
Planning Scheme Policy 21A Transport Network Developer Contributions

This policy only has effect for development approvals issued prior to the commencement of Caboolture ShirePlan Planning Scheme Policies PSP21B-G – Trunk Infrastructure Contributions on 29 October 2009.

1 PRELIMINARY

1.1 Purpose of the Policy

This is Planning Scheme Policy 21A - Transport Network Developer Contributions, which has been prepared in accordance with the *Integrated Planning Act 1997* (IPA), and covers the entire Shire of Caboolture. Its purpose is to present the developer contributions for the transport network servicing the Caboolture Shire.

The Policy is supported by the following documents:

"Caboolture Transport Network Charging Analysis Report" (CSC, 2005)

"Draft Caboolture Shire Bicycle and Pedestrian Strategy" (CSC, 2005)

"Planning Scheme Policy 4 - Design & Development Manual Part A" (CSC, 2005)

1.2 Philosophy

An applicant shall pay relevant and reasonable contributions towards the establishment cost of the trunk transport network to meet the demand placed on the network by the development.

Contributions are based on the methodology outlined in the subsequent sections of this Policy and further detailed in the *"Caboolture Transport Network Charging Analysis Report" (CSC, 2005)*. The methodology is summarised as follows:

- (a) Identifying that the whole of the Shire is served by a connected network of local government roads;
- (b) Identifying the anticipated "ultimate" population and extent of development which will use the road network;
- (c) Identifying, by reference to a desired standard of service, the components and estimated costs of the infrastructure network which will be required to service the ultimate population and level of development, this network including both existing infrastructure and infrastructure to be provided in the future;
- (d) Dividing the Shire into Service Catchments for each of which there is a distinct level of "consumption" of the overall road network by reason of factors such as population density and distance from major activity centres;
- (e) Apportioning the overall use of the network among those Service Catchments by reference to the level of vehicle trip generation (vehicle trips per day) within each Service Catchment, and apportioning the overall cost of the network on the same basis;
- (f) Dividing the cost apportioned to each Service Catchment by the number of vehicle "trip ends" within the Service Catchment, to produce a figure representing the proportion of the cost of the network "consumed" by each recurring vehicle trip within that Service Catchment;
- (g) Requiring developers to contribute that cost multiplied by the number of vehicle trips per day generated by their development.

Such contributions are held by Council and used for the administration, planning and construction of works or the payment of loans to provide a functional and reliable transport network as outlined in the Policy.

1.3 Adoption Of Policy

This Developer Contributions Policy for the Transport Network has been adopted by resolution of Caboolture Shire Council (CSC) on 09/05/2006 pursuant to provisions of the IPA.

The provisions of this Policy are subject to review by CSC from time to time and adoption of any revised Policy will be in accordance with Schedule 3 of the IPA. (Note: Refer to End Notes for details.)

1.4 Conditions Imposed Independent Of This Policy

It is important to note that this Policy only covers trunk transport infrastructure (see Section 2.2) and does not cover non-trunk transport infrastructure. Non-trunk transport infrastructure can be defined as infrastructure that generally only provides an individual user benefit, and performs the key function of providing direct user connections to the network or the mitigation of impacts on the network.

In accordance with the IPA, conditions (in addition to conditions requiring contributions under this Policy) about non-trunk infrastructure may also be imposed by Council independent of this Policy, for the supply of one or more of the following:

- (a) Upgrading works on existing transport infrastructure on the frontage of the land subject to a Development Application;

- (b) Transport Networks internal to the premises;
- (c) Connecting the premises to the external transport network;
- (d) Protecting or maintaining safety or efficiency of the transport network of which the non-trunk infrastructure is a component.

1.5 Existing Development Infrastructure Agreements

Caboolture Shire Council is bound by preceding development infrastructure agreements. However where the identified standard of service has increased, Council may require a developer contribution for the difference of the agreed standards of service and the desired standard of service in this Policy.

2 TRANSPORT NETWORK PLANNING ASSUMPTIONS

2.1 Demand Assumptions

The Shire has been divided into nine Service Catchments for each of which there is a distinct level of "consumption" of the overall trunk network by reason of factors such as population density and distance from major activity centres. Major natural and man-made barriers were used as boundaries where possible in order to ensure cohesive communities are not divided and prevent situations of inequity where two sides of a road must pay different levels of contributions. Infrastructure Map A, Appendix A provides a geographical representation of these nine Service Catchments covered by this Policy.

The forecast demand generated by each of the nine Service Catchments on the transport network, as well as that generated by external users, up until the year 2016 is presented as Table 2.1. This forecast demand is measured in terms of vehicle trip ends per day (vpd).

Table 2.1 Forecast Demand Generated By Service Catchment (vpd)

Service Catchment	Demand (vpd)		
	2006	2011	2016
1 - Bribie Island/ Ningi	77,903	86,327	93,541
2 - Toorbul/Donnybrook	8,069	8,845	11,353
3 - Deception Bay	57,911	60,050	63,653
4 – Narangba/Burpengary/Caboolture South	152,001	179,366	213,354
5 - West	13,531	14,146	12,897
6 - Caboolture Central	113,049	128,761	151,077
7 - North/East (including Elimbah)	38,934	46,776	56,155
8 - Woodford/Wamuran	21,354	24,054	28,369
9 – Metropolitan Centre - Morayfield	36,118	40,527	42,434
External to the Shire	191,979	220,702	254,286
TOTAL (Including External)	710,848	809,553	927,120
TOTAL (Shire Only)	518,869	588,851	672,833

2.2 Trunk Transport Infrastructure

The Caboolture Shire's road hierarchy (see the ShirePlan's Transport Infrastructure Overlay – Roads) is made up of arterial, sub-arterial, district collector, local collector and local access roads as well as highways. Of these the following are classified as trunk transport infrastructure, hence developers are required to contribute to the funding of these roads:

- (a) Arterial roads;
- (b) Sub-arterial roads; and
- (c) District collector roads.

Transport infrastructure items on trunk roads specifically covered by this Policy include:

- (a) Road pavements and surfacing;
- (b) Intersections;
- (c) Bridges (and culverts);
- (d) Shared-use pathways; and
- (e) Associated works (e.g. traffic signalling, kerb and channel, and local drainage).

With regard to shared-use pathways, those located within the reserve of a trunk road as well as those proposed by the "Draft Bicycle and Pedestrian Strategy" (CSC, 2005) are considered as trunk and are funded by this Policy. Trunk pathway projects detailed in this Strategy are depicted on Infrastructure Maps C1-8, Appendix A.

The existing CSC trunk road network along with the proposed strategic road projects are shown on Infrastructure Maps A and B1-8, Appendix A. Estimated timings and costs of these strategic projects are also provided in Appendix B. Over and above these projects, Council's Capital Works Program provides details of other upgrade projects on the existing trunk network considered necessary to deliver its desired standard of service. These other upgrade projects represent an additional annual expenditure on the network of approximately \$5 million (not including inflation).

2.3 Desired Standard Of Service

The Desired Standard of Service (DSS) at a transport planning level can be expressed in terms of environmental and user benefits (refer Table 2.2). The overall DSS presented for the transport network in Table 2.2 are achieved through Caboolture Shire Council's road hierarchy; general roadworks design standards and standard road cross-sections for the various classes of road. These are outlined in the "Planning Scheme Policy 4 - Design & Development Manual Part A" (CSC, 2005).

Table 2.2 DSS for Caboolture's Transport Network

Environmental Benefit	User Benefit
<ul style="list-style-type: none"> o Transport systems have been planned to minimise emissions that threaten public health, global climate, biodiversity and the integrity of essential ecological processes by; <ul style="list-style-type: none"> • Ensuring roads are located in areas that are not considered environmentally sensitive; • Ensuring that congestion and operating levels are such that fuel consumption and emission levels are minimised; • Creating carriageways that can allow for multi-modal usage, such as public transport, buses and bikeways. 	<ul style="list-style-type: none"> o Caboolture has an efficient, orderly and legible road network. o Caboolture's road system can cater for bikeways and buses if required. o Roads have been planned to ensure required and sensible links are provided. o Roads have been planned to discourage through traffic on local roads. o Caboolture's road system has been planned to ensure there is adequate capacity to meet community expectations on the higher order traffic carrying roads. o Target maximum volume/capacity ratios are: <ul style="list-style-type: none"> • Rural – 0.7 • Urban –0.8
<ul style="list-style-type: none"> o Future population and employment are located in close proximity to each other and in areas that have access to a variety of transport options, thus providing opportunities to minimise journey to work trips and emission levels. 	<ul style="list-style-type: none"> o Residents have an opportunity to minimise journey to work times. o Traffic congestion is reduced by providing options for commuters.

The DSS relating to the provision of shared-use pathways are outlined in the "Draft Caboolture Shire Bicycle and Pedestrian Strategy" (CSC, 2005). This Strategy aims to provide a continuous off road pathway network throughout the Shire. The goals of the Strategy are to:

- (a) Encourage increased levels of cycling and walking as viable alternative transport modes,
- (b) Assist in curbing increased demand for travel by private motor vehicles; and
- (c) Improve lifestyle, accessibility and recreational opportunities.

2.4 Costing Assumptions

This Policy covers the establishment costs of providing trunk transport infrastructure for Caboolture Shire. Establishment costs include:

- (a) For future infrastructure -
 - (i) Planning, survey, geotechnical investigations & design costs;
 - (ii) Financing costs,
 - (iii) Construction, and
 - (iv) Land acquisition (not including donated land).
- (b) For existing infrastructure –
 - (i) Current replacement value – i.e. the cost of reconstructing the same works using contemporary materials, techniques and technologies.
- (c) On going administration costs of preparing, maintaining and administering infrastructure contributions;

It should be noted that the maintenance, rehabilitation or replacement cost of existing aged or obsolete components of the transport network are not covered by this Policy.

