Moreton Bay Regional Council – Pine Rivers Shire

Planning Scheme Policy

PSP25 Development Contributions for Trunk Infrastructure – Council Trunk Roads

Moreton Bay Regional Council – Pine Rivers Shire

PSP25 Development Contributions for Trunk Infrastructure – Roads

ADOPTION
Pine Rivers Shire Council adopted this planning scheme policy on 19 June 2006.

COMMENCEMENT
This planning scheme policy took effect from 15 December 2006.

Amendment 2/2008
ADOPTION OF AMENDMENT
Moreton Bay Regional Council adopted this amendment to the planning scheme policy on 19 August 2008.

COMMENCEMENT OF AMENDMENT
This amendment to the planning scheme policy took effect from 1 September 2008.

Amendment 1/2009
ADOPTION OF AMENDMENT
Moreton Bay Regional Council adopted this amendment to the planning scheme policy on 8 September 2009.

COMMENCEMENT OF AMENDMENT
This amendment to the planning scheme policy took effect from 29 October 2009.

This document contains the corrections identified in the "Planning Scheme Policies List of Corrections" document, and reflects the directive by the CEO to implement those corrections. The adopted version of the PSPs and the "Planning Scheme Policies List of Corrections" document can be accessed at Council's webpage.

I, Daryl Hitzman, A/Chief Executive Officer, of the Moreton Bay Regional Council, hereby certify that this document is a true copy of the original.

Daryl Hitzman
A/Chief Executive Officer

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PSP 25 – DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE – COUNCIL TRUNK ROADS

Head of Power

This document is a Planning Scheme Policy for the purposes of the *Integrated Planning Act 1997* (the Act) and is made in compliance with the process prescribed in Schedule 3 of the Act.

Objective

The objective of this policy is to apportion the cost of Trunk Road Infrastructure over all benefiting development (existing and future) commensurate with the demand or load that existing and future development will place on existing and planned future infrastructure while ensuring a reasonable and equitable distribution of the costs of Trunk Road Infrastructure works between Council and developers of land in the former Pine Rivers Shire.

Definitions / Application

Application

This policy applies to all applications for development which has been made assessable against the *PineRiversPlan* and which will utilise any part of Council's Trunk Road Infrastructure Network. For the purposes of this policy, the extent of Council's Trunk Road Infrastructure Network within the former Pine Rivers Shire for which the contributions will be levied is shown in Schedule D.

The policy outlines the basis of Council's Infrastructure Contributions Regime for the Council Trunk Road Network in the former Pine Rivers Shire. It is to be read in conjunction with Planning Scheme Policy PSP21 Development Contributions for Trunk Infrastructure – Administration Policy (PSP21).

Payment of any monetary contribution under this policy will in no way relieve the development proponent from any requirement under a condition of development approval to undertake road and associated infrastructure works not on a Council Trunk Road or necessary to access a trunk road. Nothing contained in this policy precludes Council and the development proponent from entering into an infrastructure agreement in regard to the matters dealt with by this policy.

Definitions

The definitions of applicable terms are contained in PSP21 Development Contributions for Trunk Infrastructure – Administration Policy and the 'study report' identified in Section 2 "Background Information". Where a term used in this policy is not defined in PSP21 or the 'study report', that term shall, unless the context indicates or requires otherwise, have the meaning assigned to it in the *PineRiversPlan* or in the *Integrated Planning Act 1997*.

Policy Statement

1 Scope

This policy sets out the basis for determining the amount of Development Contributions for Council Trunk Road Infrastructure which Council will impose as conditions of development approval. The provisions of this policy shall apply to applications for development within the former Pine Rivers Shire and which, in the opinion of Council, may impose a load on its Trunk Road Infrastructure either immediately or at some time in the future. This policy:

- is to be read in conjunction with Planning Scheme Policy PSP21 Development Contributions for Trunk Infrastructure – Administration Policy;
- specifies the assumptions made in determining the rate of the contribution payable towards the cost of Council Trunk Road Infrastructure within former Pine Rivers Shire;
- lists the land use and density assumptions made for population and employment forecasts for the Trunk Road Network;
- specifies the land, works, structures or equipment, which the Council determines to be Trunk Road Infrastructure;
- establishes the estimated cost of construction and any required augmentation of the Council Trunk Road Network in respect of which contributions are to be made; and
- lists the applicable Demand Factors and Schedules of Infrastructure Contribution Rates.

2 Background Information

The methodology used in establishing the amount of required Trunk Infrastructure Contributions under this policy is based on the report by Arup, "2007 Priority Infrastructure Plan (Transport) Study Report" (the Study Report). The Study Report comprises:-

(1) Part 1 - The Infrastructure Charges Summary (June 2008);

(2) Part 2 - Main Report (June 2008);

(3) Part 3 - Detailed Maps (June 2008); and

(4) Part 4 - Calculations and Supporting Data (June 2008).

3 Transport Methodology

3.1 Methodology used for the Council Trunk Road Network

Background

The methodology used for determining infrastructure contribution rates for Council trunk roads under this policy is based upon the approach set out in the Department of Local Government and Planning's IPA Guidelines 1/04 and 2/04 (dated 4 October 2004) and the Standard Infrastructure Charges Schedule Nov 2008.

This methodology applies an equitable distribution of trunk infrastructure costs between Council (on behalf of the existing community) and entities proposing new development. Each development proponent will only be responsible for meeting the establishment costs of that proportion of the Council trunk road infrastructure network to be consumed by that entity's development proposal.

The method involves four broad aspects:-

(1) determination of the costs of future trunk road infrastructure required to maintain Council's minimum "Desired Standards of Service" and directly attributable to anticipated future development;

(2) calculation of the value of spare capacity in the existing trunk road infrastructure network and apportionment of the use of this against anticipated future development; and

(3) apportionment of the total cost of future infrastructure provision between Council (for the existing population) and development proponents (for the future population).

Road network planning for the former Pine Rivers Shire has been based on the best planning information available at the time. The roads program shown in this policy represents the current preferred delivery approach and is derived from a capacity assessment of the Pine Rivers Shire trunk road network to 2026.

For the purpose of modelling Council's future transport network, assumptions concerning the proportion of local demand which will be serviced by State provided infrastructure have been made. In this regard, a possible scenario concerning future augmentation of the State road network has been included in the transportation model to allow more accurate modelling of Council's transport network. The chosen scenario represents only one of a number of possible options for dealing with this demand and may not reflect the current Department of Main Roads future planning intent.

Future Trunk Road Infrastructure Charging Methodology

The method used for determining what infrastructure is required to address the combined impacts of existing and anticipated future development as well as the means of calculating how costs are apportioned is outlined below:-

(1) identify the existing trunk road infrastructure network;

(2) establish a system of discrete traffic zones based on their differing traffic generating characteristics;

(3) identify the demographic data existing at the 2006 base date (i.e. households and jobs) by traffic zone;

(4) assign the traffic generated by such development to the existing road network;

(5) identify the existing deficiencies created by such traffic using Council's and the State's "Desired Standards of Service";

(6) identify the minimum works necessary to address such deficiencies at the base date of 2006. (These works are not charged to future development, except for their spare capacity component);

(7) identify any works proposed by the State Government and surrounding local authorities on roads in and adjacent to Pine Rivers Shire;

(8) using forecast 2011, 2016, 2021 and 2026 demographic (i.e. households and jobs) data;

(9) assign the traffic generated by those forecasts to the anticipated 2011, 2016, 2021 and 2026 road network. (This work includes any anticipated improvements to the "State Controlled Road Network");

(10) identify future deficiencies for the planning horizon years 2011, 2016, 2021 and 2026 created by such traffic based on Council's adopted "Desired Standards of Service";

(11) identify the minimum works required to maintain the "Desired Standards of Service" to 2011, 2016, 2021 and 2026;

(12) determine the appropriate timing of each project from the 2006 base date, by interpolation, with due allowance for the time required for design and construction;

(13) identify the cost of each future project at the base date of 01 January 2009 (these costs include pre-construction activities, engineering design, land resumption where applicable, road construction, drainage, associated services, landscaping as appropriate, overheads and contingencies);

(14) each road link is to be valued in net present value by escalating the cost by an anticipated inflation index and discounting back by the relevant discount rate for the network;

(15) to satisfy the discounted cash flow methodology requirements of calculating the infrastructure contribution rates, the value of future demand has been indexed for anticipated fluctuations in construction costs (general increases) and discounted for cost of capital, resulting in NPV Demand; and

(16) apportion the NPV of each project, less that required to address existing network deficiencies at the 2006 base year, against the future demand from each traffic zone, based on its proportion of use on a per trip basis. Using this approach, the value of road consumed by each trip travelling along a link and then between each pair of zones can be determined by adding the value consumed on each link of the route. Half of this cost is then apportioned equally to the zones at each end of the trip. The total cost of travel for each zone is then accumulated and apportioned according to the daily trip generation of the zone.

Existing Trunk Road Infrastructure Spare Capacity Charging Methodology

The use of "spare capacity" by traffic generated by future development is charged in a similar manner to future trunk road infrastructure except that the current replacement cost of each element of the existing road infrastructure is used in place of the "Net Present Value". The method adopted in this policy utilises the following steps:-

(1) determine the replacement value in 01 January 2009 dollars of each trunk road infrastructure link identified as having spare capacity;

(2) identify the value of spare capacity on a per trip basis, based on the total capacity of the infrastructure at the base date; and

(3) calculate an infrastructure contribution rate per residential demand unit and per non-residential demand unit for each traffic zone for the consumption of this spare capacity.

Aggregating For Particular Traffic Zones

Some traffic zones contribute load to trunk road infrastructure having "spare capacity" while also generating a need for new infrastructure on other trunk roads. The method used for determining contribution rates for such traffic zones involves those steps identified in (1) and (2) above and the aggregation of the contribution rates so determined.

3.2 Trunk Road Service Catchments

For the purposes of determining infrastructure contribution rates under this policy, the former Pine Rivers Shire has been divided into a number of discrete traffic zones which were established having regard to the internal vehicle access networks leading to the sections of Council Trunk Road providing access to those zones. The traffic zones have generally been confined to separate areas where access to the road network differs significantly or where land uses differ markedly.

However, for the purposes of determining infrastructure contribution rates under this policy, a reduced number of service catchments has been used with the aim of easily transitioning to a Priority Infrastructure Plan that complies with the State's mandated guidelines for a Standard Infrastructure Charges Schedule (SICS), dated November 2008 and published by the Department of Infrastructure and Planning. The approach used for averaging the contribution rate is as follows:

Combine traffic zones into service catchments:

(a) multiply each zone's future demand by the zone's contribution rate;

(b) add together the resulting contributions for the zones within each service catchment; and

(c) divide that sum by the total demand for that service catchment.

The adopted eighteen (18) Service Catchments for charging purposes are shown on the maps in Schedule C.

3.3 Demand Assumptions for Council Trunk Road Network Planning

Transport demand for this policy is expressed as residential and non-residential demand units rather than numbers of dwellings and floor area of non-residential land uses. The population and employment projections shown in Tables 3.3A to 3.4D in PSP21 are used by the Transport Model to produce the projected demand as residential and non-residential trips for each service catchment.

The Demand Unit adopted for Transport for charging purposes is either a Residential Demand Unit (ResDU) or Non-Residential Demand Unit (NonResDU) according to the type of development proposed. Separate Infrastructure Contribution Rates for each Service Catchment for Residential and Non-Residential Demand Units have been derived and these are shown in Schedule B.

3.4 Calculation of the Contribution for a Particular Development Application

The calculation of the contribution to be applied to an individual development approval is the product of the basic unit contribution rate and the expected trip generation for that development proposal. Demand factors vary according to the type of development and/or land use proposed. A tabulation of applicable demand factors is provided in Schedule A. The factors take into account reductions based on 'drop-in' trips and contribution to the peak periods. The following sources have been used in the development of these factors:-

- Roads and Traffic Authority (RTA) Guide to Traffic Generating Developments 2002;
- Department of Main Roads (DMR) Road Planning and Design Manual 2001; and
- Institute of Transportation Engineers (ITE) Trip Generation 1997.

4 Plan for Council Trunk Road Infrastructure

4.1 Transport Trunk Infrastructure Network

The following items constitute Council Trunk Road Infrastructure for the purpose of planning and funding of the Network (they are limited to new infrastructure as well as existing infrastructure that has an identified level of Spare Capacity and which will be utilised by future users):-

(a) Pine Rivers Shire Council Arterial Roads;

(b) Pine Rivers Shire Council Arterial Main Streets;

(c) Traffic Distributor Roads;

(d) Controlled Distributor Roads;

(e) Sub Arterial Main Streets; and

(f) Major (Trunk) Collector Roads.

Those Council Trunk Roads, or sections of Council Trunk Roads, to which this policy relates in terms of identified "deficiencies", "proposed future works" and existing "spare capacity", are identified on the maps in Schedule D.

4.2 Valuation of the "Spare Capacity" Component of the Existing Trunk Roads Network

Establishment costs have been determined for existing trunk roads infrastructure for inclusion in the transport model calculations. Those costs are based on the 1 January 2009 unit rates listed in Tables 4.2A and 4.2B.

Table 4.2A – Infrastructure Unit Rates at 01 Jan 2009 by Road Hierarchy

Existing Trunk Road Hierarchy	Unit Rates per lane per km in $M
Council - Collector	0.61
Council - Trunk Collector	0.78
Council - Sub Arterial	0.81
Council - Arterial	0.85

Table 4.2B – Spare Capacity Valuations at 01 Jan 2009

Existing Trunk Road Hierarchy	Replacement Value at 01 Jan 09
Council - Collector	$25,332,976.94
Council - Trunk Collector	$115,289,421.27
Council - Sub Arterial	$134,602,611.32
Council - Arterial	$5,348,402.13
COUNCIL TRUNK ROADS TOTAL	**$280,573,411.66**

4.3 Future Trunk Road Infrastructure

Those planned Future Trunk Road Projects which are not required to address existing network deficiencies are identified in Tables 4.3A and 4.3B and are shown on the maps in Schedule D.

The proportion of future infrastructure expenditure being funded through infrastructure contributions at the base date of 1 January 2009 is equivalent to 33%. The remaining 67% of future embellishment costs will be funded directly by Council so that costs associated with 'deficiencies' within the existing network are not passed to proponents of development approved after 1 January 2009.

