2.4 Public parks and land for community facilities network

Table 4.5.2.4.1 Schedule of works for the public parks network

Column 1	Column 2	Column 3	Column 4	Column 5
Map reference	Trunk infrastructure	Estimated timing	Cost (Land) ^(4.9)	Cost (Embellishments) ^(4.10)
OS-107	Alice Street Park	2016	\$0	\$226,234
OS-80	Baker Street Park	2016	\$0	\$195,688
OS-149	Bernice Street Park	2016	\$0	\$74,859
OS-71	Boama Park	2016	\$0	\$707,901
OS-115	Bonton Avenue Park	2016	\$0	\$233,676
OS-84	Brendale Local Recreation	2016	\$675,955	\$237,060
OS-64	Bribie Island Sports Complex	2016	\$0	\$1,687,302
OS-23	Caboolture Civic District	2016	\$574,442	\$522,249
OS-43	Caboolture District Recreation	2016	\$4,503,623	\$1,933,121
OS-126	Caboolture South Local Recreation	2016	\$565,820	\$237,060
OS-127	Caboolture South Local Recreation	2016	\$749,113	\$237,060
OS-129	Caboolture South Local Recreation	2016	\$565,821	\$237,060
OS-103	Clayton Park (Bellara)	2016	\$0	\$135,138
OS-77	Dakabin Local Recreation	2016	\$566,285	\$237,060
OS-78	Dakabin Local Recreation	2016	\$563,158	\$237,060
OS-79	Dakabin Local Recreation	2016	\$570,194	\$237,060
OS-106	Donnybrook Foreshore	2016	\$0	\$793,911

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OS-31	Endeavour Park	2016	\$0	\$1,415,802
OS-104	Ernest Sendall Park	2016	\$0	\$144,667
OS-120	Everest Street Reserve	2016	\$0	\$64,051
OS-85	Griffin Local Recreation	2016	\$565,822	\$237,060
OS-86	Griffin Local Recreation	2016	\$565,818	\$237,060
OS-91	Griffin Local Recreation	2016	\$565,819	\$237,060
OS-114	Huntington Street Park	2016	\$0	\$191,544
OS-141	Kerwalli Street Park	2016	\$0	\$129,687
OS-53	Langdon Park	2016	\$0	\$1,088,582
OS-73	Leslie Patrick Park	2016	\$0	\$134,912
OS-140	Macaranga Street Park	2016	\$0	\$133,156
OS-132	Morayfield Local Recreation	2016	\$565,819	\$237,060
OS-133	Morayfield Local Recreation	2016	\$565,819	\$237,060
OS-138	Morayfield Local Recreation	2016	\$565,819	\$237,060
OS-148	Morayfield Local Recreation	2016	\$565,821	\$237,060
OS-17	Morris Park – Rothwell	2016	\$0	\$8,494,809
OS-66	Old Petrie Town	2016	\$0	\$951,805
OS-46	Parkridge Estate Park	2016	\$0	\$1,282,512
OS-116	Parsons Boulevard Park	2016	\$0	\$221,894
OS-47	Platypus Creek Environmental Reserve	2016	\$0	\$335,341
OS-34	Rothwell Park	2016	\$0	\$340,182
OS-42	Samford Parklands	2016	\$0	\$7,505,221
OS-118	Saraband Drive Reserve (North)	2016	\$0	\$167,758
OS-32	Scarborough Beach Park	2016	\$0	\$1,415,802
OS-44	South Pine Sporting Complex – Phase 1	2016	\$0	\$16,328,732
OS-76	Stanley Street Community Reserve	2016	\$0	\$221,587
OS-13	Sweeney Reserve	2016	\$0	\$353,950
OS-12	Toorbul Community and Sports Centre	2016	\$0	\$707,901
OS-109	Toorbul Esplanade (Foreshore) (North)	2016	\$0	\$836,189
OS-110	Toorbul Esplanade (Foreshore) (South)	2016	\$0	\$248,906
OS-150	Trinity Way Park	2016	\$0	\$226,466
OS-128	Upper Caboolture Local Recreation	2016	\$471,180	\$237,060
OS-100	Woorim Foreshore	2016	\$0	\$190,567
OS-63	Albany Creek District Civic	2019	\$123,745	\$1,037,527
OS-117	Antigua Crescent Park	2019	\$0	\$707,901
OS-101	Banksia Beach Local Recreation	2019	\$393,511	\$237,060
OS-102	Banksia Beach Local Recreation	2019	\$393,510	\$237,060
OS-14	Bellara District Foreshore	2019	\$0	\$839,763
OS-112	Bestmann Road East Park	2019	\$0	\$220,143
OS-07	Bob Brock Park	2019	\$0	\$707,901
OS-143	Bongaree Local Recreation	2019	\$393,508	\$237,060