Other costing assumptions that form part of this Policy are:

- (a) Costs are exclusive of GST;
- (b) Inflation rate of 3.68% for all construction related costs (7yr average - ABS Road & Bridge Construction Index, ABS (2005));
- (c) ABS Consumer Price Index of 2.5% for administration costs;
- (d) Discount rate of 5.55% (Cost of Capital).

3 DEVELOPER CONTRIBUTION RATES

3.1 Method of Apportionment

An applicant shall pay relevant and reasonable contributions towards the establishment cost of the Caboolture Shire Council trunk transport network to meet the demand placed on the network by the development. This trunk infrastructure is shown on Infrastructure Maps A, B1-8 and C1-8, Appendix A.

The developer contribution rate per vehicle trip end was determined for each Service Catchment according to the following formula:

Where:

$$\text{DC(Service Catchment)} = \text{DC(Roads)} + \text{DC(Pathways)} + \text{DC(Admin)}$$

DC(Service Catchment) is the transport network developer contribution rate (in \$/vpd) for the Service Catchment;

DC(Roads) is the developer contribution rate (in \$/vpd) towards the trunk road network, calculated as the total establishment cost (in net present value) of existing and proposed trunk CSC road infrastructure (including pathways located within trunk road reserves) allocated to the Service Catchment based on its demand on the network, divided by the total future demand generated by the Service Catchment in vehicle trip ends per day (vpd).

DC(Pathways) is the developer contribution rate (in \$/vpd) towards the trunk pathways listed in Council's *Draft Bicycle and Pedestrian Strategy* (2005) excluding those located within a trunk road reserve (see **DC(Roads)**). This contribution is calculated as the total cost of these pathways, divided by the total future demand generated by the Shire in vehicle trip ends per day (vpd).

DC(Admin) is the developer contribution rate (in \$/vpd) towards the ongoing administration cost of this Policy, calculated as the estimated administration costs (in net present value) divided by the total future demand generated by the Shire in vehicle trip ends per day (vpd).

The methodology employed to apportion developer contributions for the trunk transport network is further detailed in the *"Caboolture Transport Network Charging Analysis Report"* (CSC, 2005).

3.2 Developer Contribution Rates

Table 3.1 specifies the developer contribution rates for the transport network that apply to each Service Catchment within Caboolture Shire in dollars per vehicle trip ends per day, (\$ Jun05/vpd).

Table 3.1 Transport Network Developer Contribution Rates for Caboolture Shire

Service Catchment	Transport Network Developer Contribution Rate (\$Jun05/vpd)
1 - Bribe Island/ Ningi	444
2 - Toorbul/Donnybrook	804
3 - Deception Bay	395
4 - Narangba/Burpengary/Caboolture South	653
5 - West	963
6 - Caboolture Central	396
7 - North/East (including Elimbah)	716
8 - Woodford/Wamuran	193
9 - Morayfield Metropolitan Centre	469

3.3 Indexation Of Developer Contribution Rates

The developer contribution rates for the transport network specified in Table 3.1 are in June 2005 dollars, and will automatically be adjusted annually in accordance with Council's cost of capital (see Section 2.4) and rounded up to the next whole dollar. Current contribution rates will be advised annually with Council's fees and charges schedule. The contribution rate will be adjusted at the time of payment.

4 CONTRIBUTION CREDITS

4.1 Contributions Previously Paid

CSC gives Contribution Credits for contributions paid or deemed to have previously been paid. Applicants must prove that previous contributions have been paid or provide sufficient information to allow Council to consider that payment has been made. In such cases, the Contribution Credits given will be expressed in vehicle trip ends per day (vpd) and will be the greater of:

- (a) The vpd conversion of the paid amount, and
- (b) If there is an existing lawful use, the vpd conversion of the existing use (calculated in accordance with Section 5.2).

It should be noted that all vacant lots within the Residential A, Residential B, Rural Residential and Rural zones shall be deemed to have previously paid contributions and the Contribution Credit given will be 6.5vpd (the vpd conversion of 1 dwelling house).

4.2 Existing Lawful Uses

CSC also gives Contribution Credits for existing lawful uses of a premises. In such cases, the Contribution Credits given will be expressed in vehicle trip ends per day (vpd) and will be the greater of:

- (a) 6.5 vpd/lot if the premises is located within the Residential A, Residential B, Rural Residential and Rural zones, and
- (b) The vpd conversion of the existing lawful use (calculated in accordance with Section 5.2)

4.3 Land and/or Construction of Works

Contribution Credits will also be given where Council approves the dedication of land and/or construction of works by the applicant and determines that an allowance will be made for the developer to offset the value of the land and/or works against the assessed developer contribution for the transport network. In such cases Contribution Credits will be calculated by:

- (a) Determining the total value of land and/or works based on the *"Caboolture Transport Network Charging Analysis Report"* (CSC, 2005) pertaining to this Policy; and
- (b) Converting the value from (1) into vehicle trip ends per day (vpd) based on the relevant developer contribution rate for that Service Catchment (Table 3.1).

Where the total value of land and/or works is greater than the assessed developer contribution for the transport network Council may require the developer to construct the infrastructure at the developer's cost. In such cases, Council will endeavour to ensure that the developer is reimbursed for the additional cost from the transport network developer contributions received from other developers that connect to the network for up to ten (10) years from approval of Council. (As the timing and level of contributions payable by other developments are unknown at the time of approval, Council cannot assume a binding legal obligation to reimburse any specific amount at any specific time. Interest will not be considered and the developer contributions will be reimbursed at the agreed number of contribution offsets in vehicle trip ends at the rate applicable at the time of reimbursement.)

4.4 Transfer of Contribution Credits

Council will not permit the transfer of Contribution Credits for the transport network between different developments.

5 CALCULATION OF DEVELOPER CONTRIBUTIONS

5.1 Method

The calculation method for determination of the transport network developer contributions for a development or redevelopment is a two-step process.

- (a) Calculate the number of additional vehicle trip ends (in vpd) generated by the development using traffic generation rates provided in Table 5.1.
- (b) Apply the developer contribution rate (\$/vpd) for the Service Catchment as specified by Table 3.1.

5.2 Traffic Generation Rates By Development Type

Table 5.1 sets out the various traffic generation rates for different development types in vehicle trip ends per day (vpd). These rates should be used to calculate the number of additional trip ends generated by the development and were taken from various sources according to their suitability to the Caboolture Shire (see *Caboolture Transport Network Charging Analysis Report, CSC, 2005*). If the development type is not listed in Table 5.1, the additional vehicle trip/s attributable to the development will be assessed based on a traffic impact assessment (TIA) or best estimates of traffic generation for the development as determined by Council.

Table 5.1 Traffic Generation Rates by Development Type

Land Use Type	Vehicle Trips per Day	Per Assessment Unit
Accommodation Building	2.5	Available Bed
Agriculture	4.0	Employee
Animal Husbandry (Intensive)	4.0	Employee
Animal Husbandry (Non-Intensive)	4.0	Employee
Aquaculture	4.0	Employee
Brothel	39.0	100m ² Total Use Area
Car Parking Facility	4.0	Employee
Car Wash	12.0	100m ² Total Use Area
Caravan Park	2.0	Site
Caretaker's Residence	6.5	Dwelling
Child Care Centre	2.2	Enrolment
Corrective Institution	4.0	Employee
Dependent Person's Accommodation	0.0	Dwelling
Display Home	6.5	Dwelling
Dual Occupancy	5.0	Dwelling
Dwelling House	6.5	Dwelling
Educational Establishment	1.8	Enrolment
Entertainment & Recreation (Indoors)		
- Theatre/Cinema	1.3	Seat
- Other	40.0	100m ² Total Use Area
Entertainment And Recreation (Outdoors)		
- Swimming Pool/ Skating Rink		
- Golf Course	7.5	100m ² Total Use Area
- Tennis/Squash	7.5	Hole
- Lawn Bowls	30.0	Court
- Clubhouse	30.0	Green
	40.0	100m ² Total Use Area
Estate Sales Office	0.0	100m ² Total Use Area
Extractive Industry	As agreed by Council	
Fuel Depot	1.0	100m ² Site Area
Funeral Parlour	4.0	Employee
General Industry	5.0	100m ² Total Use Area
Home Based Business	4.0	100m ² GFA
Hospital	As agreed by Council	bed
Hotel	40.0	100m ² Total Use Area
Landscape Supplies Production	10.0	100m ² Total Use Area
Landscape Supply Centre	10.0	100m ² Total Use Area
Marina		
< 10m Berths	1.0	Berth
10-15m Berths	1.5	Berth
> 15m Berths	2.0	Berth
Dry Berths	0.5	Berth
Ancillary Uses	5.0	100m ² Total Use Area
Shop	40.0	100m ² Total Use Area
Market	As agreed by Council	
Medical Centre	40.0	100m ² Total Use Area
Motor Vehicle Repair Station	12.0	100m ² Total Use Area
Multiple Dwelling	4.0	Dwelling
Office	16.0	100m ² GFA
Place of Worship	3.6	100m ² GFA
Recycling Yard	5.0	100m ² Total Use Area
Relocatable Home Park	3.0	Site
Restaurant	40.0	100m ² Total Use Area
Retail Showroom		
- Furniture Showroom	10.0	100m ² Total Use Area
- Other	40.0	100m ² Total Use Area
Retirement Village		
- Self Contained	2.0	Dwelling
- Hostel	1.0	Room
- Nursing Home Beds	0.5	Bed
Roadside Stall	As agreed by Council	
Rural Service Industry	4.0	Employee
Rural Worker's Dwelling	6.5	Dwelling
Sales or Hire Yard		
- Office	16.0	100m ² Total Use Area
- Display Area	4.0	100m ² Total Use Area
Service Industry	12.0	100m ² Total Use Area
Service Station		
- Pumps	8.0	Pump

Land Use Type	Vehicle Trips per Day	Per Assessment Unit
- Service Bays	12.0	100m ² Total Use Area
- Shop/Restaurant	8.0	100m ² Total Use Area
Shop	40.0	100m ² Total Use Area
Special Care Facility	0.5	Bed
Special Industry		
-Batching plant	250.0	Batching Plant
- Other	5.0	100m ² Total Use Area
Storage Facility	4.0	100m ² Total Use Area
Surgery	40.0	100m ² Total Use Area
Take Away Food Outlet	40.0	100m ² Total Use Area
Transport Depot	As agreed by Council	
Vehicle Sales and Service		
- Office Areas	16.0	100m ² Total Use Area
- Display Areas	4.0	100m ² Total Use Area
Veterinary Establishment	40.0	100m ² Total Use Area
Warehouse	5.0	100m ² Total Use Area
Winery	As agreed by Council	

5.3 Worked Example

The following is a worked example of how to calculate the developer contribution for the transport network.