Table 4.3A – Planned Road Capacity Improvements (2006-2026) at 01 January 2009

Project ID	Project Name	Location	Description	Total Cost NPV $M	Anticipated Delivery Period
PIPRD70001	Youngs Crossing Road Realignment	Protheroe Road to Dayboro Road	New alignment, 4 lanes undivided	$19.63 M	2007–2011
PIPRD70002	Beeville Road	Dayboro Road to Frenchs Road	Upgrade to 4 lanes undivided	$3.87 M	2016–2021
PIPRD70003	Beeville Road	Frenchs Road to Torrens Road	Upgrade to 4 lanes undivided	$7.54 M	2021–2026
PIPRD70004	Torrens Road	Beeville Road to Narangba Road	Upgrade to 4 lanes undivided	$13.8 M	2021–2026
PIPRD70015	Francis Road Overpass	Gympie Road to Tarandi Street	New alignment, 2 lanes divided	$18.23 M	2011–2016
PIPRD70016	Patricks Road	Leslie Street to Ferny Way	Upgrade to 4 lanes undivided	$4.9 M	2021–2026
PIPRD70017	South Pine Road	Camelia Avenue to Buckland Road	Upgrade to 4 lanes divided	$3.75 M	2007
PIPRD70018	South Pine Road	Dawson Parade to Plucks Road	Upgrade to 4 lanes undivided	$4.9 M	2007
PIPRD70019	Dohles Rocks Road	Goodrich Road West to Ogg Road	Upgrade to 4 lanes divided	$5.49 M	2007
PIPRD70022	Old North Road	South Pine Road to Stanley Street	Upgrade to 4 lanes divided	$11.15 M	2007
PIPRD70023	Old North Road	Stanley Street to Samsonvale Road	Upgrade to 4 lanes divided	$18.5 M	2007–2011
PIPRD70025	Dakabin Connection Road	Old Gympie Road to Bruce Highway	New alignment, 2 lanes undivided	$10.57 M	2011–2016
PIPRD70028	South Pine Road	Buckland Road to Queens Road	Upgrade to 4 lanes undivided	$4.63 M	2007–2011
PIPRD70029	South Pine Road	Plucks Road to Bunya Road	Upgrade to 4 lanes undivided	$2.87 M	2021–2026
PIPRD70030	Old Gympie Road	Anzac Avenue to Boundary Road	Upgrade to 4 lanes divided	$62.9 M	2007–2011
PIPRD70034	Leitchs Road Realignment	Kremzow Road to Stanley Street	New alignment, 2 lanes undivided	$27.3 M	2016–2021
PIPRD70047	Mango Hill Ring Road	North South Arterial to North South Arterial	New alignment, 2 lanes undivided	$82.9 M	2011–2016
PIPRD70063	Queens Road	South Pine Road to Shire Boundary	Upgrade to 4 lanes undivided	$13.17 M	2007–2011
PIPRD70065	Narangba Road	Torrens Road to Boundary Road	Upgrade to 4 lanes undivided	$44.8 M	2011–2016
PIPRD70074	Youngs Crossing Road	Samsonvale Road to Protheroe Road	Upgrade to 4 lanes undivided	$29.96 M	2007–2011
PIPRD70075	Dohles Rocks Road	East Petrie Local Bypass to School Road	Upgrade to 4 lanes divided	$7.14 M	2007–2011
PIPRD70081	Narangba Road	Boundary Road to School Street	Upgrade to 4 lanes undivided	$17.8 M	2021–2026
PIPRD70082	Camelia Avenue	Nymphaea Street to Illawarra Street	Upgrade to 4 lanes undivided	$5.98 M	2007–2011
PIPRD70091	South Pine Road	Queens Road to Lily Street	Upgrade to 4 lanes undivided	$1.5 M	2016–2021
PIPRD70094	Patricks Road / Dawson Parade Intersection	Patrick Road / Dawson Parade Intersection	Upgrade existing signals	$2.9. M	2016
				$423.28 M	

Table 4.3B – Planned Road Capacity Improvements (2006-2026) subject of Infrastructure Agreements

Project Name	Description	Location	Anticipated Delivery Period
Commercial Drive	2 lane divided	Anzac Avenue to Discovery Drive	2006 - 2010
North Lakes Drive	2 lane divided	From Memorial Drive	2006 - 2010
North South Arterial	4 lane divided	Anzac Avenue to North Lakes Drive	2006 - 2010
Dakabin Connection Road	2 lane undivided	Bruce Highway to North Lakes	2011 - 2015
North Lakes Drive	4 lane divided	Anzac Avenue to Memorial Drive	2011 - 2015
North South Arterial	4 lane divided	North Lakes Drive to Boundary Road	2011 - 2015
Freshwater Creek Road	2 lane undivided	Topaz Drive to North South Arterial	2011 - 2015

The Trunk Road Infrastructure items listed in Table 4.3B are not included in the charging calculations, because they are the subject of separate infrastructure agreements.

Schedule A: Demand Factors

Table A: Demand Factors for Trunk Roads Infrastructure Contributions

DEMAND FACTORS FOR Material Change of Use - *PineRiversPlan*			
	Landuse	**Factor**	**Per Assessment Unit**
1	Accommodation Units	0.15 ResDU	Unit
2	Adult Product Shop	Refer Shop	
3	Agriculture	Assess Impact on Application	
4	Airstrip	Assess Impact on Application	
5	Animal Accommodation	Assess Impact on Application	
6	Aquaculture	Assess Impact on Application	
7	Associated Unit	0.8 ResDU	Dwelling Unit
8	Bed and Breakfast Accommodation	0.15 ResDU	bed
9	Bulk Garden Supplies	0.5 NonResDU	100m^{2}GFA
10	Camping Grounds	Assess Impact on Application	
11	Car Depot	Assess Impact on Application	
12	Car Park	0.5 NonResDU	Parking Space
13	Caravan/Transportable Home Park	0.4 ResDU	Site
14	Caretaker's Residence	1 ResDU	Dwelling Unit
15	Cattery	Assess Impact on Application	
16	Cemetery	Assess Impact on Application	
17	Child Care Centre	0.4 NonResDU	Licensed Enrolment
18	Commercial Services	Assess Impact on Application	
	Video Store	12 NonResDU	100 m^{2}GFA
19	Community Facilities	Assess Impact on Application	
20	Concrete Batching Plant	0.5 NonResDU	100m^{2}GFA
21	Contractor's Depot	0.5 NonResDU	100m^{2}GFA
22	Crematorium	Assess Impact on Application	
23	Dairy	Assess Impact on Application	
24	Detached House	1 ResDU	Dwelling Unit
25	Display Home	1 ResDU	Dwelling Unit
26	Domestic Storage	N/A	
27	Duplex Dwelling	2 ResDU	Duplex
28	Educational Establishment	0.1 NonResDU	student and staff at planned capacity
29	Environmental Park	N/A	
30	Estate Sales Office	Refer Office	
31	Extractive Industry	Assess Impact on Application	
32	Farm Forestry	Assess Impact on Application	
33	Fast Food Delivery Service	Assess Impact on Application	
34	Food Outlet - Restaurant	5 NonResDU	100 m^{2}GFA
	Drive Through	42.5 NonResDU	100 m^{2}GFA
35	Funeral Parlour	Assess Impact on Application	
36	General Industry	0.5 NonResDU	100 m^{2}GFA
37	Hardware Shop	Refer Shop	
38	Hazardous and Offensive Industry	0.5 NonResDU	100 m^{2}GFA
	Oil Depot & Refinery	Assess Impact on Application	
39	High Density Multiple Dwelling Units (0.8 floor area ratio)	0.8 ResDU	Dwelling Unit
40	Home Business	Assess Impact on Application	
41	Hospital	1.6 NonResDU	100 m^{2}GFA
42	Hotel	Assess Impact on Application	
43	Indoor Entertainment and Sport	Assess Impact on Application	
	Squash Courts	1.5 NonResDU	Court
	Tennis Courts	2.0 NonResDU	Court
	Gymnasiums & Other	3 NonResDU	100m^{2}GFA
44	Infill Housing	1 ResDU	Dwelling Unit
45	Institution	0.15 ResDU	Unit

DEMAND FACTORS FOR Material Change of Use - *PineRiversPlan*			
	Landuse	**Factor**	**Per Assessment Unit**
46	Intensive Animal Husbandry	Assess Impact on Application	
47	Kennels	Assess Impact on Application	
48	Local Utilities	Assess Impact on Application	
49	Low Density Multiple Dwelling Units	1 ResDU	Dwelling Unit
50	Major Telecommunication Facility	Assess Impact on Application	
51	Market	4.0 NonResDU	Stall
52	Medium Density Multiple Dwelling Units (0.5 floor area ratio)	0.8 ResDU	Dwelling Unit
53	Motel	0.4 ResDU	Unit
54	Motor Sport	Assess Impact on Application	
55	Night Club	Assess Impact on Application	
56	Non-Intensive Animal Husbandry	Assess Impact on Application	
57	Office	3.4 NonResDU	100 m^2GFA
	Bank	3.4 NonResDU	100 m^2GFA
	Doctor / Dentist Surgery	3.4 NonResDU	100 m^2GFA
	Medical Centre	11.6 NonResDU	100 m^2GFA
58	Outdoor Recreation (other than below)	Assess Impact on Application	
	Sports Club / Facilities	Assess Impact on Application	
	Sportsground and Racecourse	Assess Impact on Application	
	Tennis Courts	2.0 NonResDU	Court
59	Outdoor Sales	Assess Impact on Application	
	Car Yards / Motor Show Rooms	0.7 NonResDU	100 m^2GFA
60	Park	N/A	
61	Passenger Terminal	1 NonResDU	100 m^2GFA
62	Pensioner Units	0.6 ResDU	Dwelling Unit
63	Place of Worship	Assess Impact on Application	
64	Public Utilities	Assess Impact on Application	
65	Radio Station	Assess Impact on Application	
66	Recycling Depot	Assess Impact on Application	
67	Retail Nursery	Refer Shop	
68	Retirement Village	0.6 ResDU	Dwelling Unit
69	Road Purposes	N/A	
70	Rural Industry	Assess Impact on Application	
71	Salvage Yard	Assess Impact on Application	
72	Service Industry	1.0 NonResDU	100 m^2 GFA
		0.9 NonResDU	100 m^2GFA
73	Service Station	33 NonResDU	100 m^2GFA
74	Shooting	Assess Impact on Application	
75	Shop		
a	Standalone Retail Shop / Convenience Store	3.6 NonResDU	100 m^2GLFA
b	Local Shopping Centre (Convenience Shopping Centre)	3.6 NonResDU	100 m^2GLFA
c	Central Business Shopping Centre (incl Supermarket)	3.6 NonResDU	100 m^2GLFA
d	Major Shopping Centre	4.7 NonResDU	100 m^2GLFA
76	Showroom	1.2 NonResDU	100 m^2 GLFA
	Fruit and Vegetable store >300m^2	Refer Shop	
77	Simulated Conflict	Assess Impact on Application	
78	Special Use	Assess Impact on Application	
79	Stock Sales Yard	Assess Impact on Application	
80	Tourist Cabins	Refer Accomodation Units	
81	Vehicle Sales	0.7 NonResDU	100 m^2GFA
82	Veterinary Clinic	Assess Impact on Application	
83	Veterinary Hospital	Assess Impact on Application	
84	Warehouse	0.5 NonResDU	100 m^2GFA

DEMAND FACTORs for Reconfiguring a Lot - *PineRiversPlan*			
	Zone/Lot type	**Factor**	**Per Assessment Unit**
	Residential A & Future Urban		
	Lot Size ≥1200m^2	2 ResDU	lot
	Lot Size > 800m^2 but < 1200m^2	1.8 ResDU	lot
	Lot Size ≤ 800m^2	1 ResDU	lot
	Residential B		
	Residential B ≤ 600m^2	2 ResDU	lot
	Residential B lots >600m^2	35 ResDU	ha developable area
	Special Residential	1.8 ResDU	lot
	Park Residential	1.8 ResDU	lot
	Rural Residential	1.8 ResDU	lot
	Central Business	116.325 NonResDU	ha developable area
	Commercial	108.8 NonResDU	ha developable area
	Local Business	81 NonResDU	ha developable area
	Neighbourhood Facilities	115.6 NonResDU	ha developable area
	Urban Village	81 NonResDU	ha developable area
	Village Centre	64.8 NonResDU	ha developable area
	Home Industry	Assess Impact on Application	
	Service Industry	36 NonResDU	ha developable area
	General Industry	25 NonResDU	ha developable area
	Extractive Industry	Assess Impact on Application	
	Rural	Assess Impact on Application	
	Park & Open Space	Assess Impact on Application	
	Sports & Recreation	Assess Impact on Application	
	Special Purposes	Assess Impact on Application	

Schedule B: Council Trunk Roads Infrastructure Contribution Rates

Table B shows the Infrastructure Contribution Rates for Council Trunk Roads for both residential demand and non-residential demand.

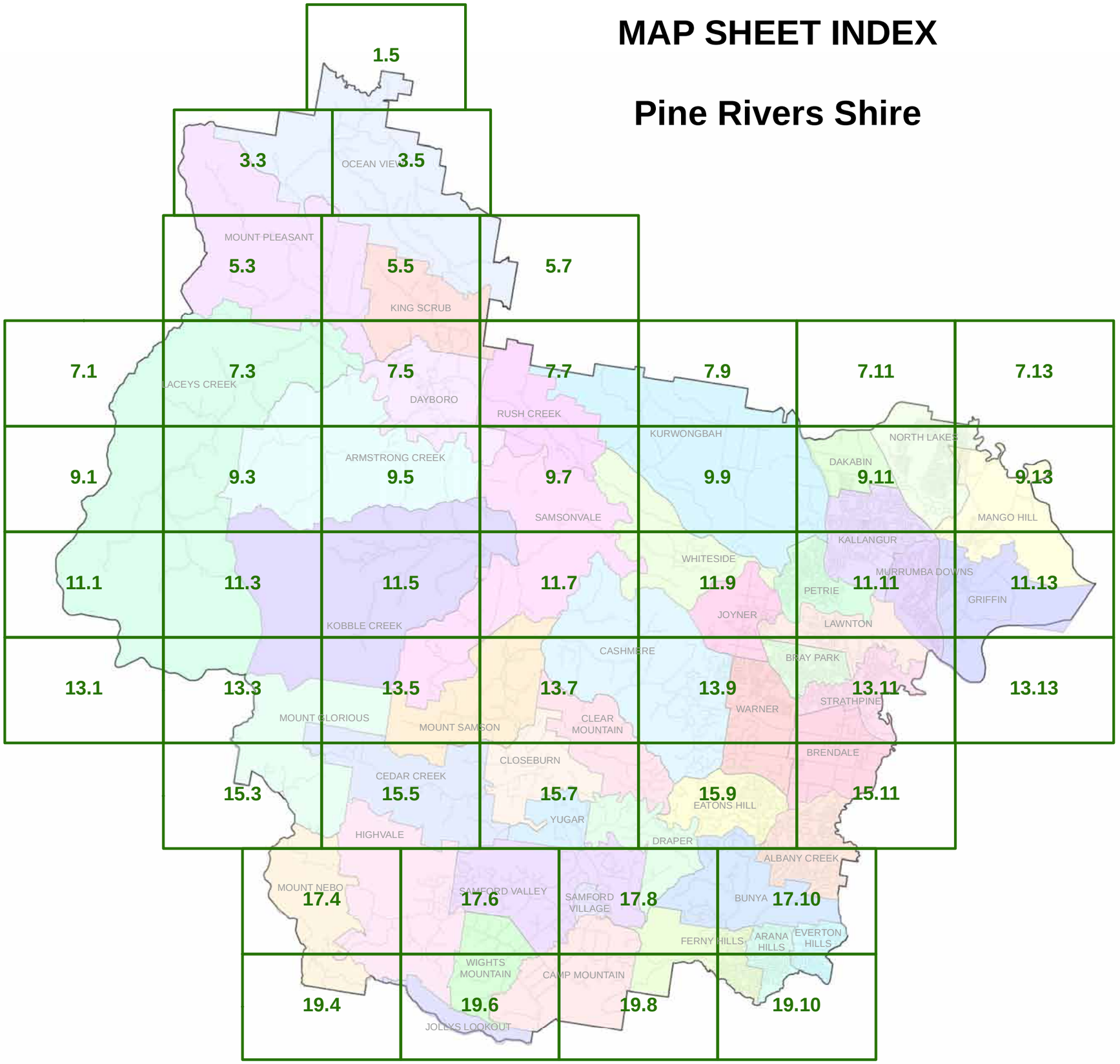
Table B – Trunk Roads - Infrastructure Contribution Rates (ICR's)

