

Part 5 Appendices

Appendix A

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

4 Local government infrastructure plan

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.~~
 - a. Coastal hazard overlay – Erosion prone area;
 - b. Coastal hazard overlay – High risk & Medium risk storm tide inundation area;
 - c. Community activities and neighbourhood hubs;
 - d. Environmental Areas – Matters of local environmental significance (MLES) & Matters of state environmental significance (MSES);
 - e. Extractive resources – Resource processing area and Separation area;
 - f. Flood hazard – High risk and Medium risk;
 - g. Infrastructure buffers – Bulk water supply infrastructure buffer – 20m, Electricity supply substation buffer - 10m, High voltage electricity line buffer, Lake Samsonvale and Lake Kurwongbah setback – 400m, Landfill site, Landfill site buffer - 200m, Property containing bulk water facility, Pumping station buffer, Wastewater treatment site, Wastewater treatment site buffer - 400m;
 - h. Riparian and wetland setbacks;
 - i. Road hierarchy – Proposed arterial (15m buffer used = 30m corridor), Proposed district collector (15m buffer used = 30m corridor), Proposed local collector (15m buffer used = 30m corridor) Proposed sub-arterial (15m buffer used = 30m corridor);
 - j. Strategic framework – Unformed road (Strategic Framework Road Investigation Corridor); and
 - k. Rural residential lot sizes – No further reconfiguration.
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

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| 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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4. 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:
 - a. for residential development, 'Table SC 3.1.4 Existing and projected residential dwellings';
 - b. 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 (roads) network' and Table SC 3.1.8 'Existing and projected demand for the active transport network'.
 - c. for the public parks and land for community facilities network, 'Table SC 3.1.9 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, 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 Table 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 |
|--|--|--|

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 | 0.90 | 0.90 | 0.70 |
| Roundabout Degree of Saturation | 0.85 | 0.85 | 0.70 |
| 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.~~

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

- a. a minimum land size as identified in Table 4.4.3.2 and Table 4.4.3.8;
- b. 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**.

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

- a. LR: Local Recreation Park (including Foreshore);
- b. **LR+: Local Recreation (applicable only to NGN; UN; AC place types);**
- c. ~~b~~ DR: District Recreation Park (including Foreshore);
- d. ~~e~~ RR: Regional Recreation Park (including Foreshore);
- e. ~~d~~ DS: District Sport Park;
- f. ~~e~~ RS: Regional Sport Park;
- g. ~~f~~ DC: District Civic Park;
- h. ~~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 | <u>0.75</u> 3:4 | 30m | 30% | Collector or higher | 2 | 80% of land and all internal roads and car parking above 2% AEP |
| Regional Recreation Park | <u>0.75</u> 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 15m x 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 (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 | N/A | Within Activity centres | N/A |
| Library | Within Activity centres | | |
| Art Gallery | N/A | Within Activity centres | |
| Cultural/Performing Arts Centre | Within Activity centres | | |
| Museum | N/A | Site specific | |
| Aquatic Centre | N/A | Within or adjacent to Activity centres | Site specific or within Regional Sports Complex |

N/A not applicable

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

N/A not applicable

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 | N/A | Within Activity centres | N/A |
| Library | N/A | Within Activity centres | N/A |

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

N/A not applicable

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, Beerburrum 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.~~