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OS-10	Bray Park District Recreation	2019	\$6,720,947	\$1,933,121
OS-74	Brendale Local Recreation	2019	\$2,135,819	\$0
OS-60	Brennan Park	2019	\$0	\$1,037,527
OS-05	Brodies Park (North)	2019	\$0	\$52,968
OS-61	Burpengary District Civic	2019	\$291,044	\$1,037,527
OS-26	Caboolture South District Sport	2019	\$6,077,531	\$7,079,008
OS-48	CREEC	2019	\$0	\$2,669,366
OS-130	Crowe Road Park	2019	\$0	\$256,614
OS-35	Dakabin District Recreation	2019	\$139,010	\$1,933,121
OS-09	Dayboro District Civic	2019	\$395,400	\$1,037,527
OS-67	Elizabeth Road Park – Phase 1	2019	\$0	\$20,410,915
OS-124	Elof Road Park (East)	2019	\$0	\$244,790
OS-70	Godwin Beach Esplanade	2019	\$0	\$707,901
OS-145	Greenshank Crescent Park	2019	\$0	\$238,941
OS-87	Griffin Local Recreation	2019	\$565,821	\$237,060
OS-88	Griffin Local Recreation	2019	\$565,822	\$237,060
OS-89	Griffin Local Recreation	2019	\$565,824	\$237,060
OS-90	Griffin Local Recreation	2019	\$565,820	\$237,060
OS-92	Griffin Local Recreation	2019	\$565,820	\$237,060
OS-69	Haithi Park	2019	\$0	\$233,225
OS-144	John Leitch Memorial Park	2019	\$0	\$268,512
OS-121	Kallangur Local Recreation	2019	\$245,530	\$237,060
OS-75	Lawnton Local Recreation	2019	\$486,203	\$237,060
OS-94	Lawnton Local Recreation	2019	\$119,012	\$237,060
OS-131	Manning Court Park	2019	\$0	\$92,027
OS-25	Margate District Civic	2019	\$445,156	\$1,037,527
OS-21	Morayfield District Recreation	2019	\$194,617	\$1,933,121
OS-93	Nicol Way Park	2019	\$0	\$406,907
OS-40	Nolan Park	2019	\$0	\$5,467,176
OS-82	Normanby Way	2019	\$0	\$155,214
OS-68	Pearson Park	2019	\$0	\$290,122
OS-105	Pioneer Park (Boat Ramp) (North)	2019	\$0	\$458,020
OS-123	Pumicestone Road Park	2019	\$0	\$50,004
OS-49	Reserve (Anzac Avenue) – Kallangur	2019	\$149,033	\$1,037,527
OS-153	Reserve (Anzac Avenue) – Kallangur Local Recreation	2019	\$745,166	\$237,060
OS-54	Rob Akers Reserve	2019	\$0	\$1,557,382
OS-125	Schofield Circuit Park	2019	\$0	\$288,494
OS-15	Solander Esplanade Park	2019	\$0	\$684,759
OS-44	South Pine Sporting Complex – Phase 2	2019	\$0	\$13,607,277
OS-57	Strathpine Civic Regional	2019	\$0	\$3,019,704
OS-81	Strathpine Local Recreation	2019	\$13,333	\$237,060