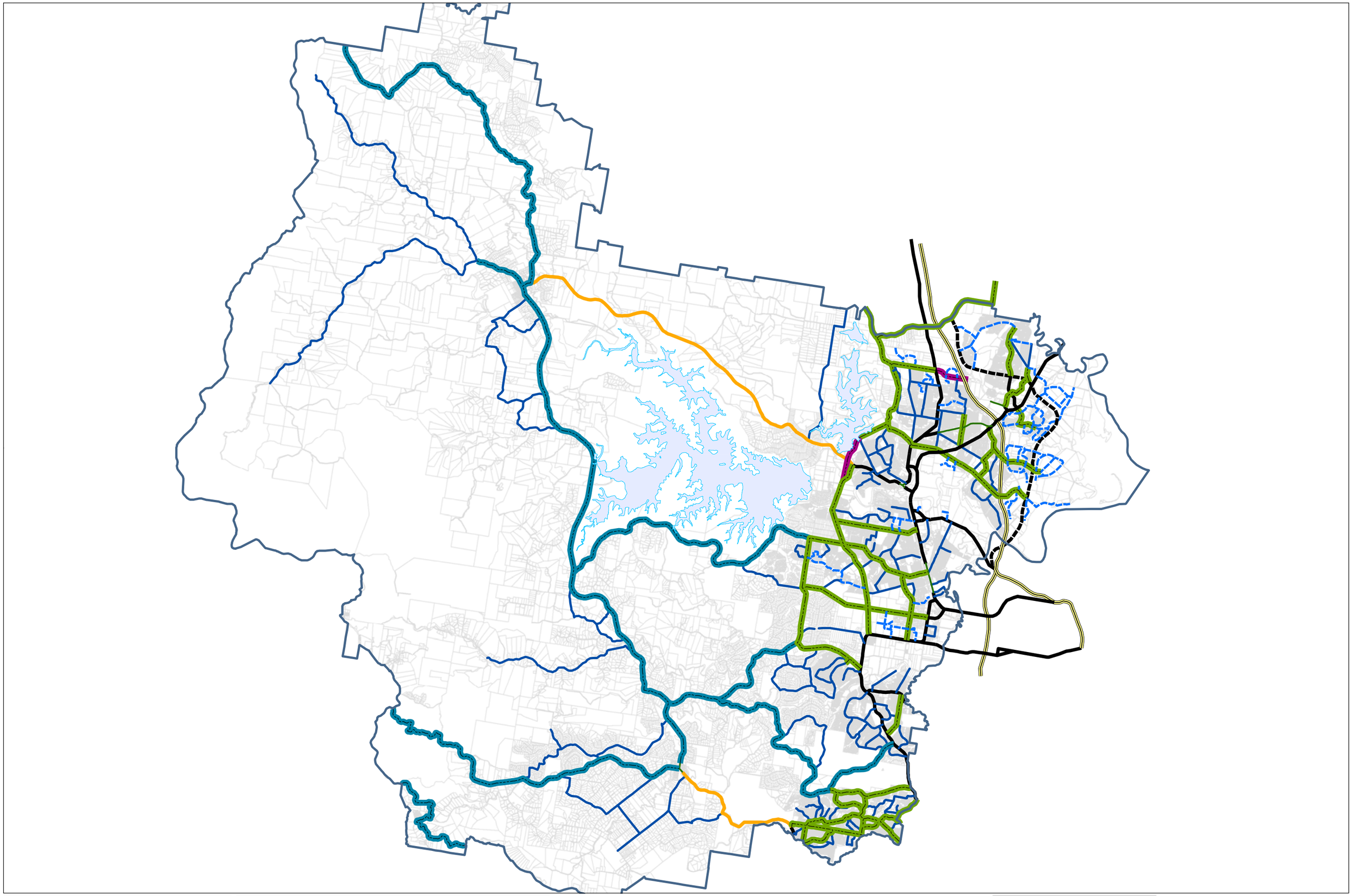
Service Catchment	PRSC_Res_Charge	PRSC_NonRes_Charge
1	$ 2,154	$ 2,138
2	$ 758	$ 1,270
3	$ 7,877	$ 4,179
4	$ 1,463	$ 1,843
5	$ 1,396	$ 2,023
6	$ 7,044	$ 7,567
7	$ 5,551	$ 8,881
8	$ 31,636	$ 27,295
9	$ 7,437	$ 2,788
10	$ 25,384	$ 19,361
11	$ 11,574	$ 21,184
12	$ 4,474	$ 6,032
13	$ 1,377	$ 2,138
14	$ 4,266	$ 4,218
15	$ 8,425	$ 9,482
16	$ 4,018	$ 2,905
17	$ 4,105	$ 6,489
18	$ 1,379	$ 2,865

Schedule C: Service Catchments

MAP SHEET INDEX

Pine Rivers Shire





0 875 1,750 3,500 5,250 7,000

Metres

Road Hierarchy

- Existing Arterial
- Existing Collector
- Freeway
- Existing Main Street
- Future Arterial
- Future Collector
- Existing Rural Arterial
- Existing Rural Sub-Arterial
- Existing Sub-Arterial
- Future Sub-Arterial

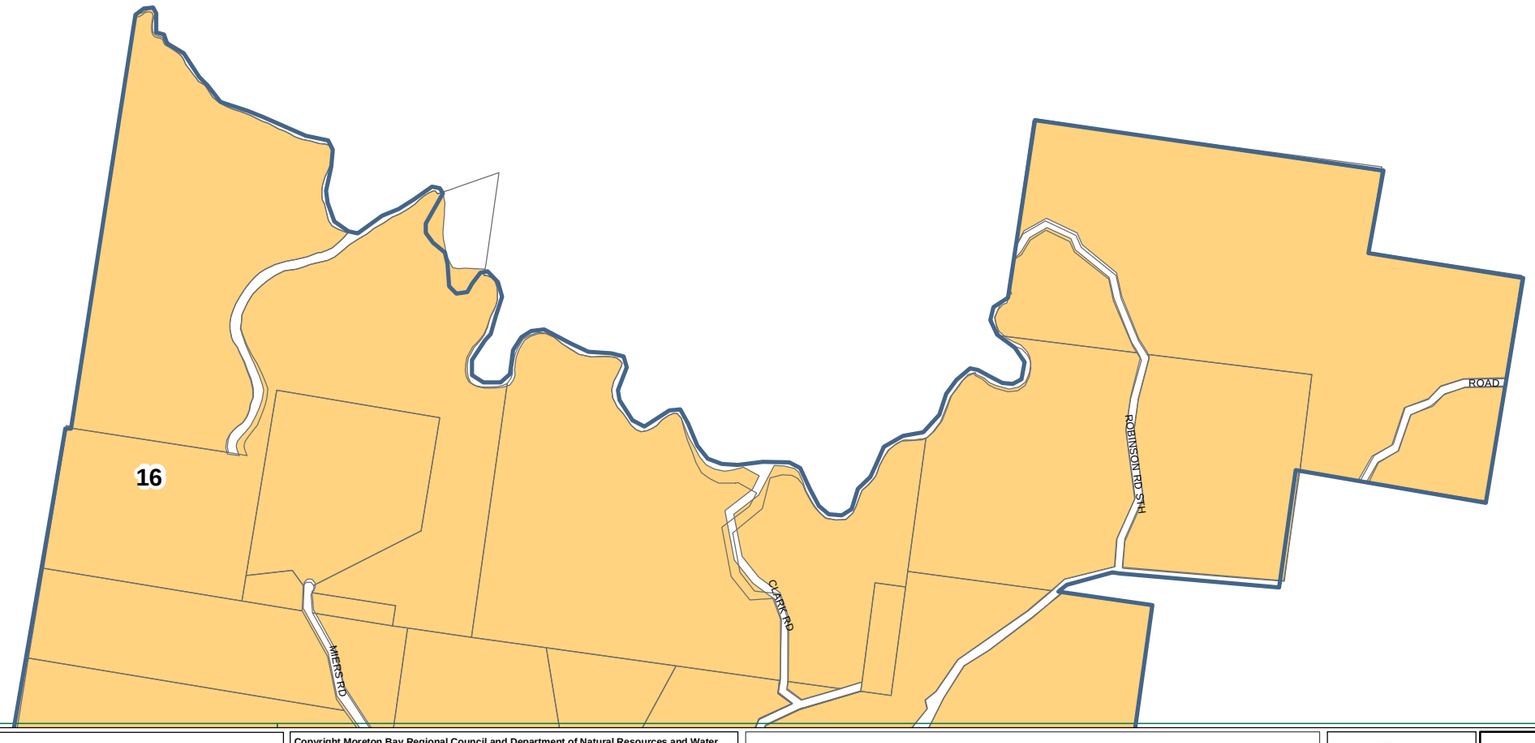
PLANNING SCHEME POLICY PSP25

DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

COUNCIL AND STATE CONTROLLED TRUNK ROAD HIERARCHY



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

	1.5	
3.3	3.5	

PLANNING SCHEME POLICY PSP25

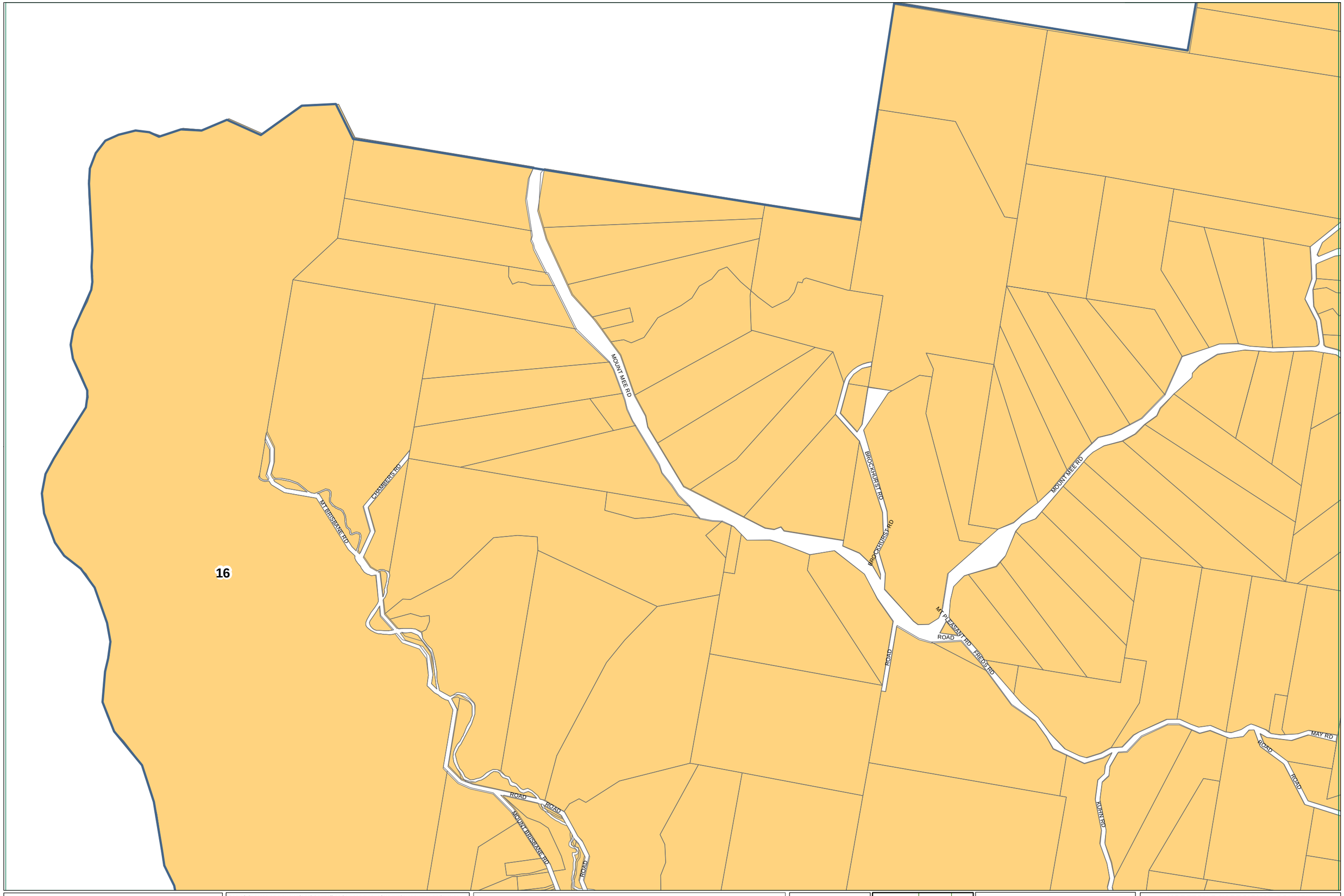
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 1.5