Example 1: A developer proposes to develop a parcel of land in Service Catchment 3 (Deception Bay) by replacing an existing dwelling house (existing lawful use) with an 8-unit development.

Step 1 - Calculate the number of additional vehicle trip ends per day (vpd) generated by the parcel of land.

From Table 5.1, "dwelling house" → 6.5 vpd/dwelling.

"multiple dwelling" → 4 vpd/dwelling.

Therefore: Number of additional vehicle trip ends per day (vpd)

$$= (8 \text{ dwellings} \times 4 \text{ vpd/dwelling}) - (1 \text{ dwelling} \times 6.5 \text{ vpd/dwelling})$$

$$= (32 - 6.5) \text{ vpd}$$

$$= 25.5 \text{ vpd}$$

Step 2 – Calculate the developer contribution for each development.

Table 3.1 specifies a transport network developer contribution for Service Catchment 3 of \$395/vpd (excluding appropriate adjustment index).

Therefore: Transport Network Developer Contribution

$$= 25.5 \text{ vpd} \times \$395/\text{vpd} \text{ (excluding appropriate adjustment index)}$$

$$= \$10,072.50 \text{ (excluding appropriate adjustment index)}$$

6 APPLICATION OF DEVELOPER CONTRIBUTIONS

6.1 Levying The Developer Contributions

The transport network developer contributions apply to all development applications that generate additional demand (vehicle trips) on the transport network received on or after the date of adoption of this Policy (see Section 1.3). Developer contributions are levied on a "per additional vehicle trip per day (vpd)" basis and will be applied to the development approval as a condition of approval.

Additional contributions will be payable for development within Caboolture Shire which:

- Is inconsistent with the assumptions stated in this Policy or the zonings set out in the ShirePlan; or
- Is for premises completely or partly outside the anticipated times for the provision of the transport network; or
- Would impose additional trunk infrastructure costs on Council after taking into account developer contributions levied and/or trunk infrastructure supplied, or to be supplied by the applicant.

6.2 Payment Of Developer Contributions

6.2.1 General

The developer contribution for the transport network is payable:

- If the contribution applies to **reconfiguring a lot** that is assessable development - before endorsement of the plan of subdivision; or
- If the contribution applies to **material change of use** - before the new use commences.

Payment of the contribution will be at the rate applicable at the time of payment.

6.2.2 Staged Developments

Staged developments and complexes for which developer contributions are payable, will be approved subject to a condition requiring that contributions be paid regarding the total ultimate vehicle trips generated in vehicles per day (vpd) by the development as per this Policy.

As each stage is developed, the vehicle trips generated by the stage will be assessed and the developer contributions will be payable in accordance with Section 6.2.1, at the rate applicable at that time.

The Applicant for a staged building development may be required to either provide security or enter into an infrastructure agreement as determined by Council.

6.2.3 Security

Council may require a security bond in the following circumstances:

- (a) As a condition of development with respect to staged building developments/complexes.
- (b) To allow Council to program and construct works with an assurance that the developer contributions will be available;
- (c) Deferred payment schemes as approved by Council from time to time where the development is released prior to the payment of contributions, as determined by the Council.

The amount of the security bond required to be lodged shall be determined by Council based on the best available information regarding the development.

The security bond shall be lodged at the time stated in the Infrastructure Agreement, or in the absence of an Infrastructure Agreement, as determined by Council.

Security bonds lodged in respect of this Policy shall be an irrevocable Bank Guarantee from an approved Trading Bank, and shall state the purpose of the guarantee and the Real Property description of the development to which it applies. The Bank Guarantee shall be open-ended with no lapse time, unconditional and activated solely on demand by the Council.

7 ACCOUNTING FOR DEVELOPER CONTRIBUTIONS

7.1 Register

Council shall maintain a register of all developer contributions paid under this Policy. Information contained in the register shall include:

- (a) The real property description of the land to which the condition for contributions applies;
- (b) The amount of the contribution conditioned (\$);
- (c) The amount of the contribution unpaid (\$);
- (d) The number of additional vehicle trip ends per day (vpd) charged for;
- (e) If the contribution was conditioned as a result of a development approval - the approval reference number and the day the approval will lapse; and
- (f) If infrastructure was to be provided instead of paying the contributions - details of any infrastructure still to be provided.

7.2 Expenditure of Funds Collected

Monetary payments of the contributions will be held in Reserves and will earn interest over the life of the funds. The monies will be expended on the infrastructure items identified in this Policy according to the indicated timeframes. Timing cannot be determined exactly and hence, Council reserves the right to modify the timing of expenditure to reflect faster or slower than anticipated growth. Council may also choose to modify the expenditure in terms of the infrastructure items to be provided only if the modification will result in the same or an increased standard of service.

7.3 Council Contributions

The establishment cost of the 2016 trunk transport network (including pathways and admin costs) is estimated at \$1.14billion (June 2005 dollars). The proportion of this total cost expected to be funded by developer contributions up to 2016 is estimated at \$84.3million (June 2005 dollars), or 7.4%. However this estimated income from contributions does not take into account existing development applications/approvals not finalised prior to adoption of this Policy, and is therefore likely to be an overestimate. It is not expected that the developer contributions collected up until 2016 will cover all future costs of the trunk transport network projects. Hence, any shortfall of funding for the network on behalf of existing and external users will be provided from alternate funding sources.

8 REFERENCES

ABS, 2005: *Producer Price Indexes 6427 Table 16, Road and Bridge Construction Index*, www.abs.gov.au, 9 September 2005

CSC, 2005: *Caboolture Transport Network Charging Analysis Report*

CSC, 2005: *2006/07 Draft Bicycle and Pedestrian Strategy*

CSC, 2005: *Planning Scheme Policy 4 - Design & Development Manual Part A*

APPENDICES

APPENDIX A

Infrastructure Map A
Infrastructure Maps B1-8
Infrastructure Maps C1-8

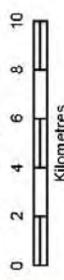
Transport Network Service Catchments
Proposed Strategic Road Projects
Proposed Trunk Pathways Projects (*Draft Bicycle and Pedestrian Strategy, CSC, 2005*)



CABOOLTURE SHIRE COUNCIL
CABOOLTURE SHIRE
INFRASTRUCTURE MAP A
TRANSPORT NETWORK
SERVICE CATCHMENTS

KEY TO FEATURES

- Trunk Roads**
- Non Trunk Roads
 - District Collector Roads
 - Subdivisional Roads
 - Arterial Roads
 - State Roads
 - Future Roads
- Service Catchments**
- 1- BRIBIE ISLAND/ SANDSTONE POINT/NINGI
 - 2- TOORBUL/DONNYBROOK
 - 3- DECEPTION BAY
 - 4- NARANGBA BURPENGARY/CABOOLTURE STH
 - 5- WEST
 - 6- CABOOLTURE CENTRAL
 - 7- NORTHEAST
 - 8- WOODFORD/WAMURAN
 - 9- MORAYFIELD METROPOLITAN CENTRE