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OS-83	Strathpine Local Recreation	2019	\$720,384	\$237,060
OS-62	Warner District Civic	2019	\$334,480	\$1,037,527
OS-142	Woodford Local Recreation	2019	\$61,098	\$237,060
OS-33	Beachmere Sportsgrounds	2021	\$0	\$3,633,143
OS-04	Caboolture Sports Centre	2021	\$0	\$1,578,444
OS-67	Elizabeth Road Park—Phase 2	2021	\$0	\$16,328,732
OS-19	James Drysdale Reserve	2021	\$0	\$5,578,983
OS-38	Kurwongbah Sport	2021	\$3,038,766	\$0
OS-39	Moreton Bay Central Sports Complex—Phase 1	2021	\$0	\$36,059,283
OS-52	Narangba Sport and Recreation Complex	2021	\$0	\$3,000,404
OS-18	Petersen Road Sportsgrounds	2021	\$0	\$1,047,760
OS-51	Redcliffe Showgrounds	2021	\$0	\$1,156,619
OS-41	Samford Parklands	2021	\$0	\$5,987,202
OS-28	Woodford District Sport	2021	\$83,406	\$9,288,533
OS-30	Zammit Street Sportsgrounds	2021	\$0	\$1,027,349
OS-134	Caboolture Local Recreation	2026	\$565,821	\$253,599
OS-135	Caboolture Local Recreation	2026	\$565,820	\$253,599
OS-136	Caboolture Local Recreation	2026	\$565,821	\$253,599
OS-137	Caboolture Local Recreation	2026	\$565,819	\$253,599
OS-122	Caboolture Local Recreation	2026	\$236,607	\$0
OS-22	Caboolture South District Recreation	2026	\$796,891	\$2,067,990
OS-113	Deception Bay Local Recreation	2026	\$176,217	\$253,599
OS-146	Deception Bay Local Recreation	2026	\$137,742	\$253,599
OS-108	Deception Bay Local Recreation	2026	\$3,832	\$0
OS-67	Elizabeth Road Park—Phase 3	2026	\$0	\$17,467,946
OS-119	Everton Hills Local Recreation	2026	\$621,605	\$253,599
OS-151	Everton Hills Local Recreation	2026	\$851,211	\$0
OS-95	Mango Hill Local Recreation	2026	\$804,897	\$253,599
OS-96	Mango Hill Local Recreation	2026	\$621,606	\$253,599
OS-97	Mango Hill Local Recreation	2026	\$621,605	\$253,599
OS-98	Mango Hill Local Recreation	2026	\$804,900	\$253,599
OS-99	Mango Hill Local Recreation	2026	\$804,899	\$253,599
OS-39	Moreton Bay Central Sports Complex—Phase 2	2026	\$0	\$5,822,649
OS-111	Ningi Local Recreation	2026	\$393,509	\$253,599
OS-08	North Lakes District Sport	2026	\$31,950,450	\$2,877,699
OS-24	Ray Frawley Fields	2026	\$0	\$240,184
OS-44	South Pine Sporting Complex—Phase 3	2026	\$0	\$11,645,297
OS-59	94 Lower King Street, Caboolture	2031	\$0	\$1,679,681
OS-02	Alan Cash Park	2031	\$0	\$632,172
OS-01	Barry Bolton Park	2031	\$0	\$1,527,062

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OS-20	Blatchford Sporting & Recreation Reserve	2031	\$0	\$1,367,723
OS-27	Dayboro District Sport	2031	\$3,766,140	\$607,581
OS-139	Dayboro Local Recreation	2031	\$8,280	\$264,626
OS-16	Deception Bay Community Centre	2031	\$0	\$994,179
OS-147	Deception Bay Local Foreshore	2031	\$0	\$894,330
OS-67	Elizabeth Road Park—Phase 4	2031	\$0	\$12,151,614
OS-06	Kroll Gardens	2031	\$0	\$1,694,113
OS-152	Lahore Park	2031	\$0	\$290,135
OS-50	Murrumba Downs District Recreation	2031	\$391,609	\$0
OS-37	Pine Rivers Park	2031	\$0	\$1,721,897
OS-55	Redcliffe Civic Regional	2031	\$2,919,929	\$4,524,326
OS-72	Skate Park	2031	\$0	\$71,878
OS-44	South Pine Sporting Complex—Phase 4	2031	\$0	\$13,564,240
OS-56	Strathpine Regional Recreation	2031	\$453,943	\$1,794,625
OS-03	Wamuran District Sport	2031	\$3,448,093	\$6,321,718
OS-29	Woorim Foreshore	2031	\$0	\$1,580,430
TOTAL			\$92,372,891	\$310,318,339