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

	1.5	
3.3	3.5	
5.3	5.5	5.7

PLANNING SCHEME POLICY PSP25

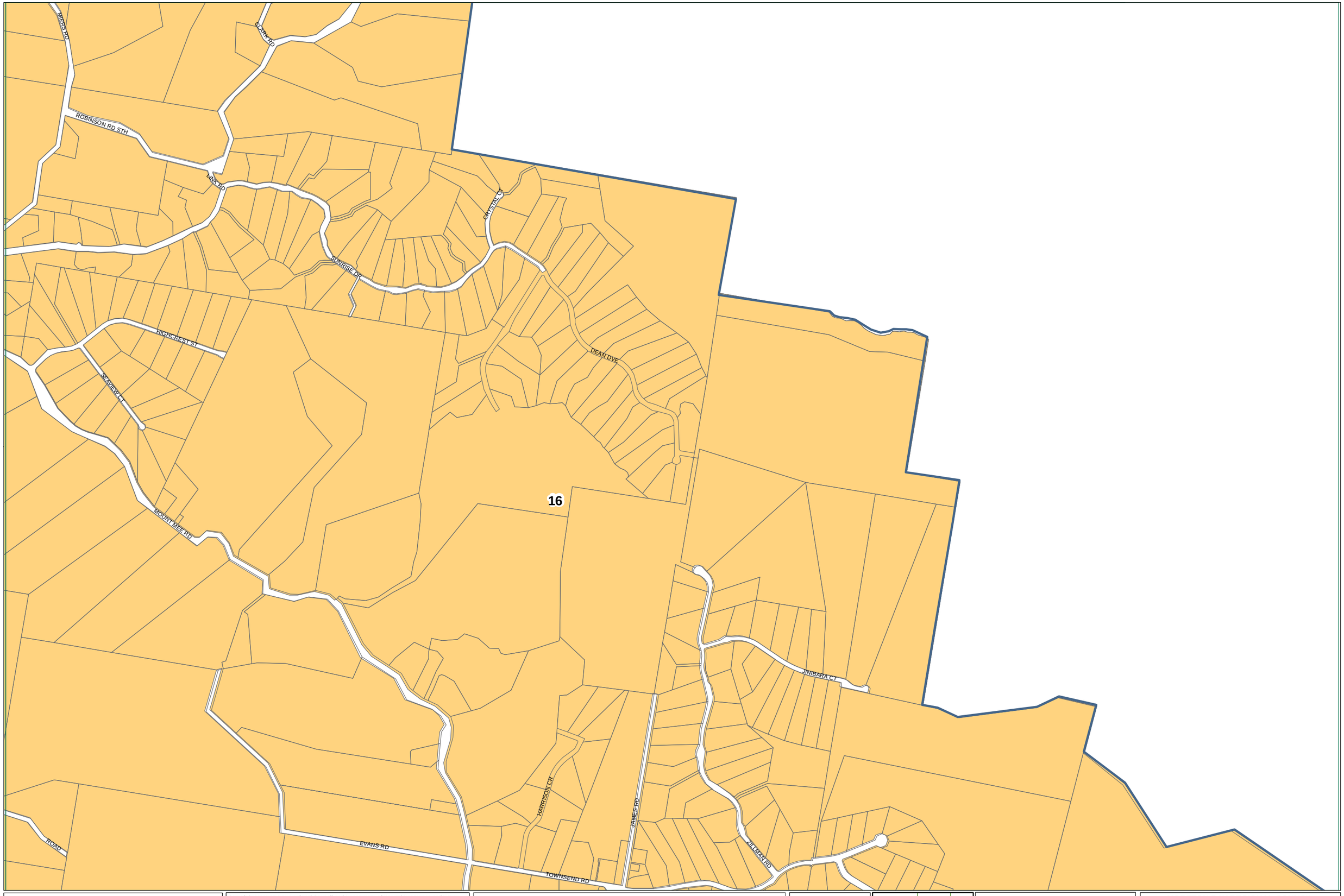
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 3.3



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

	1.5	
3.3	3.5	
5.3	5.5	5.7

PLANNING SCHEME POLICY PSP25

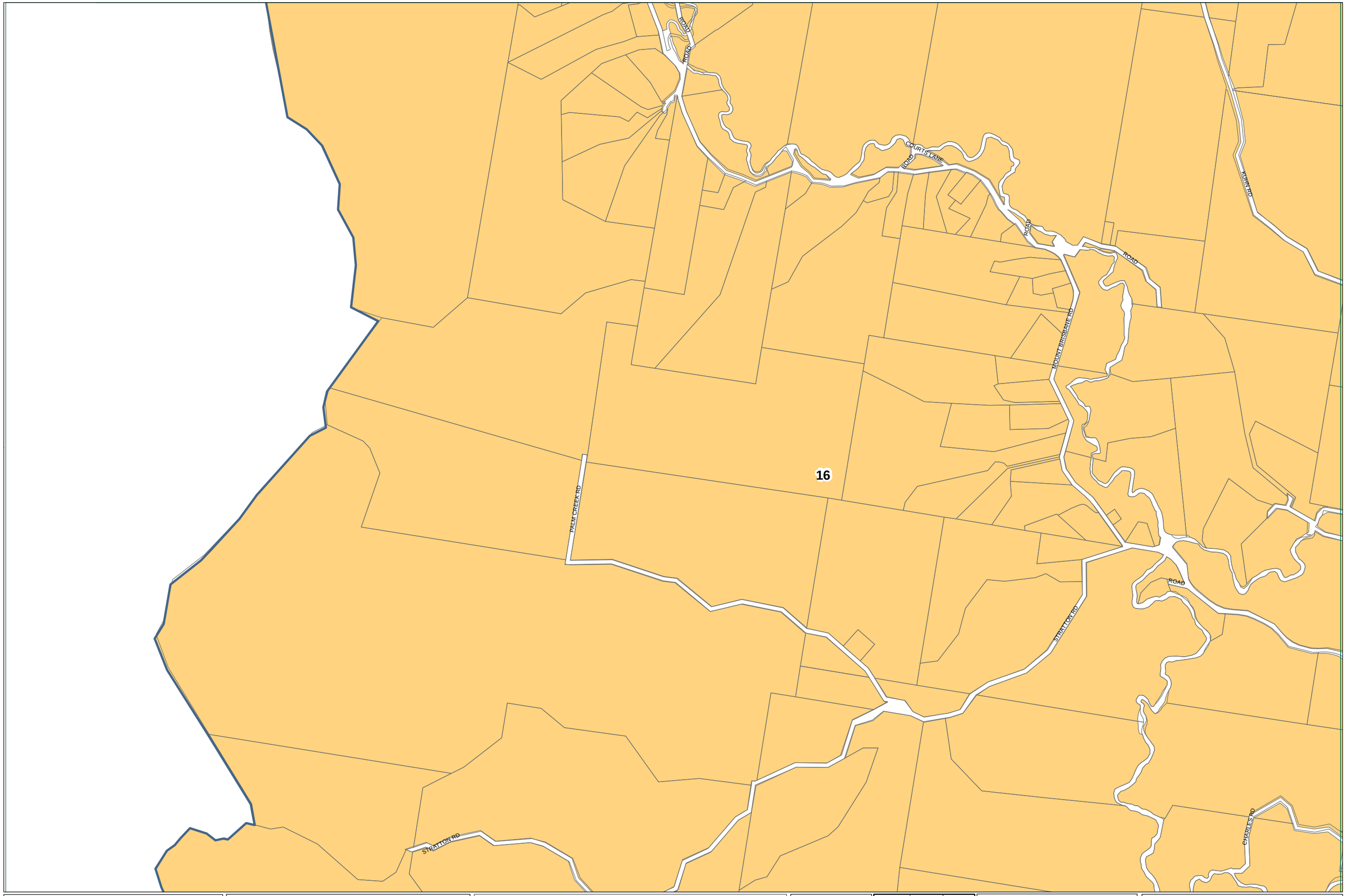
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 3.5



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

	3.3	3.5
	5.3	5.5
7.1	7.3	7.5

PLANNING SCHEME POLICY PSP25

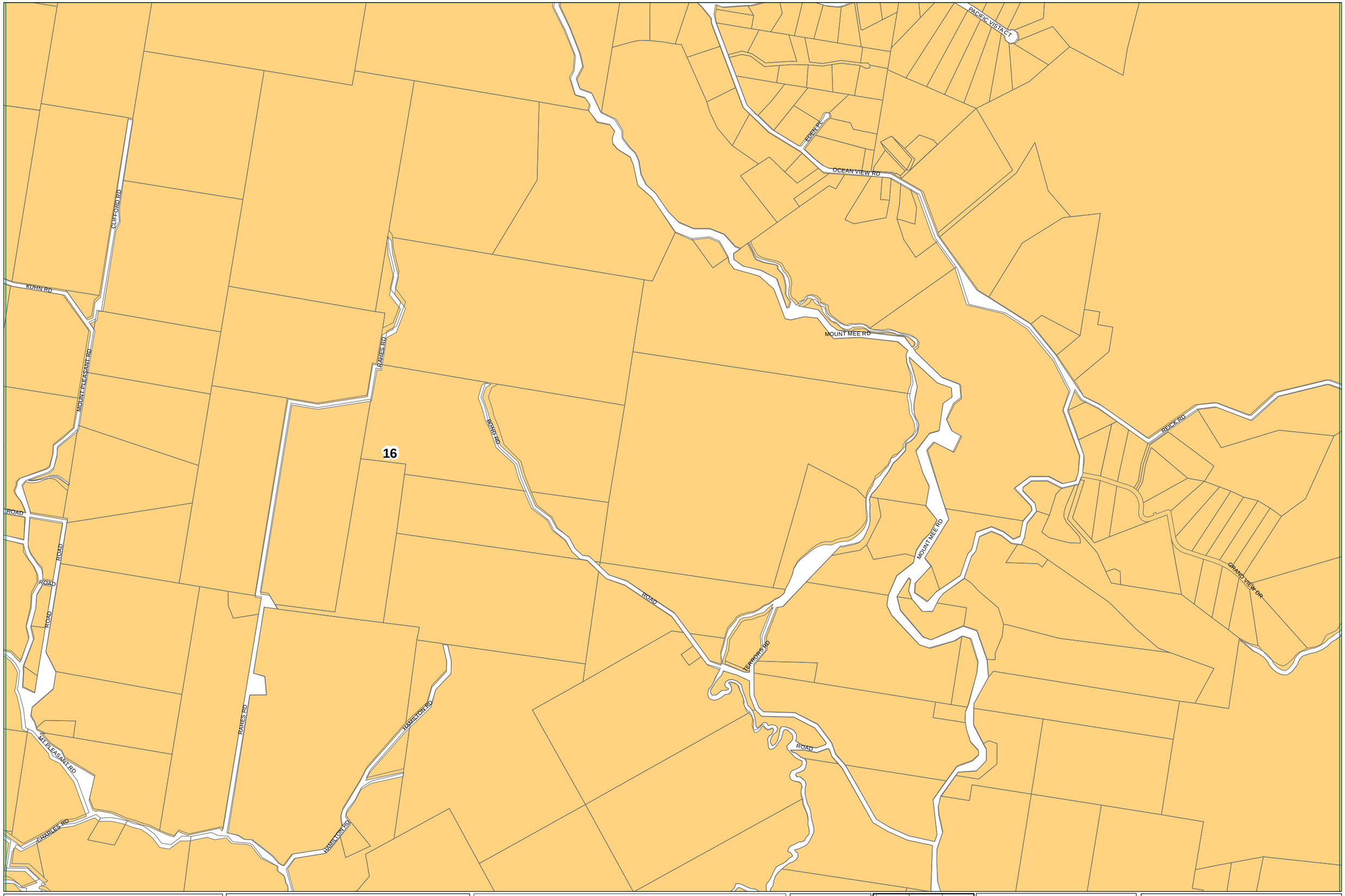
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 5.3



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Metres

LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

3.3	3.5	
5.3	5.5	5.7
7.3	7.5	7.7

PLANNING SCHEME POLICY PSP25

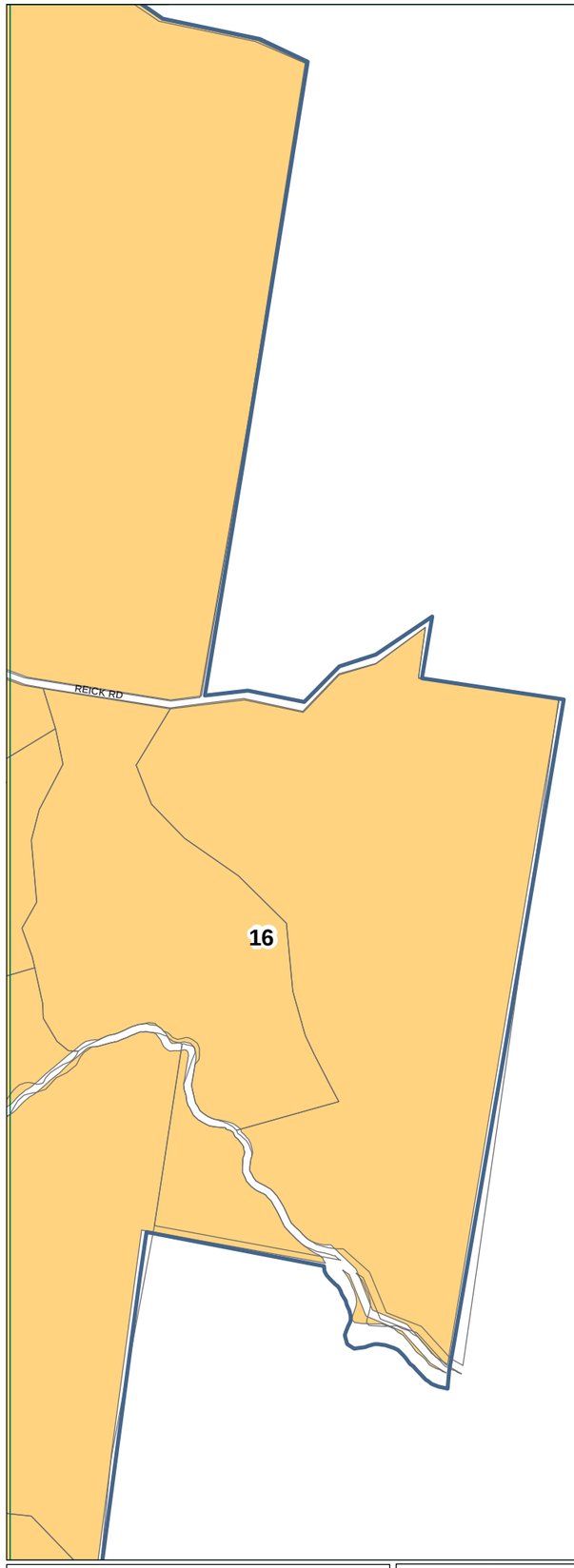
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 5.5



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

5.7	
7.7	7.9

PLANNING SCHEME POLICY PSP25

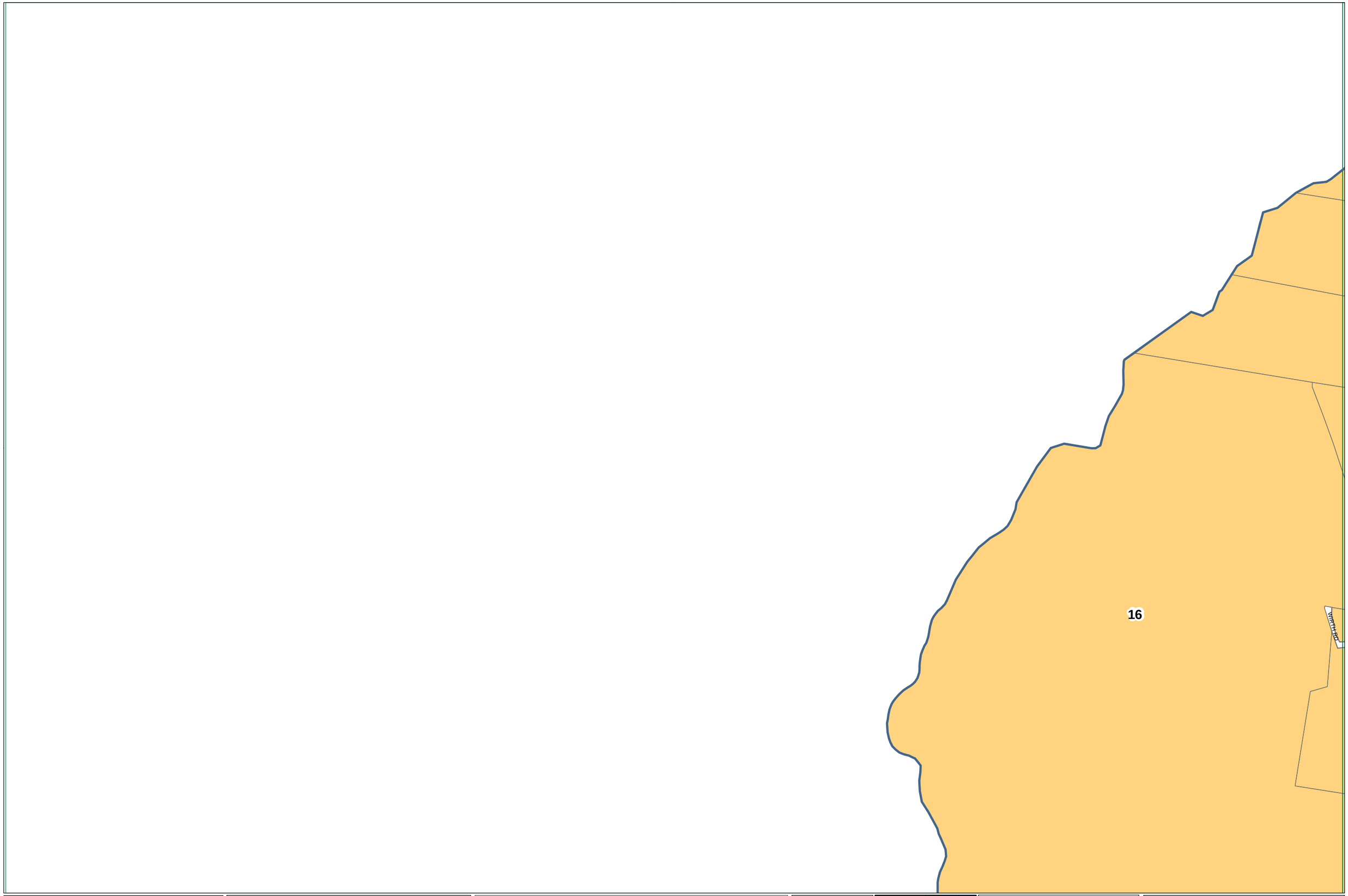
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 5.7