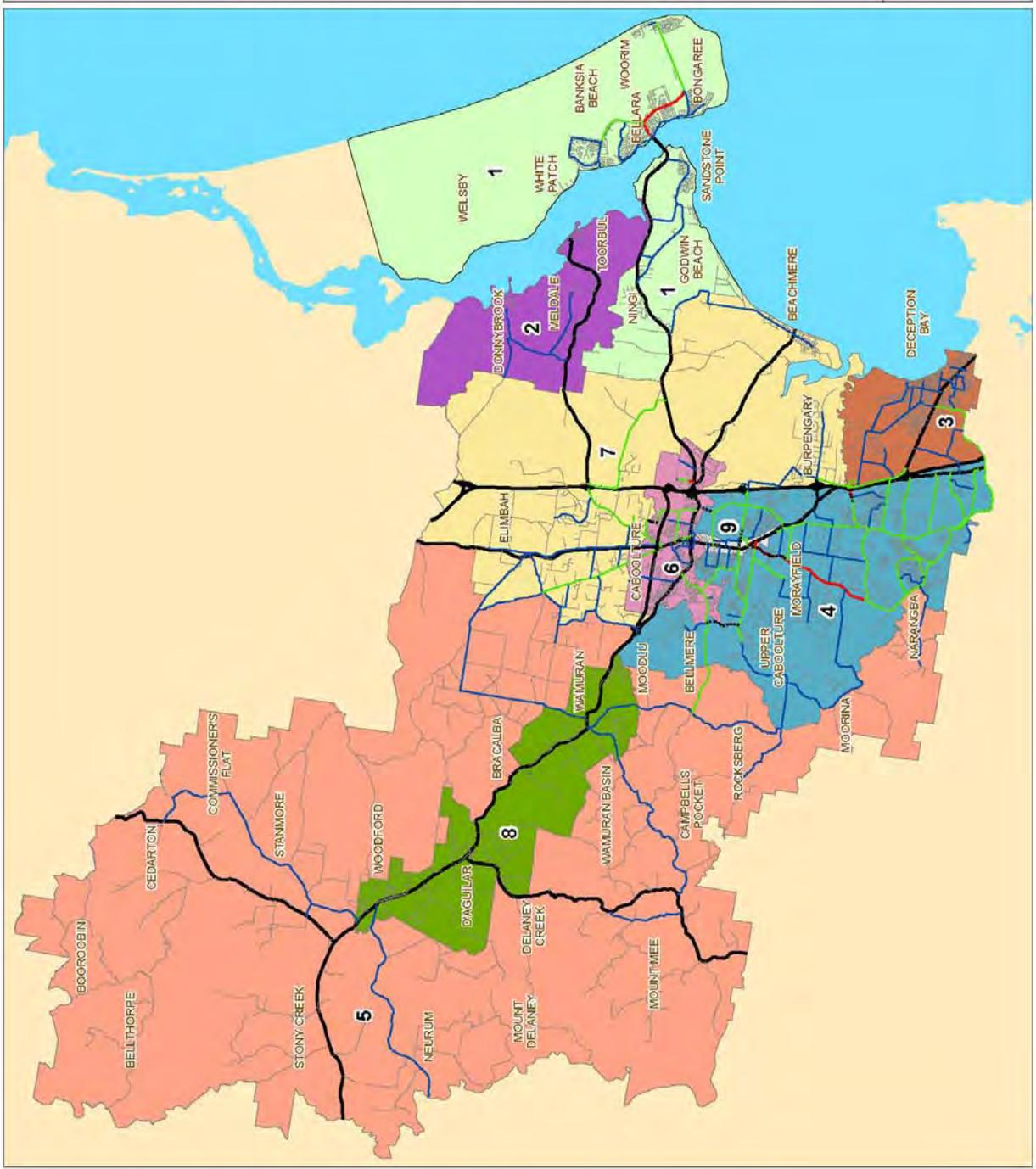


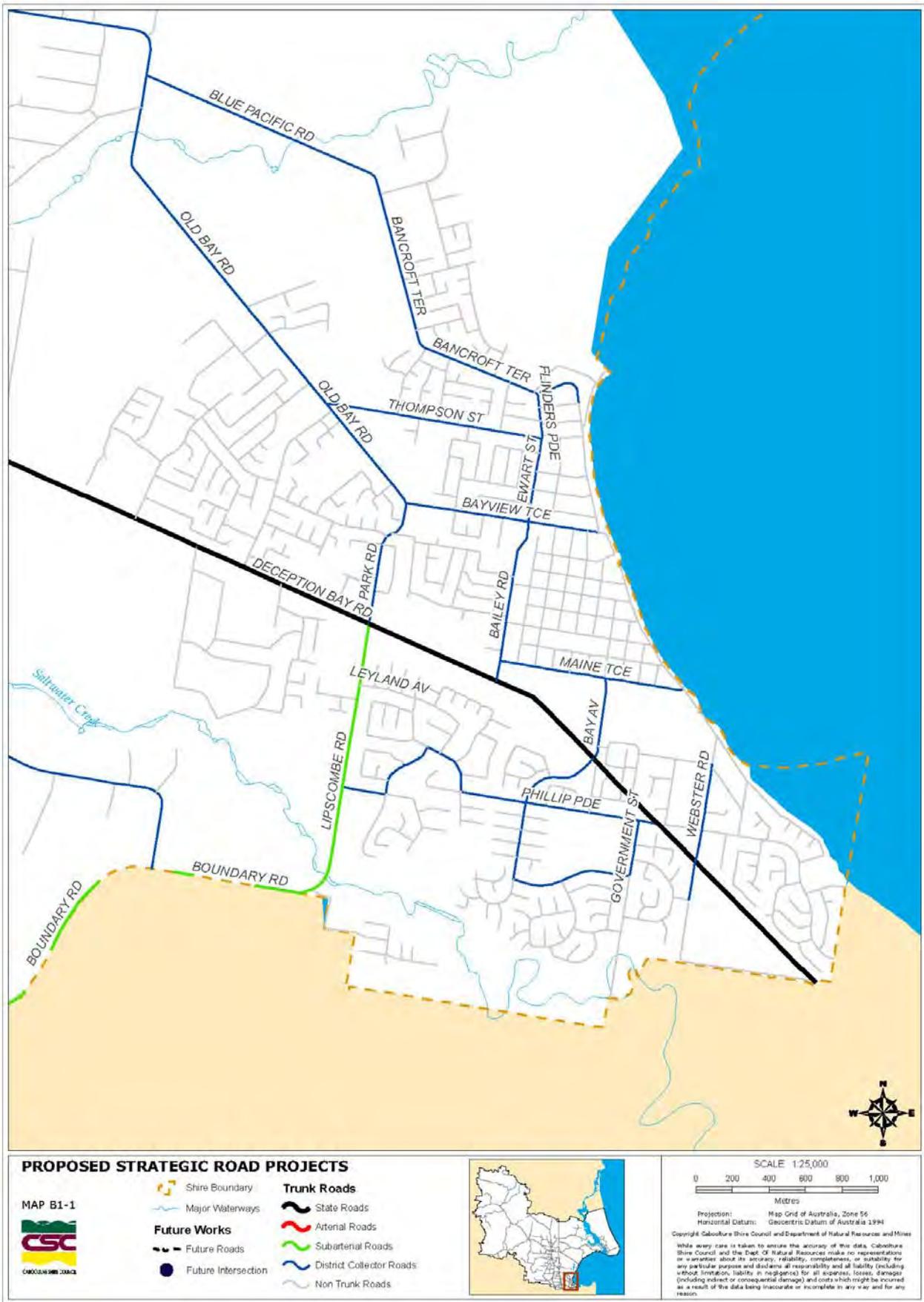
Projection: Mas Grid of Australia, Trans 56
 Horizontal Datum: Geocentric Datum of Australia 1994