Table 4.5.2.4.2 Schedule of works for the land for community facilities network

Column 1	Column 2	Column 3	Column 4
Map reference	Trunk infrastructure	Estimated timing	Establishment cost ^(4.11)
CI-1	Land for a new local community centre (5,000m ²)	2016	\$455,815
CI-2	Land for a new local community centre (5,000m ²)	2016	\$455,815
CI-4	Land for a new Youth Centre (10,000m ² or adjoining open space)	2019	\$1,033,180
CI-5	Land for a new Youth Centre (10,000m ² or adjoining open space)	2019	\$911,630
TOTAL			\$2,856,440

4.6 Editor's note - Extrinsic material

1. The below table identifies the documents that assist in the interpretation of the local government infrastructure plan and are extrinsic material under the Statutory Instruments Act 1992.

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Table 4.6.1 List of extrinsic material

Column 1 Title of document	Column 2 Date	Column 3 Author
Stormwater Extrinsic Material Local Government Infrastructure Plan (LGIP) Interim Amendment No. 1 Stormwater Extrinsic Material	2017 2021	MBRC
Open Space Extrinsic Material Local Government Infrastructure Plan (LGIP) Interim Amendment No. 1 Public Parks Extrinsic Material	2017 2021	MBRC
Community Facilities Extrinsic Material Local Government Infrastructure Plan (LGIP) Interim Amendment No. 1 Land for Community Facilities Extrinsic Material	2017 2021	MBRC
Transport Extrinsic Material Local Government Infrastructure Plan (LGIP) Interim Amendment No. 1 Transport (Roads) Extrinsic Material	2017 2021	MBRC
Active Transport Extrinsic Material Local Government Infrastructure Plan (LGIP) Interim Amendment No. 1 Active Transport Extrinsic Material	2017 2021	MBRC
Planning Assumptions Extrinsic Material Local Government Infrastructure Plan (LGIP) Interim Amendment No. 1 Planning Assumptions Extrinsic Material	2017 2021	MBRC
Schedule of Works Model Extrinsic Material Local Government Infrastructure Plan (LGIP) Interim Amendment No. 1 Schedule of Works Model Extrinsic Material	2017 2021	MBRC

End Notes

~~4.1 Table 4.5.2.1.1 Column 4 The land cost is expressed in current cost terms as at the base date.~~

~~4.2 Table 4.5.2.1.1 Column 5 The works cost is expressed in current cost terms as at the base date.~~

~~4.3 Table 4.5.2.1.2 Column 4 The land cost is expressed in current cost terms as at the base date.~~

~~4.4 Table 4.5.2.1.2 Column 5 The works cost is expressed in current cost terms as at the base date.~~

~~4.5 Table 4.5.2.1.3 Column 4 The land cost (pre 2031) is expressed in current cost terms as at the base date.~~

~~4.6 Table 4.5.2.1.3 Column 5 The land cost (post 2031) is expressed in current cost terms as at the base date.~~

~~4.7 Table 4.5.2.2.1 Column 4 The establishment cost is expressed in current cost terms as at the base date.~~

~~4.8 Table 4.5.2.3.1 Column 4 The establishment cost is expressed in current cost terms as at the base date.~~

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~~4.9 Table 4.5.2.4.1 Column 4 The land cost is expressed in current cost terms as at the base date.~~

~~4.10 Table 4.5.2.4.1 Column 5 The embellishment cost is expressed in current cost terms as at the base date.~~

~~4.11 Table 4.5.2.4.2 Column 4 The establishment cost is expressed in current cost terms as at the base date.~~