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

	5.3	5.5
7.1	7.3	7.5
9.1	9.3	9.5

PLANNING SCHEME POLICY PSP25

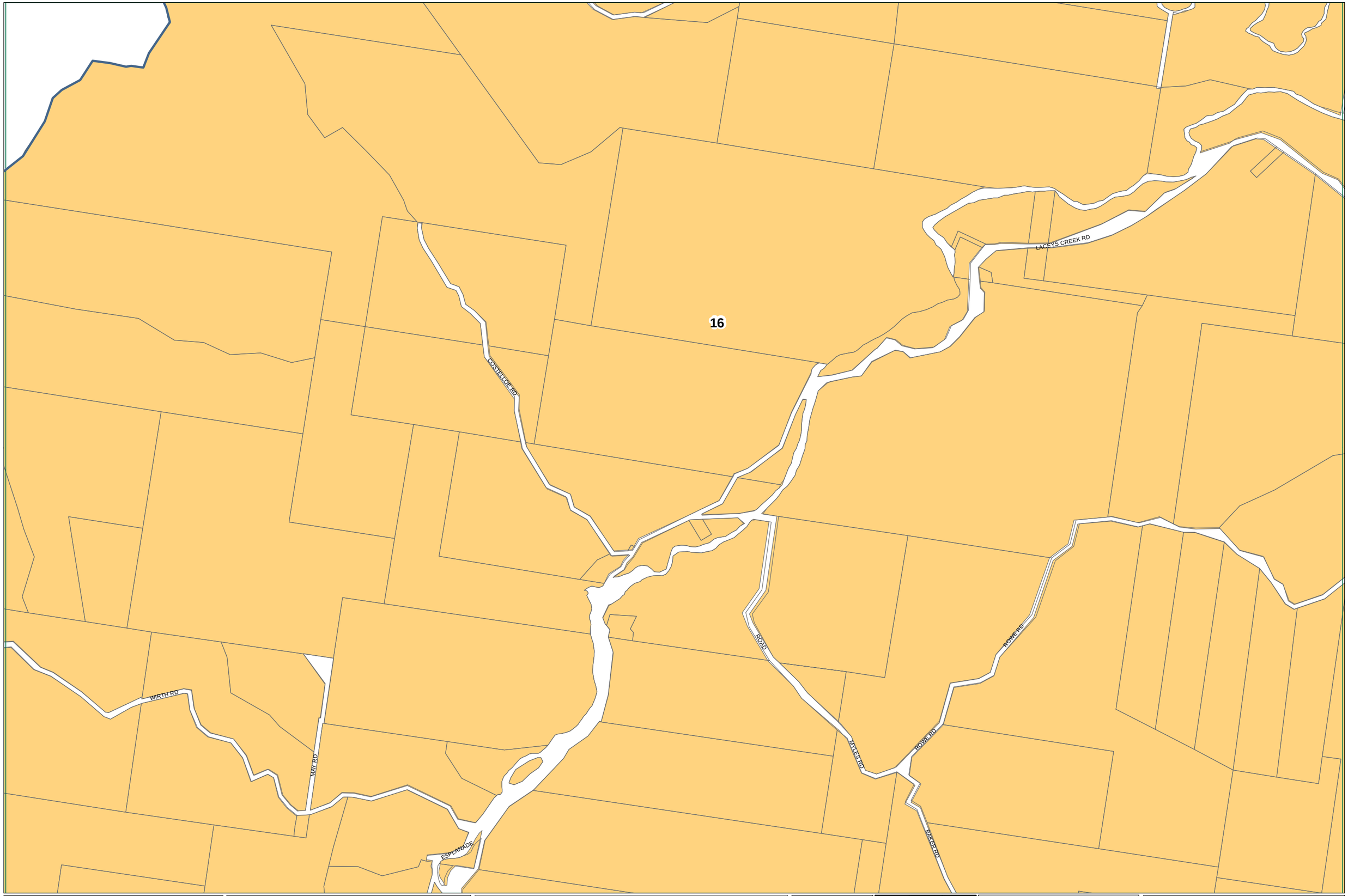
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 7.1



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

	5.3	5.5
7.1	7.3	7.5
9.1	9.3	9.5

PLANNING SCHEME POLICY PSP25

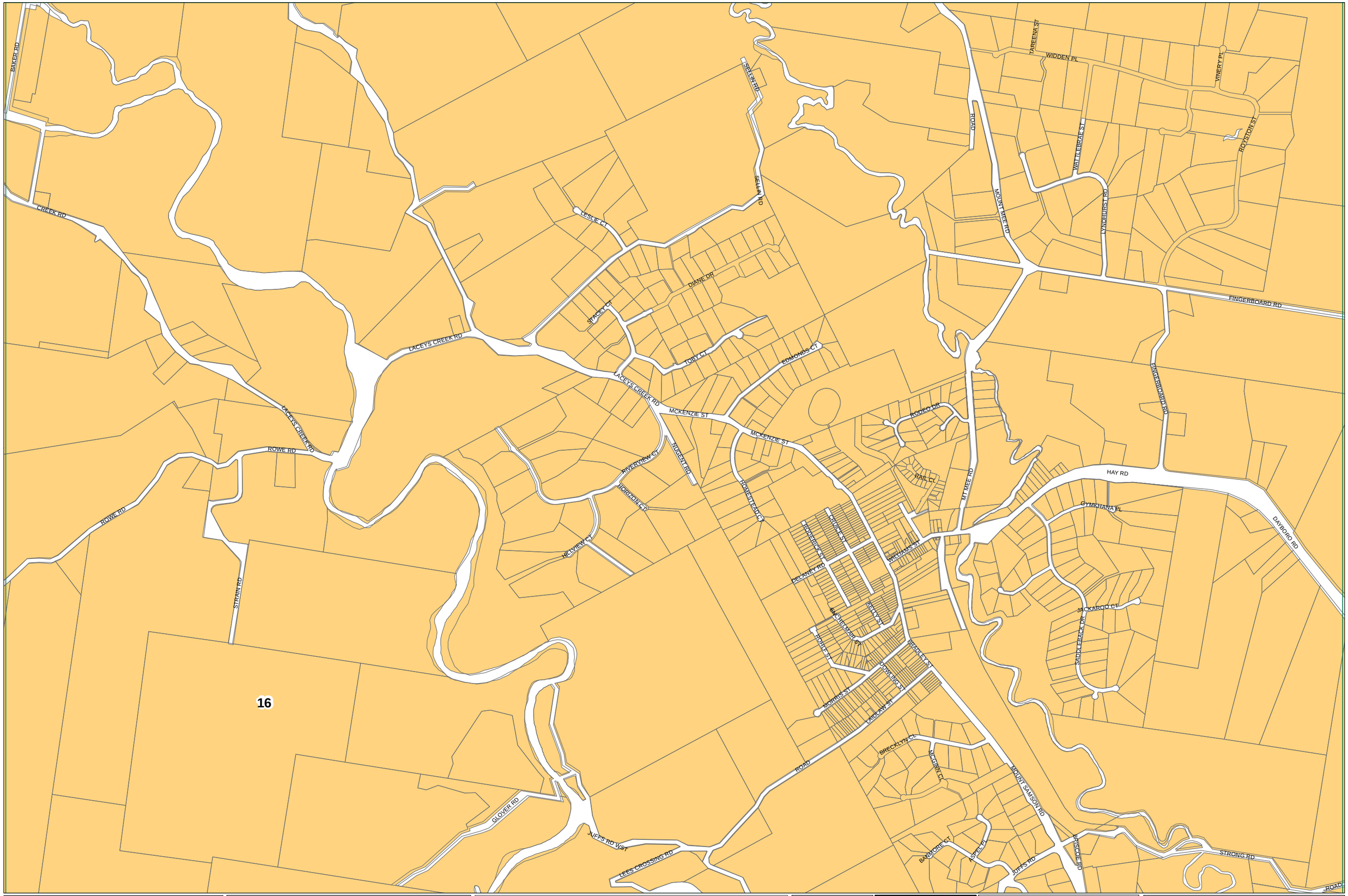
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 7.3



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

5.3	5.5	5.7
7.3	7.5	7.7
9.3	9.5	9.7

PLANNING SCHEME POLICY PSP25

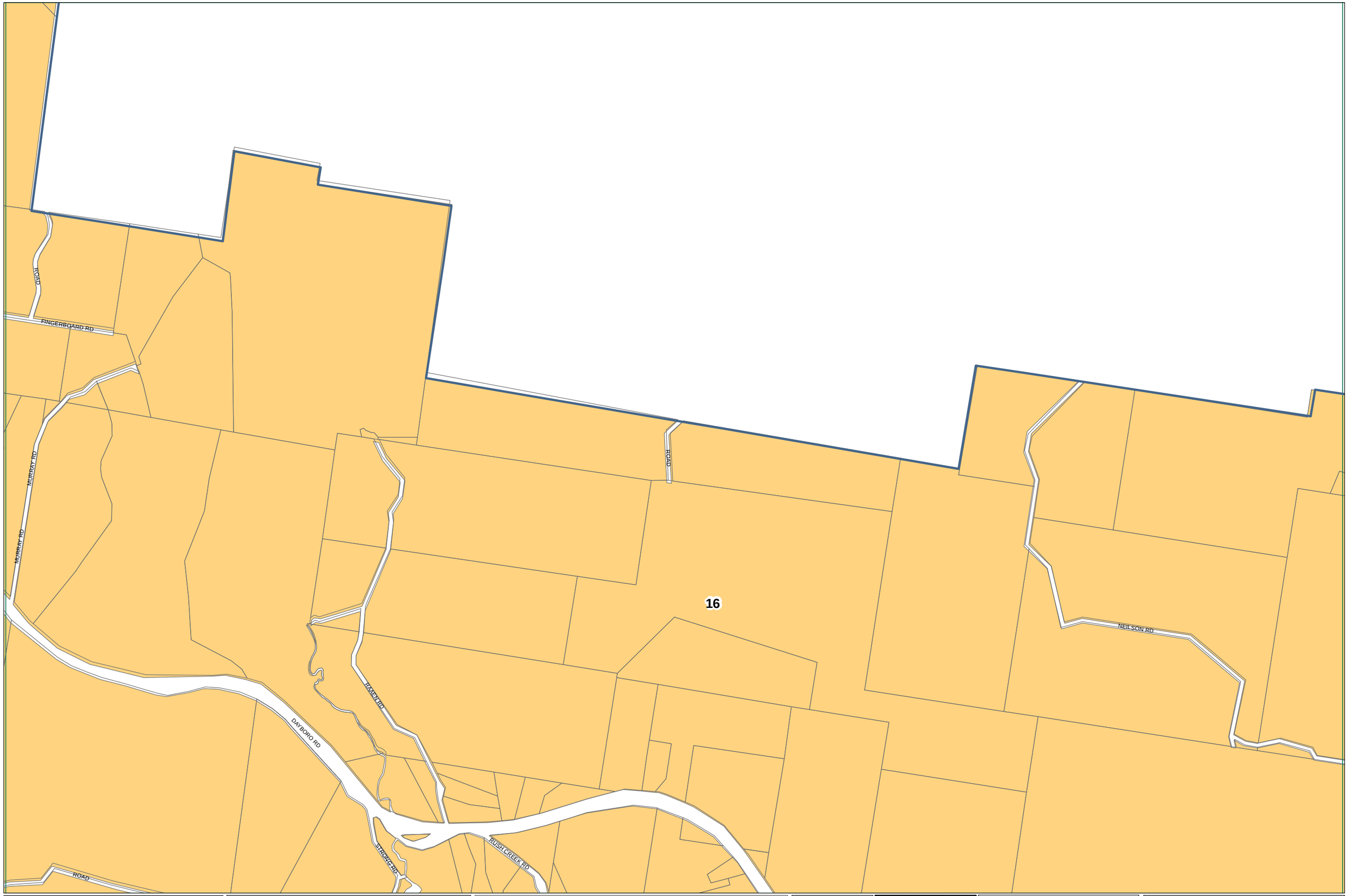
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 7.5