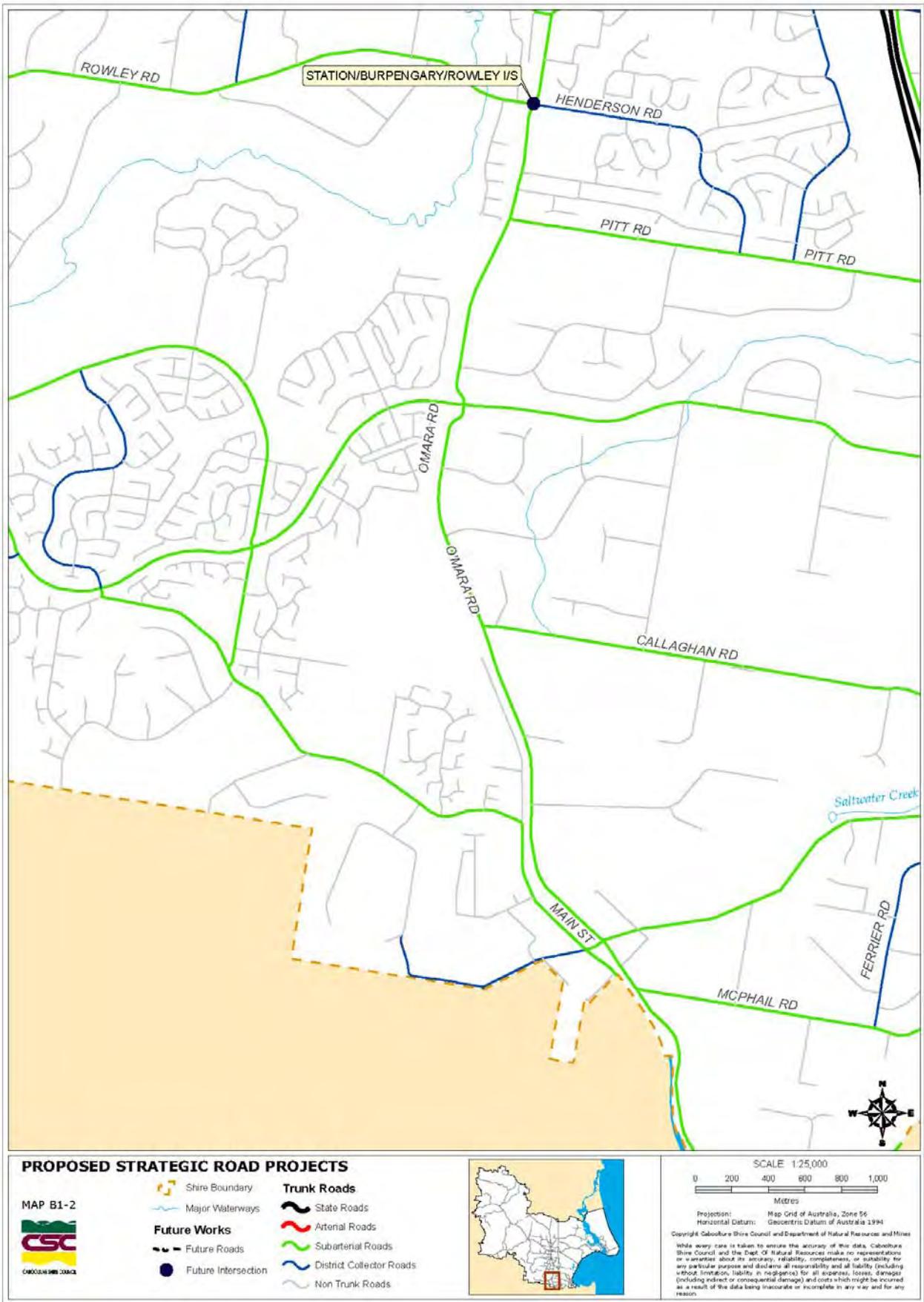
PRODUCED BY: PLANNING AND ENVIRONMENT UNIT
 DATE PRODUCED: 3/05/2006

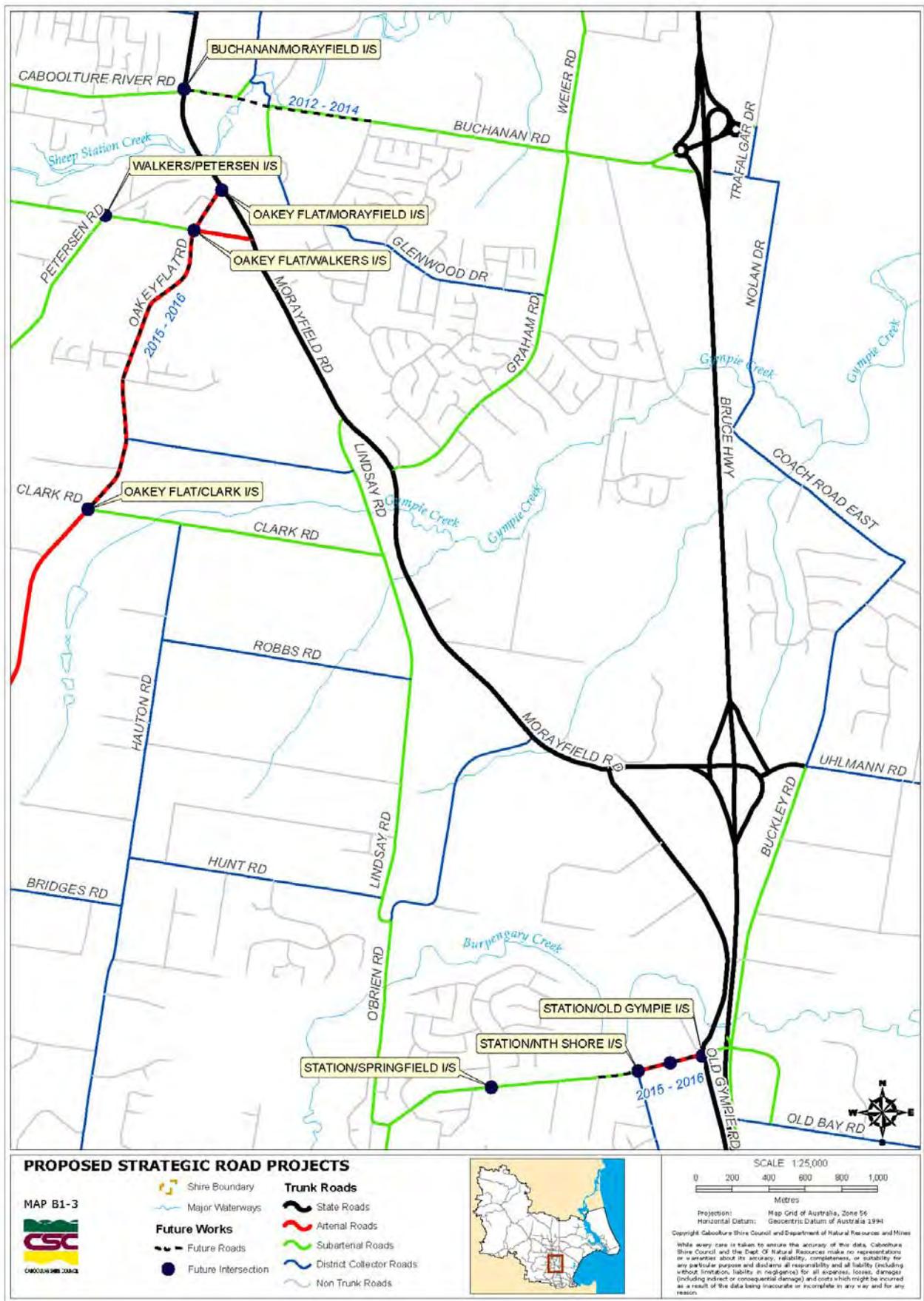
Caboolture Shire Council
 and Department of Natural Resources and Mines

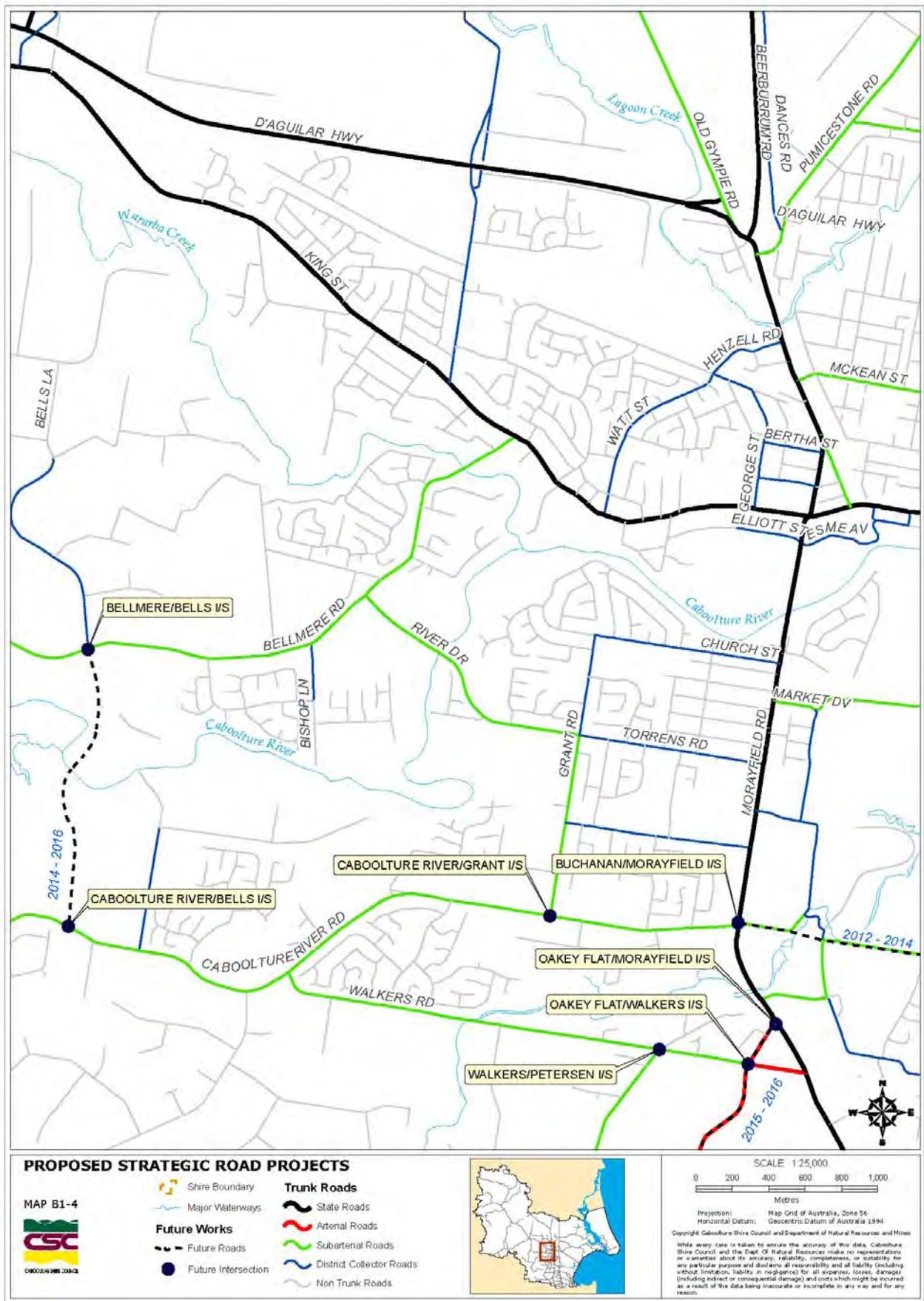
While every care has been taken to ensure the accuracy of this data, Caboolture Shire Council and the Dept of Natural Resources make no representation or warranty of any kind, whether expressed or implied, as to the accuracy, completeness or reliability of the information contained in this map. The user of this map is advised to verify the accuracy of the data being undertaken or accepted in any way and for any reason.