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

5.5	5.7	
7.5	7.7	7.9
9.5	9.7	9.9

PLANNING SCHEME POLICY PSP25

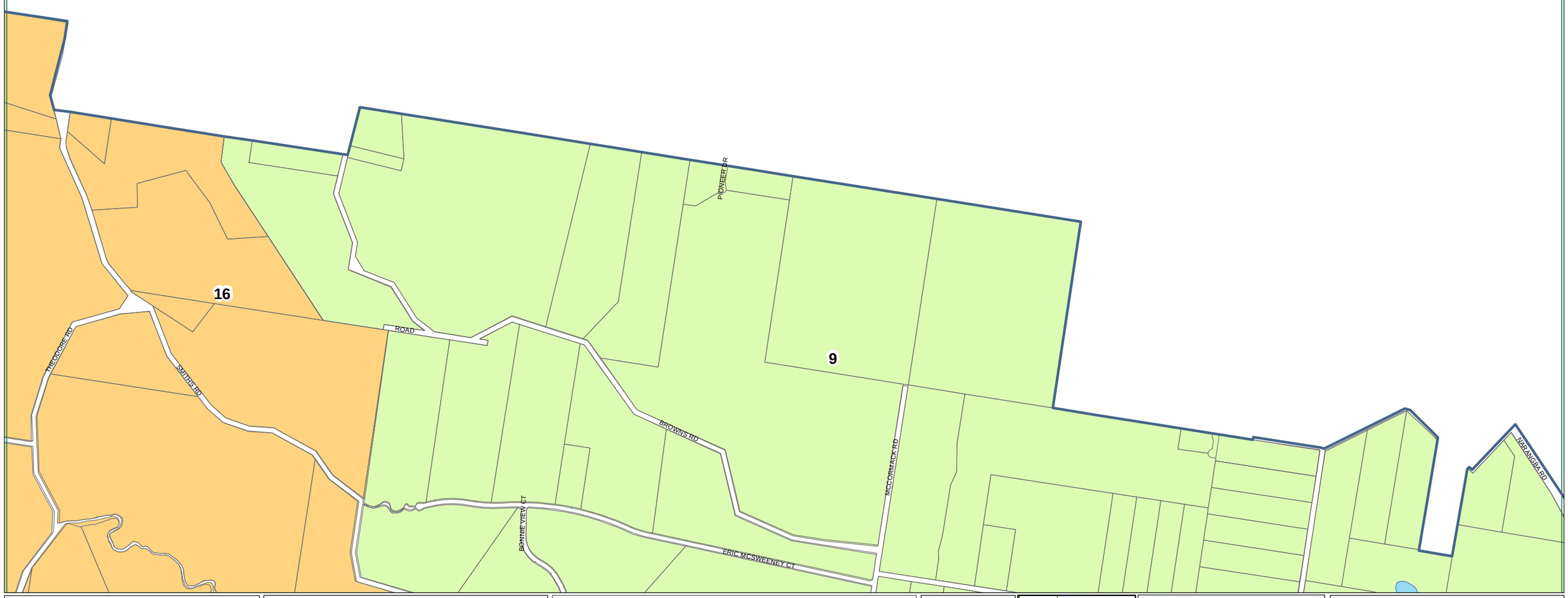
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 7.7



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

5.7		
7.7	7.9	7.11
9.7	9.9	9.11

PLANNING SCHEME POLICY PSP25

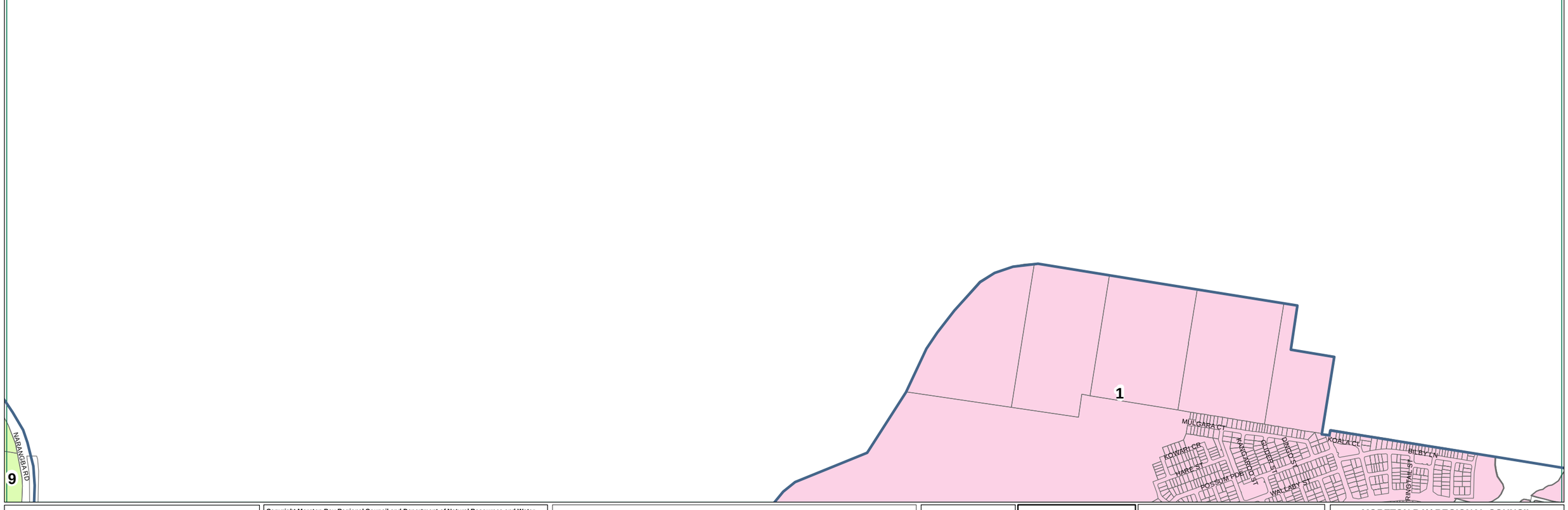
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 7.9



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

7.9	7.11	7.13
9.9	9.11	9.13

PLANNING SCHEME POLICY PSP25

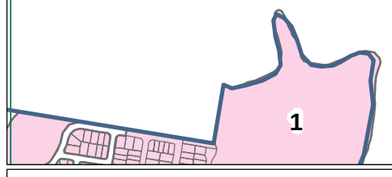
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 7.11



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

7.11	7.13
9.11	9.13

PLANNING SCHEME POLICY PSP25

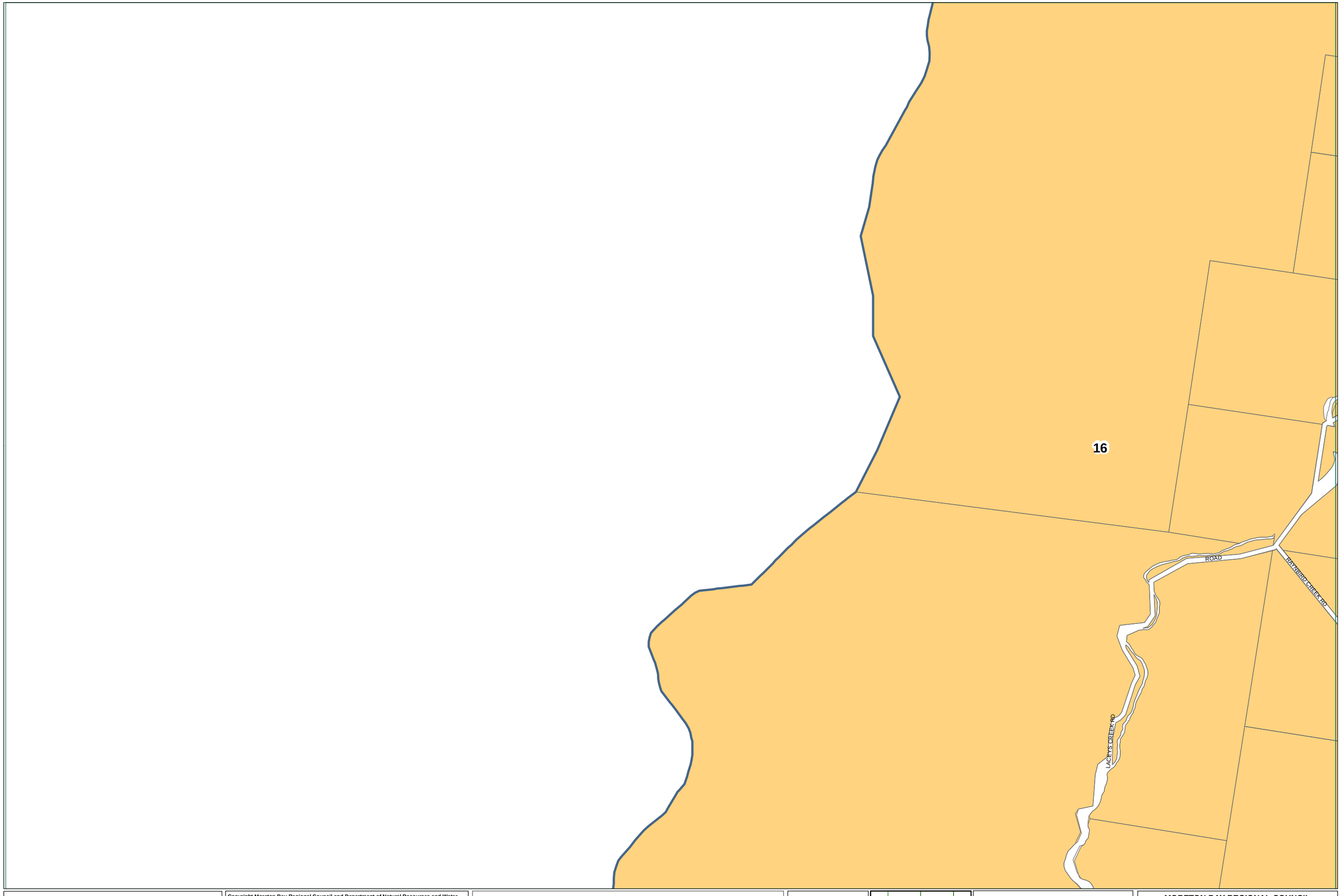
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 7.13



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

7.1	7.3	7.5
9.1	9.3	9.5
11.1	11.3	

PLANNING SCHEME POLICY PSP25

DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 9.1

ROSE LN
LACEY CREEK RD
INGLIS CT
ESPLANADE
MACADAMIA DR
BAXTERS CREEK RD
BAKER RD
WOODWARD RD
RAYNBIRD CREEK RD
RUCKER RD
ROAD
16

0 100 200 400 600 800
Metres
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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

7.1	7.3	7.5
9.1	9.3	9.5
11.1	11.3	11.5

PLANNING SCHEME POLICY PSP25

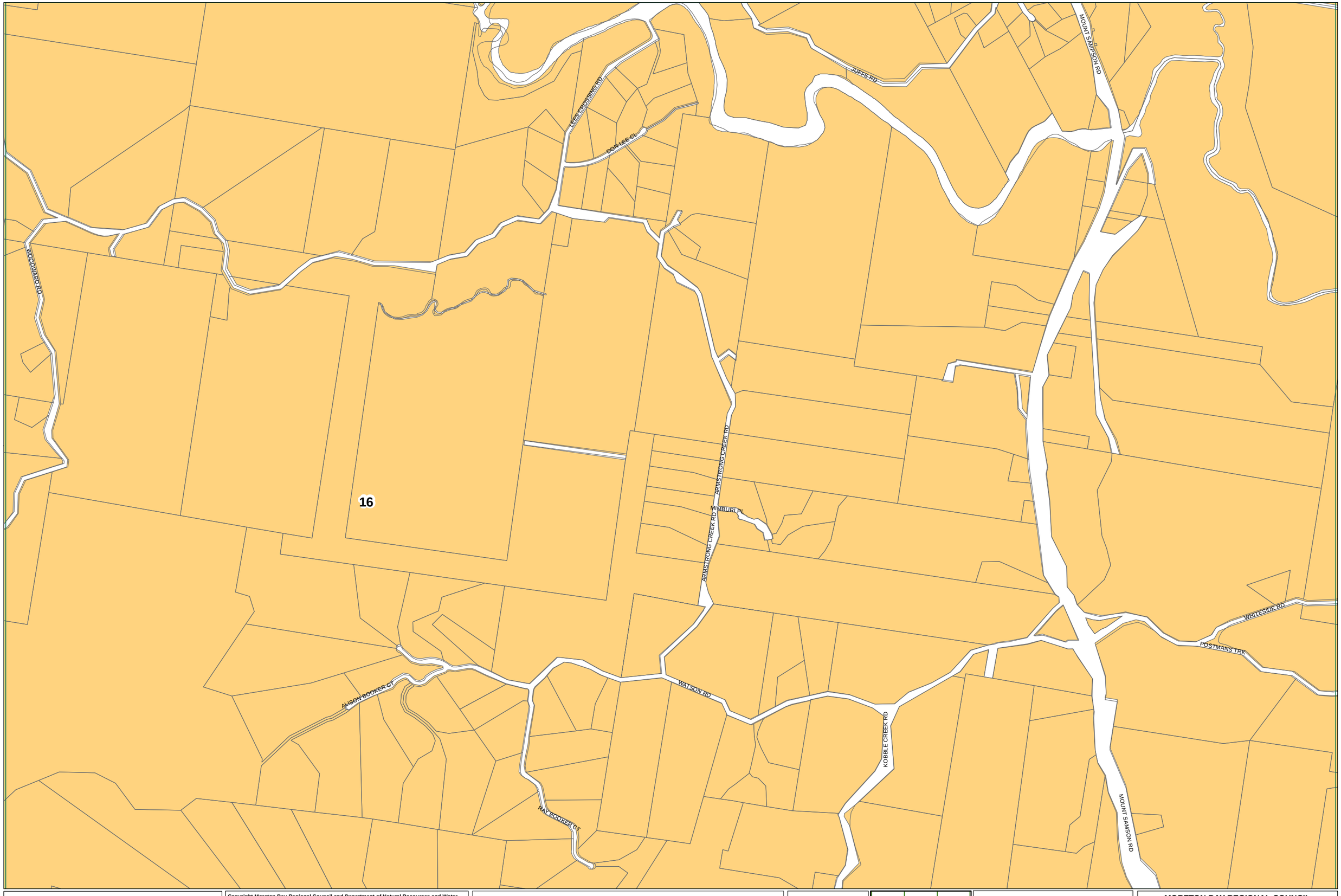
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 9.3



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

7.3	7.5	7.7
9.3	9.5	9.7
11.3	11.5	11.7

PLANNING SCHEME POLICY PSP25

DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 9.5

STRONG RD
EASTER RD
JACKS RD
BUTTERFLY CR
VALLEY VIEW CT
EASTER RD
ROAD
RUSH CREEK RD
BERNIER RD
BERNIER RD
ROAD
DAYBORO RD
DAYBORO RD
DAYBORO RD
RANDALL RD
THEODORE RD
THEODORE RD
ADSETTS RD
16
BENNETT RD
POSTMANS JNK
BRANCH RD
JOYNERS RD
WHITESIDE RD

0 100 200 400 600 800

Metres

LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

7.5	7.7	7.9
9.5	9.7	9.9
11.5	11.7	11.9

PLANNING SCHEME POLICY PSP25

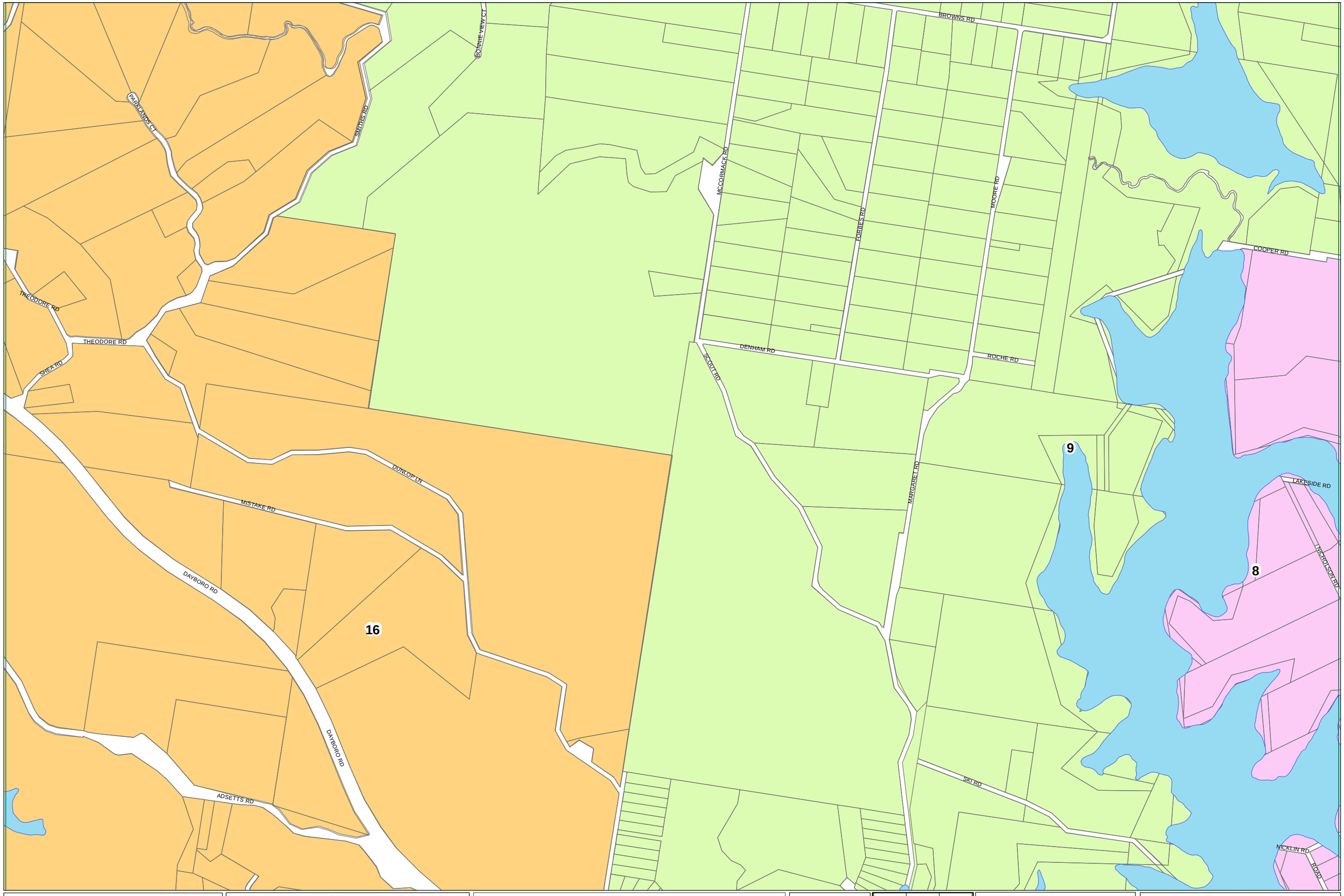
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 9.7



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

7.7	7.9	7.11
9.7	**9.9**	9.11
11.7	11.9	11.11

PLANNING SCHEME POLICY PSP25

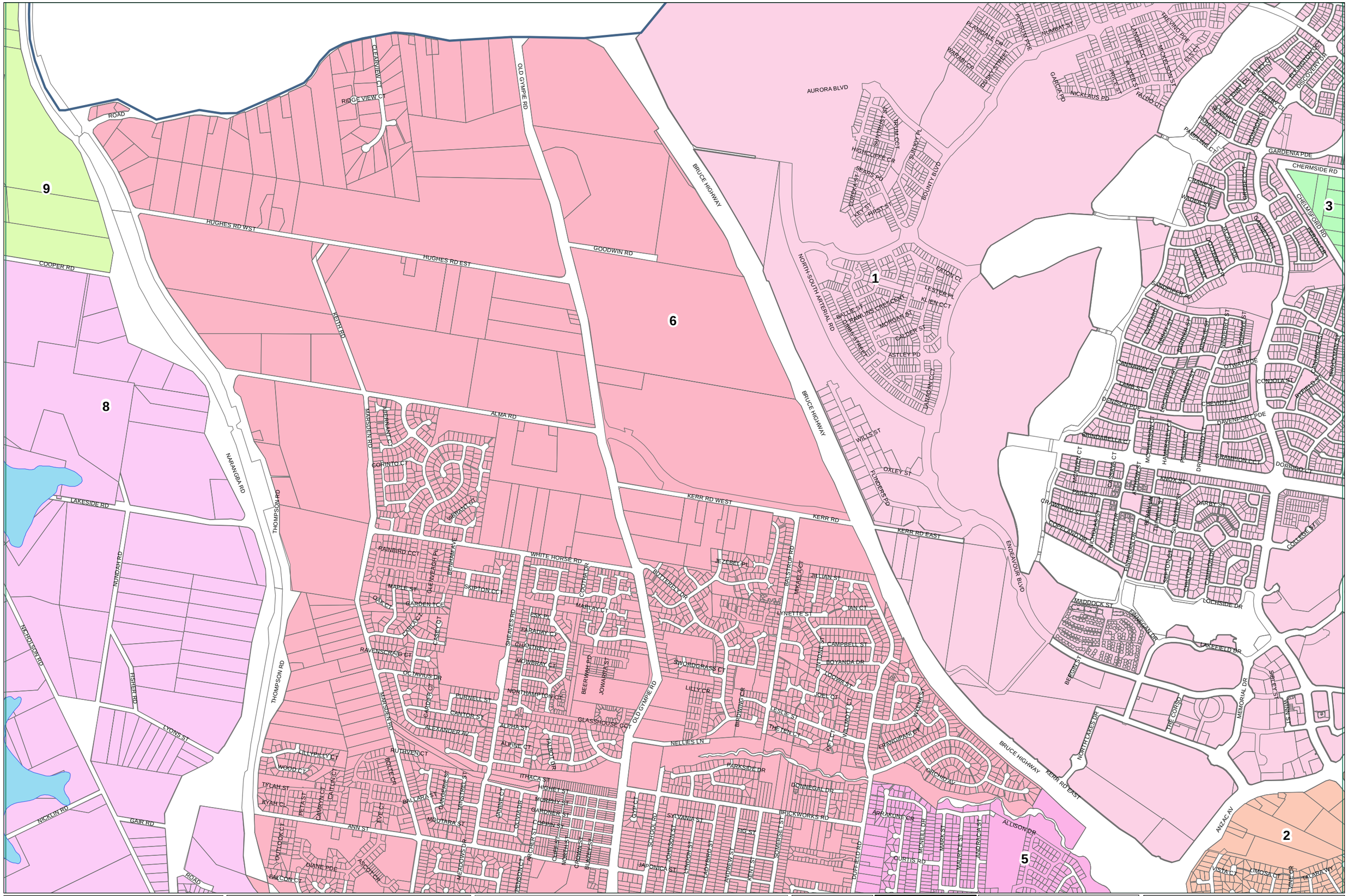
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 9.9



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

7.9	7.11	7.13
9.9	9.11	9.13
11.9	11.11	11.13

PLANNING SCHEME POLICY PSP25

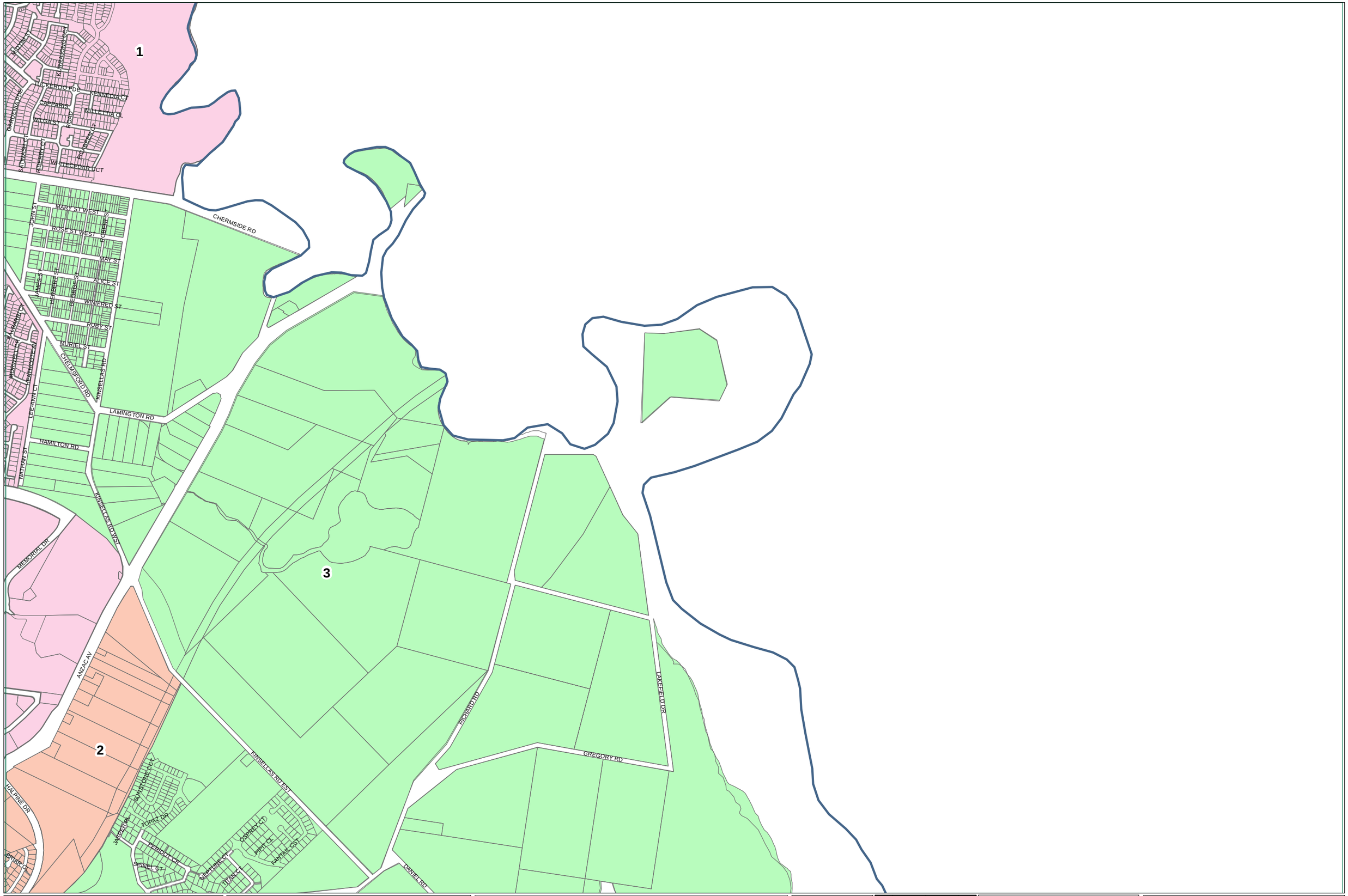
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 9.11



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

7.9	7.11	7.13
9.9	9.11	9.13
	11.11	11.13

PLANNING SCHEME POLICY PSP25

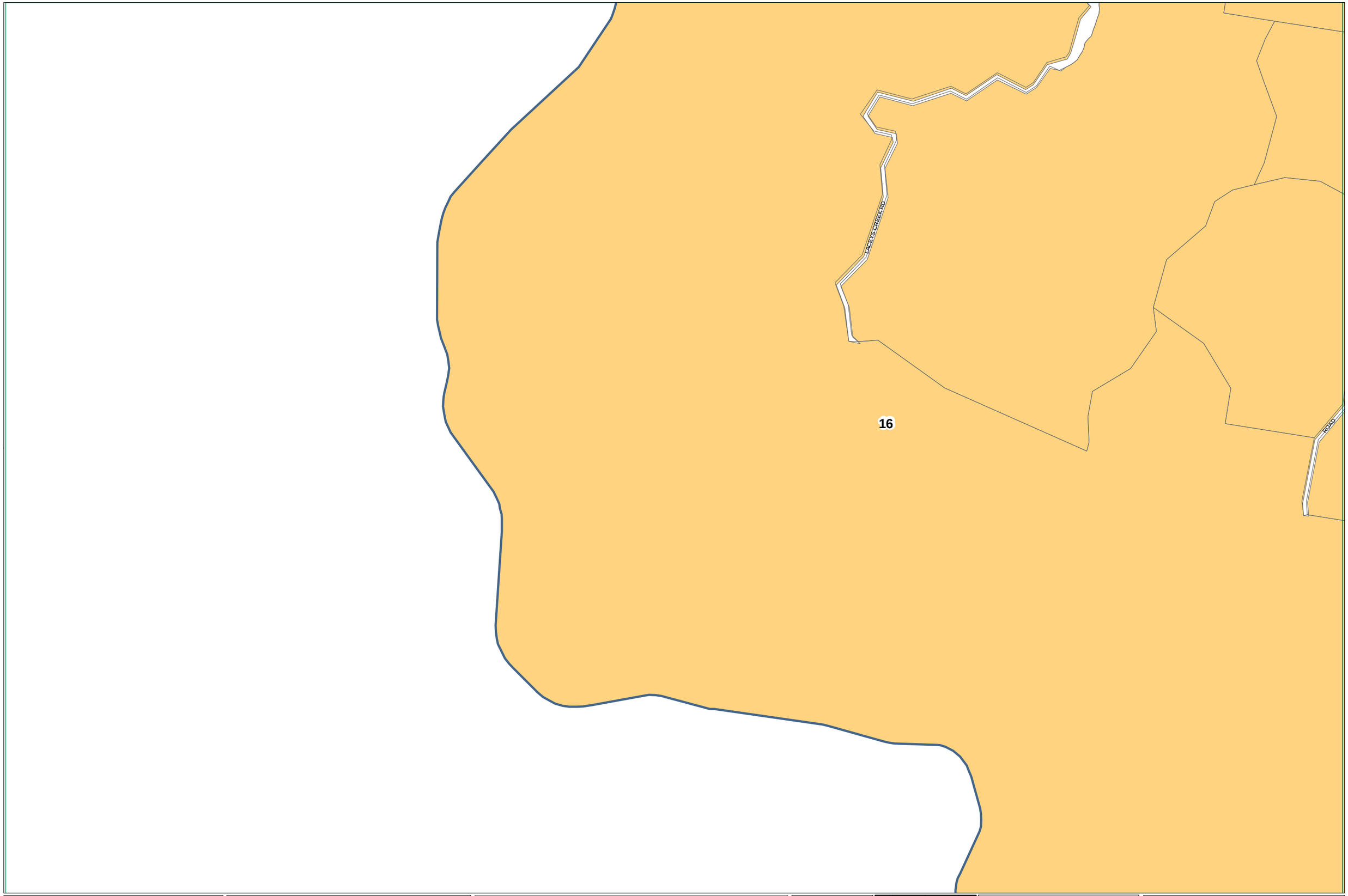
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 9.13