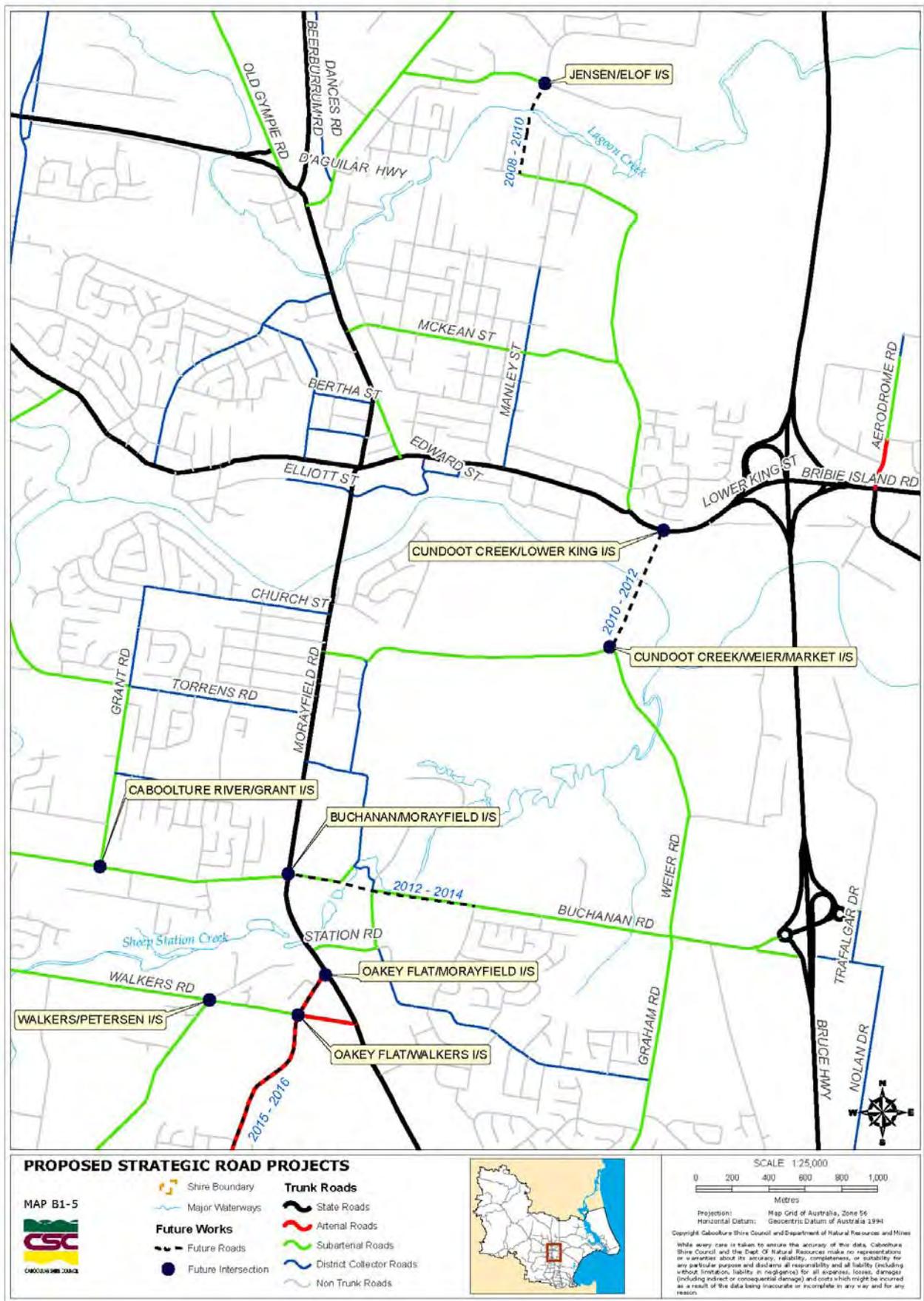


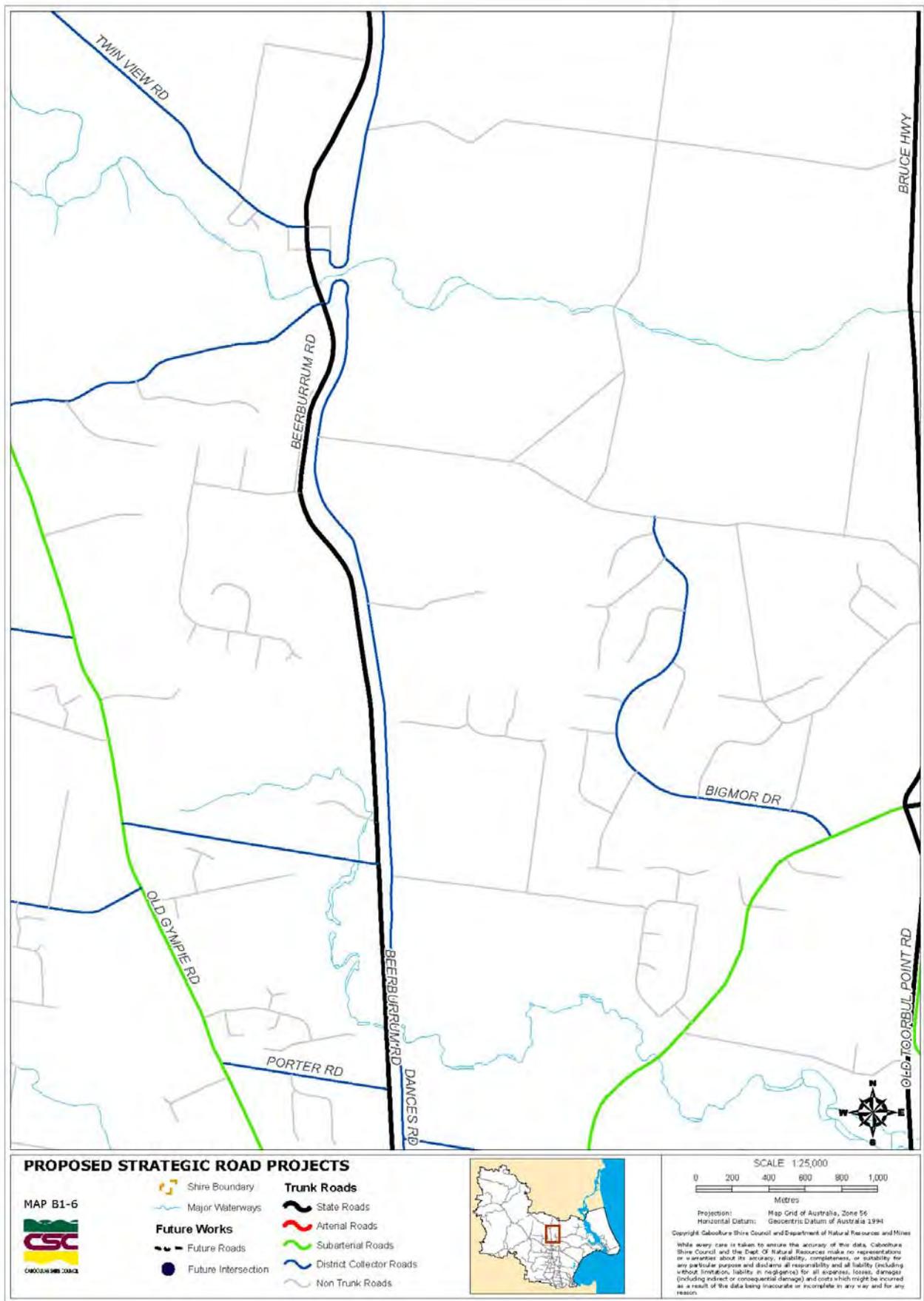


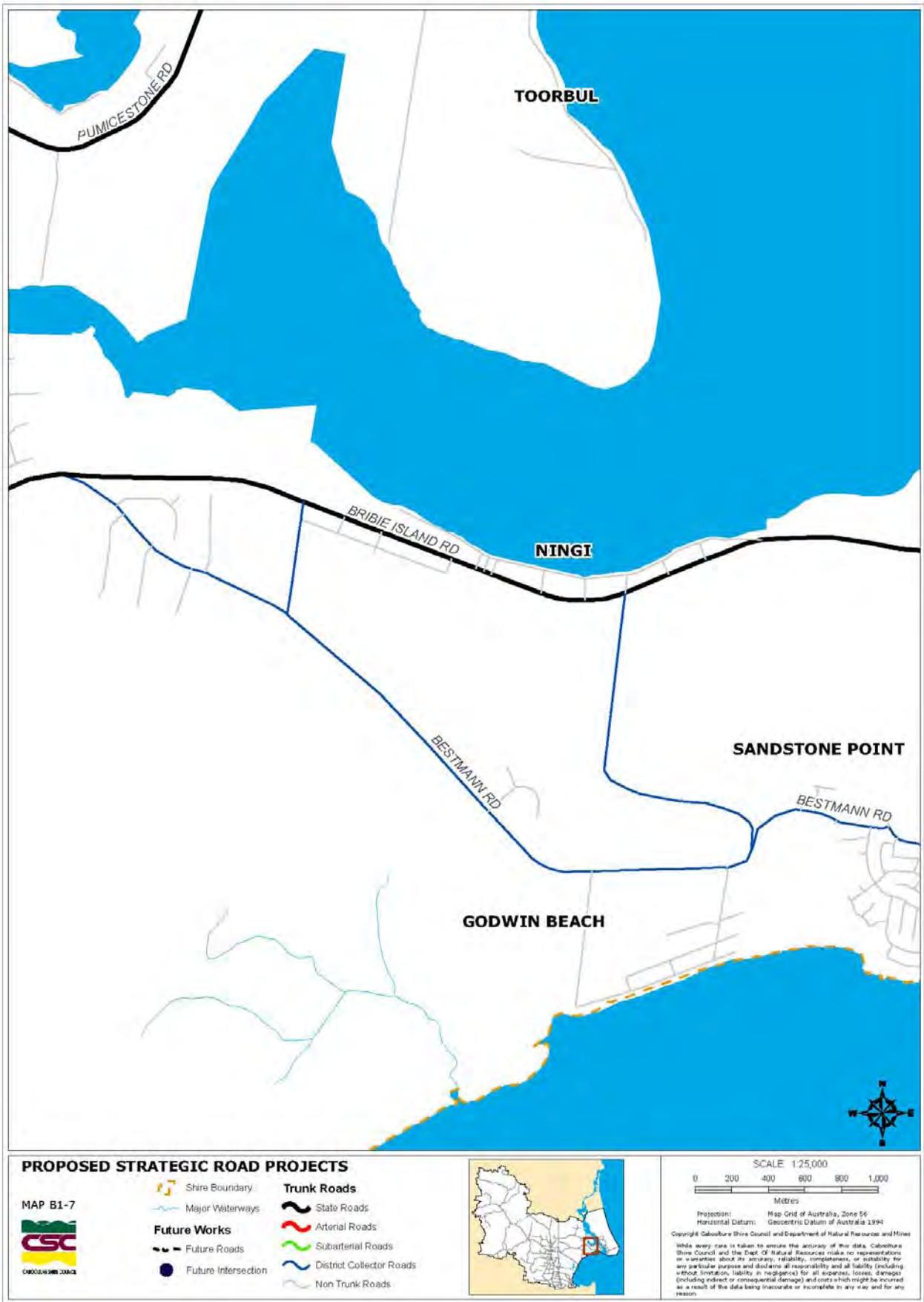








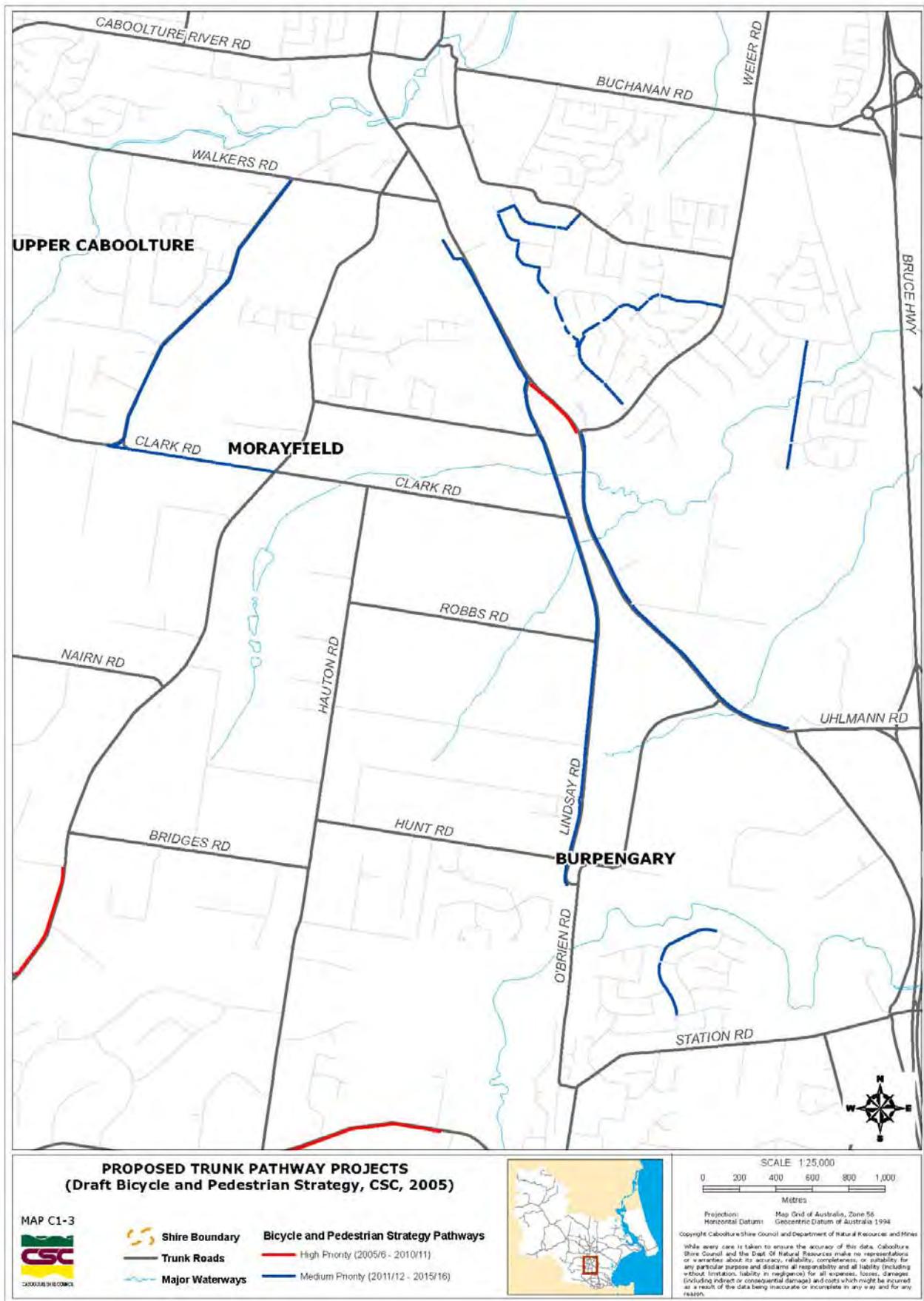


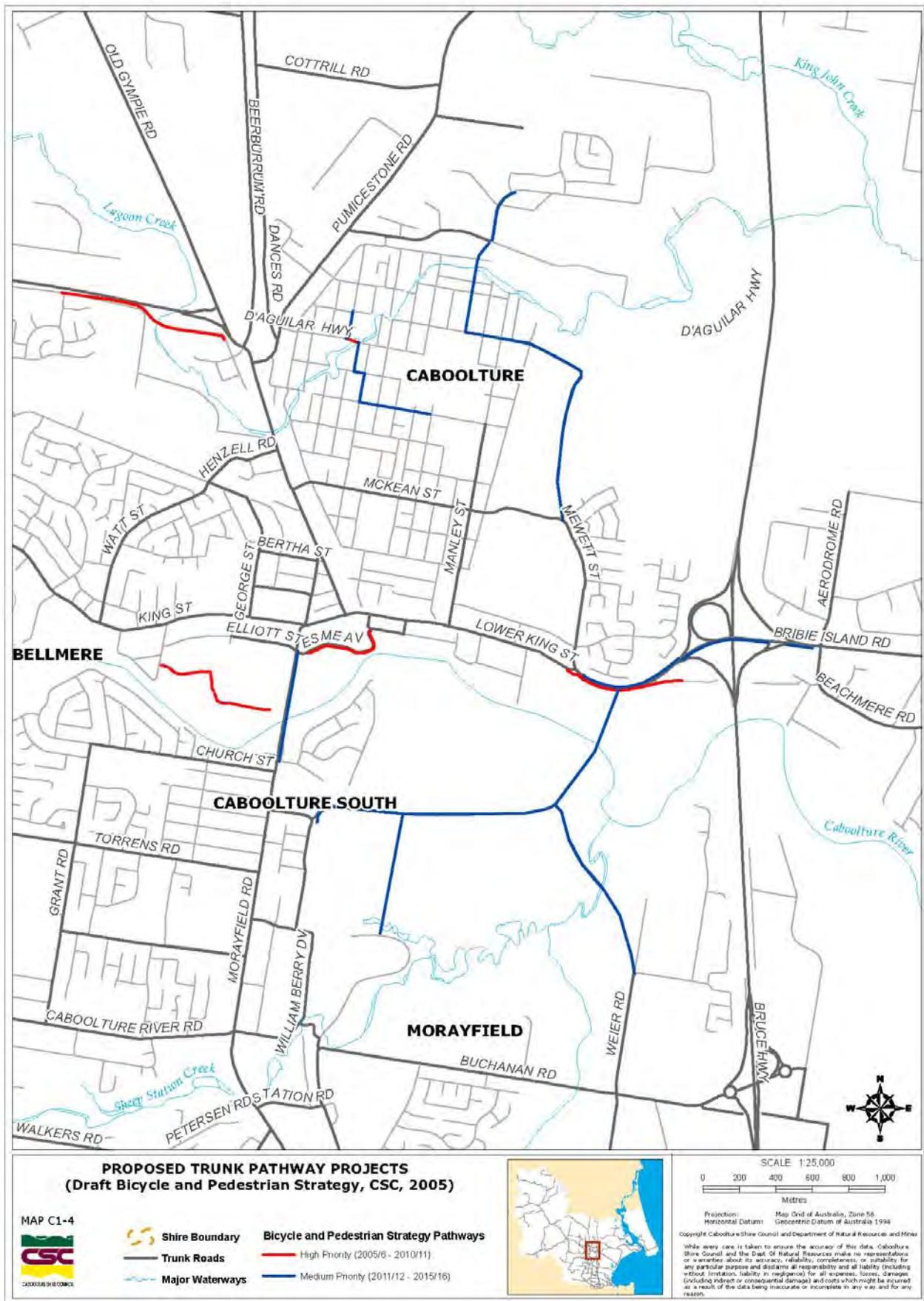


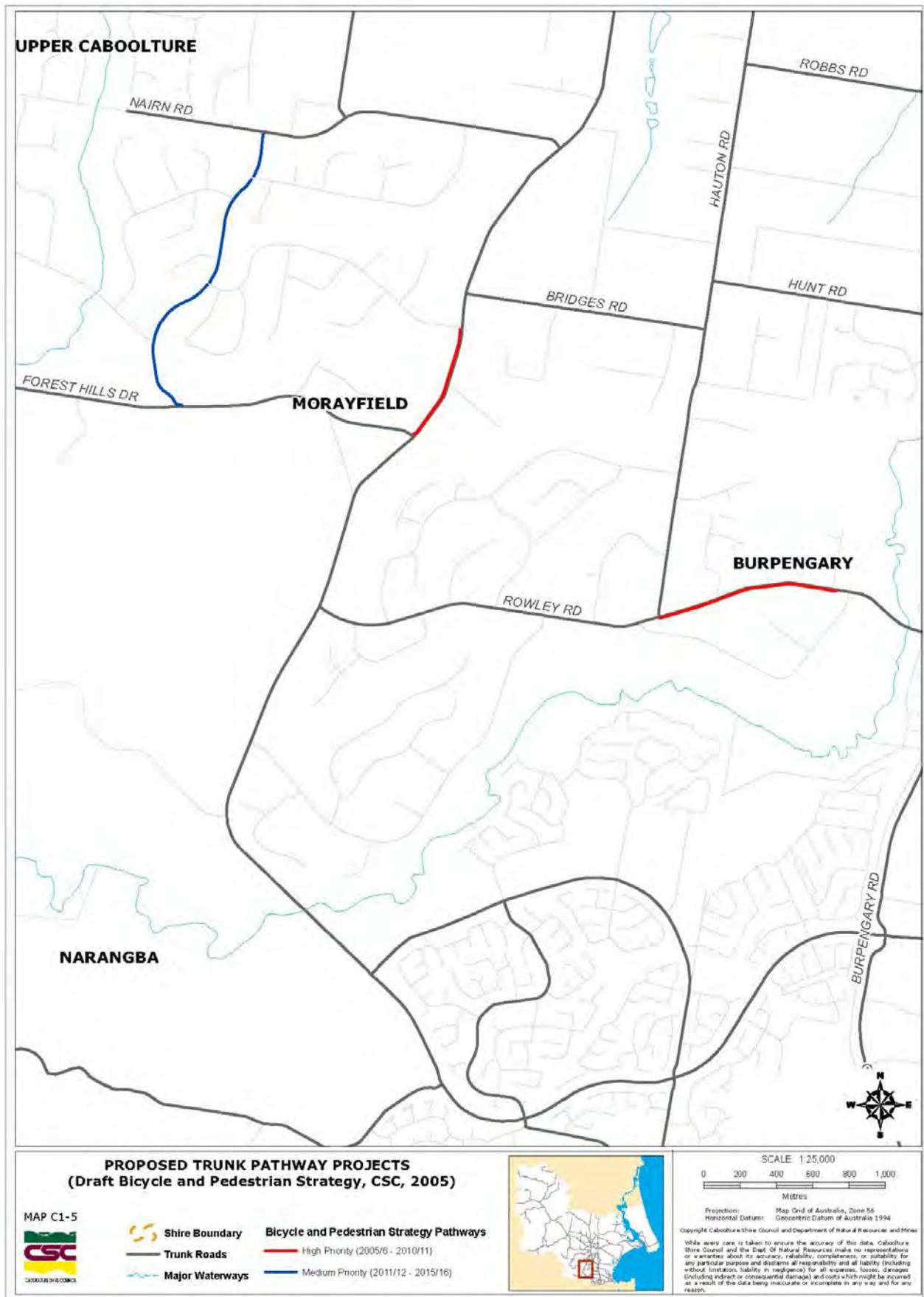


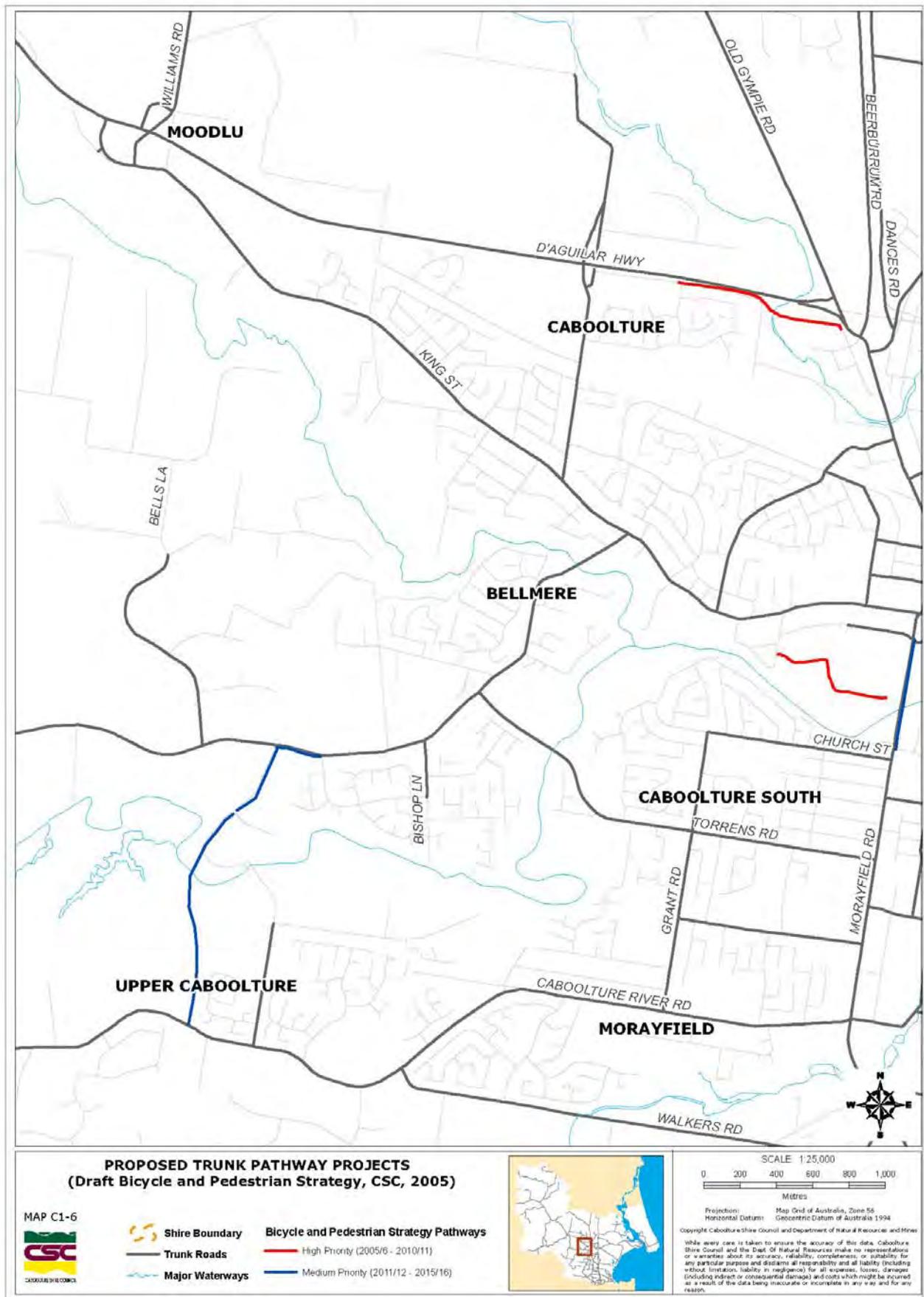


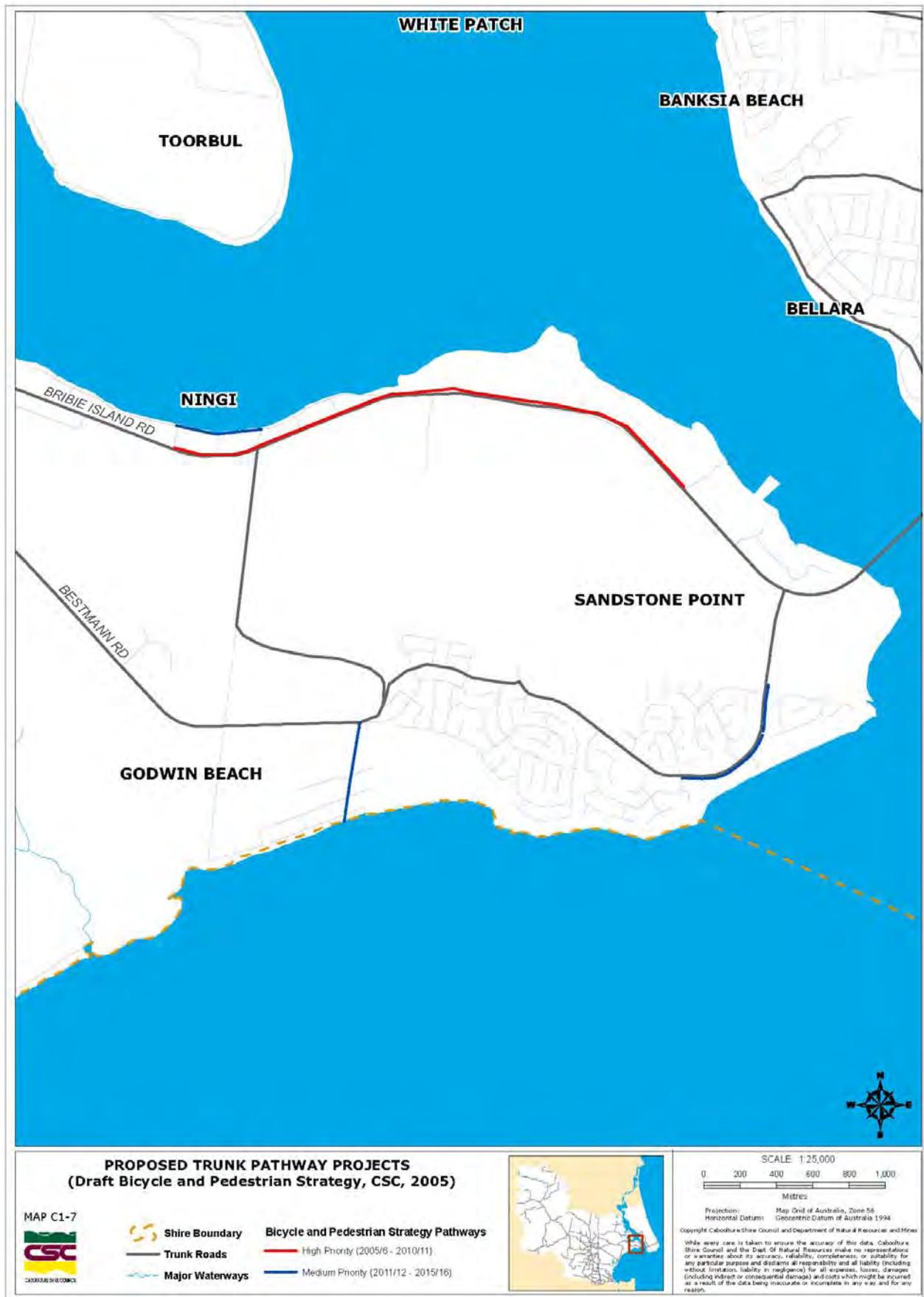














APPENDIX B

Table B.1 Estimated Cost and Timing of Strategic Trunk Transport Infrastructure Projects (2005/06-2015/16)

Project Description		Estimated Timing	Estimated Cost* (\$June 05)
Brown St - Pettigrew St to Jensen Rd incl. Lagoon Ck Bridge (380m) & roundabout Jensen/Elof Rd		2008-2010	12,348,165
Cundoot Creek Rd - Caboolture - Market Dr to Lower King St		2010-12	17,389,817
Station Rd - Upgrade to 4 lanes (Old Gympie to Joyce)		2015/16	5,757,593
Buchanan Rd - Rail overpass and connection to Morayfield Rd		2012-14	14,628,016
Oakey Flat Rd - Upgrade to 4 lanes (Morayfield Rd to Clark Rd)		2015/16	9,476,680
Dobsons Lane - Connection from Caboolture River Rd to Bellmere Rd		2014-16	13,840,628
Signalisation of Intersections	Walkers Rd/Petersen Rd Morayfield	2005/06	785,827
	Caboolture River Rd, Morayfield - Grant Rd	2006/07	385,952
	Station Rd/Springfield Dr	2006/07	385,952
	Station/Burpengary/Rowley/Henderson Roads	2008/09	465,497

* All cost estimates are in net present value.

END NOTES

(1) Changes adopted 12 February 2008. Section 3.3 – Indexation of Developer Contribution Rates; Table 5.1 – Traffic Generation Rates by Development Type. Effective from 10 March 2008.

(2) Changes adopted 8 September 2009. Explanatory note added to clarify that the policy only has effect for development approvals issued prior to the commencement of *Caboolture ShirePlan Planning Scheme Policies PSP21B-G – Trunk Infrastructure Contributions*. Effective from 29 October 2009.