0 100 200 400 600 800

Metres

LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

9.1	9.3	9.5
11.1	11.3	
13.1	13.3	

PLANNING SCHEME POLICY PSP25

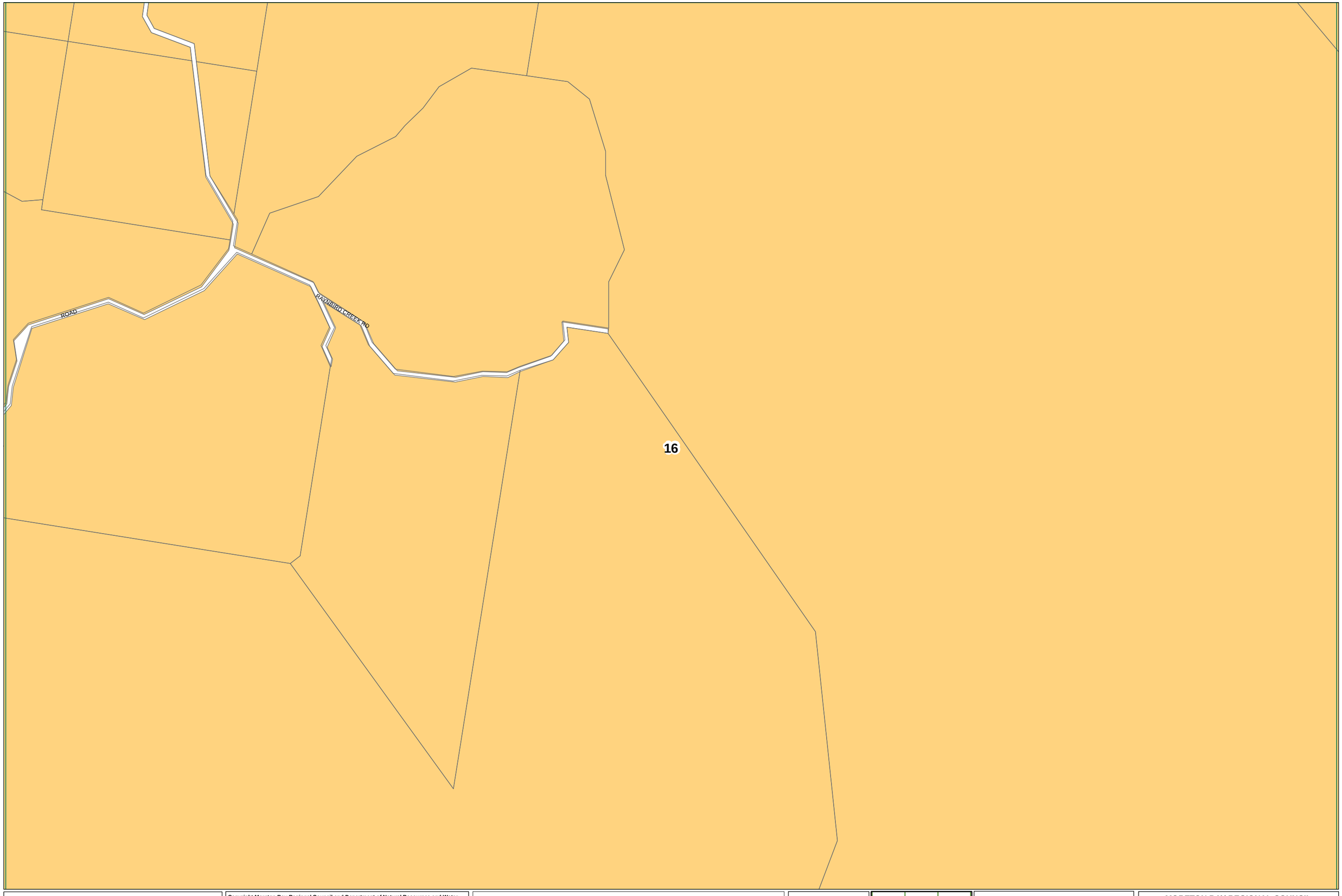
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 11.1



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

9.1	9.3	9.5
11.1	11.3	11.5
13.1	13.3	13.5

PLANNING SCHEME POLICY PSP25

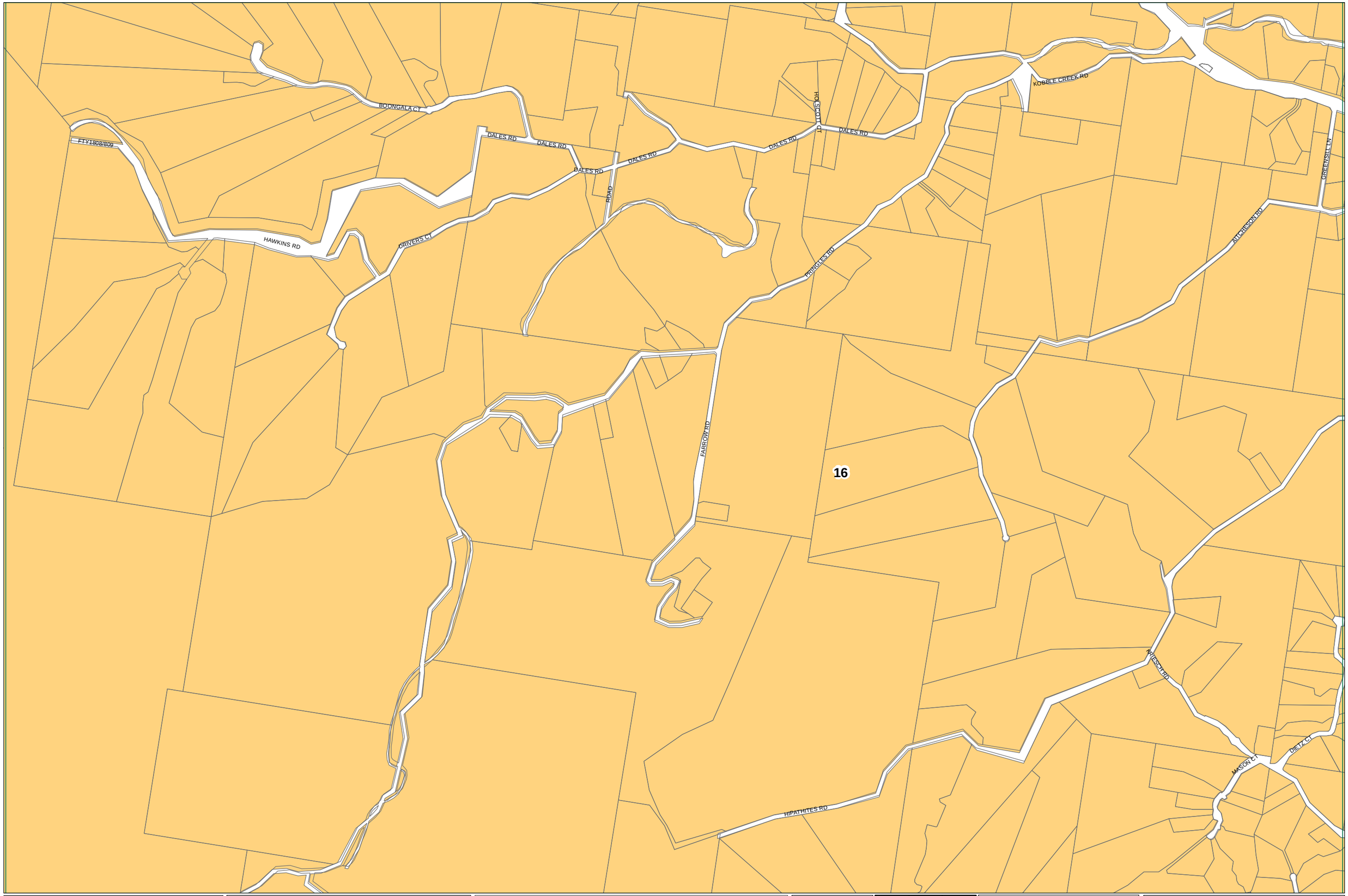
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 11.3



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Metres

LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

9.3	9.5	9.7
11.3	11.5	11.7
13.3	13.5	13.7

PLANNING SCHEME POLICY PSP25

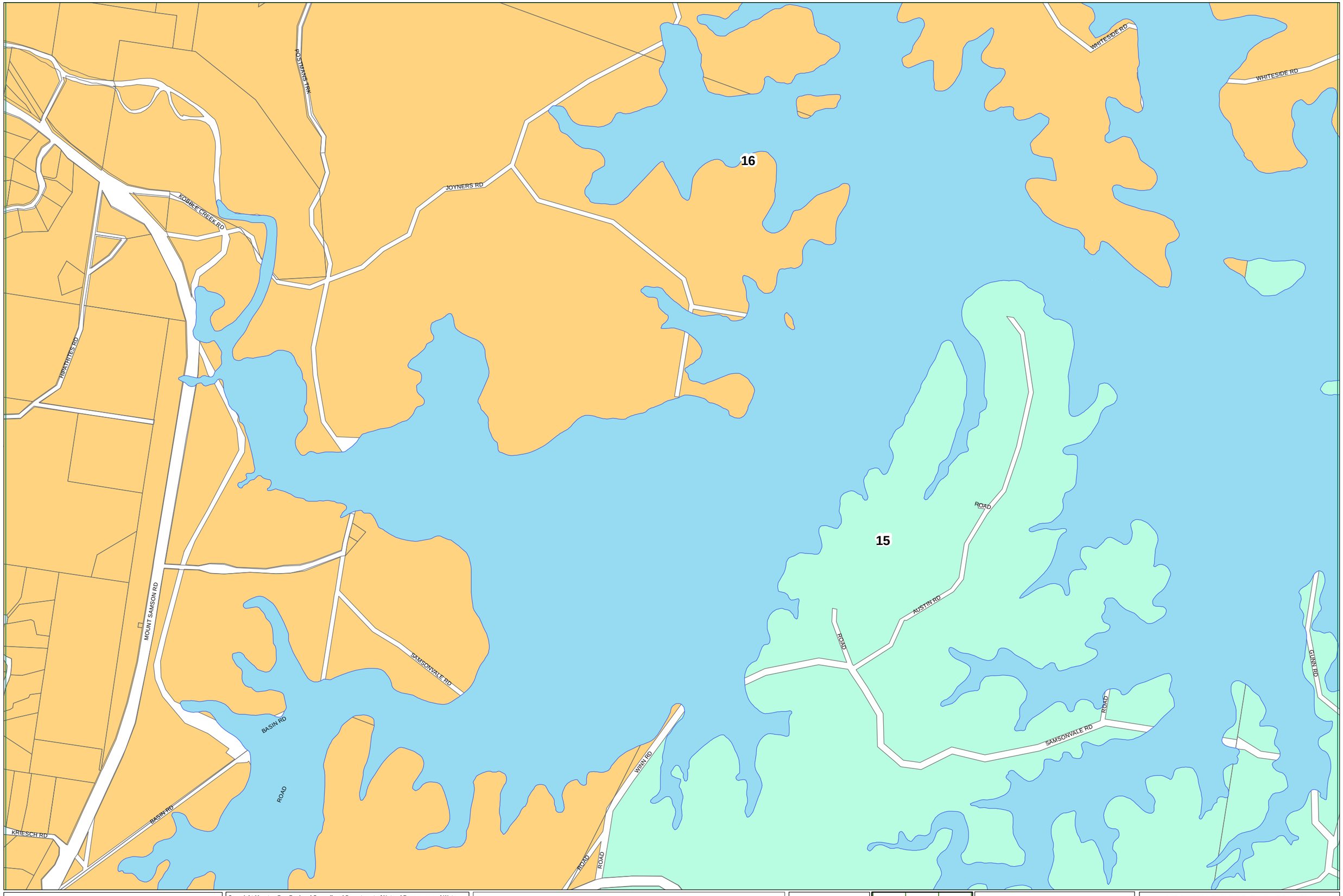
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 11.5



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

9.5	9.7	9.9
11.5	11.7	11.9
13.5	13.7	13.9

PLANNING SCHEME POLICY PSP25

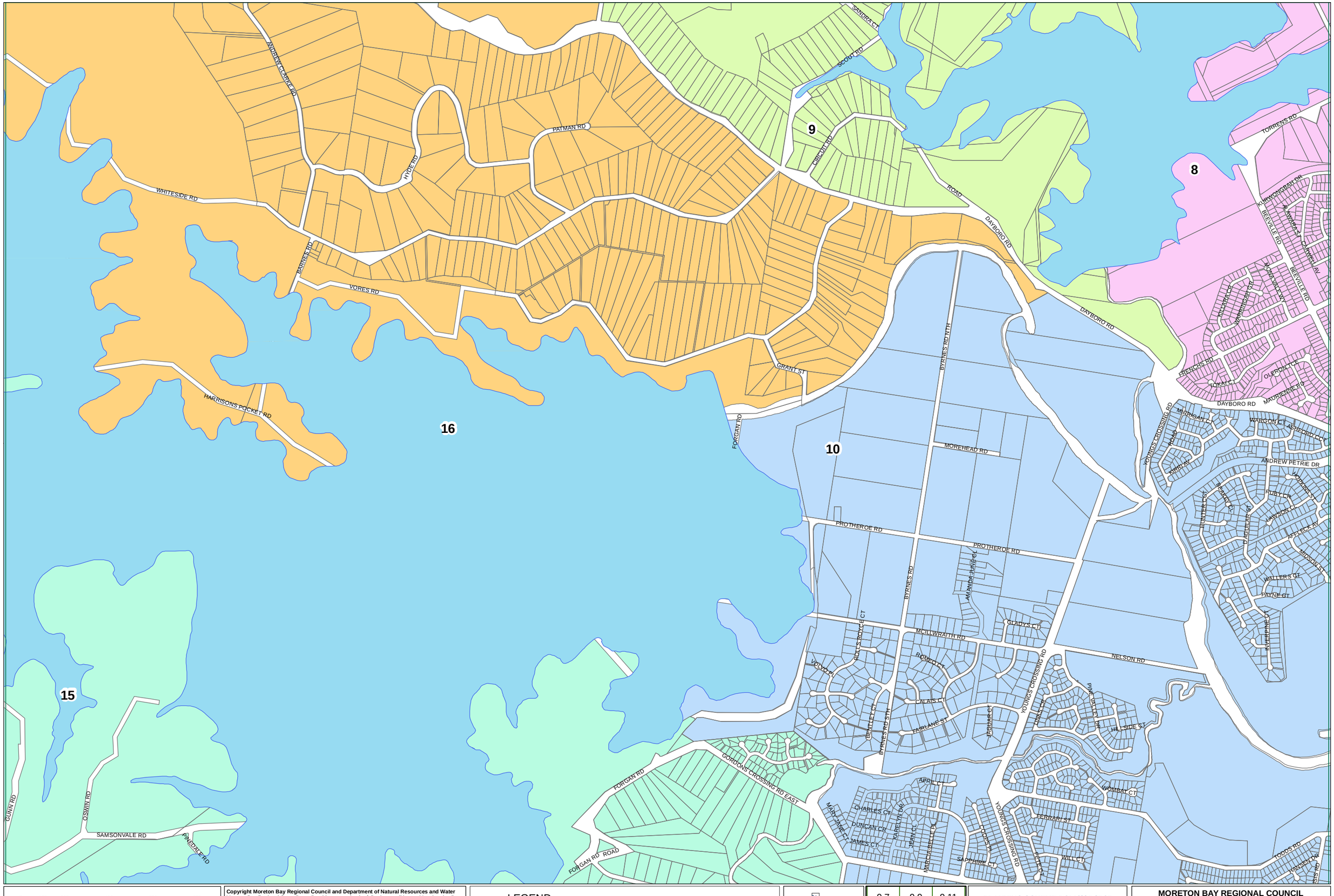
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 11.7



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

9.7	9.9	9.11
11.7	11.9	11.11
13.7	13.9	13.11

PLANNING SCHEME POLICY PSP25

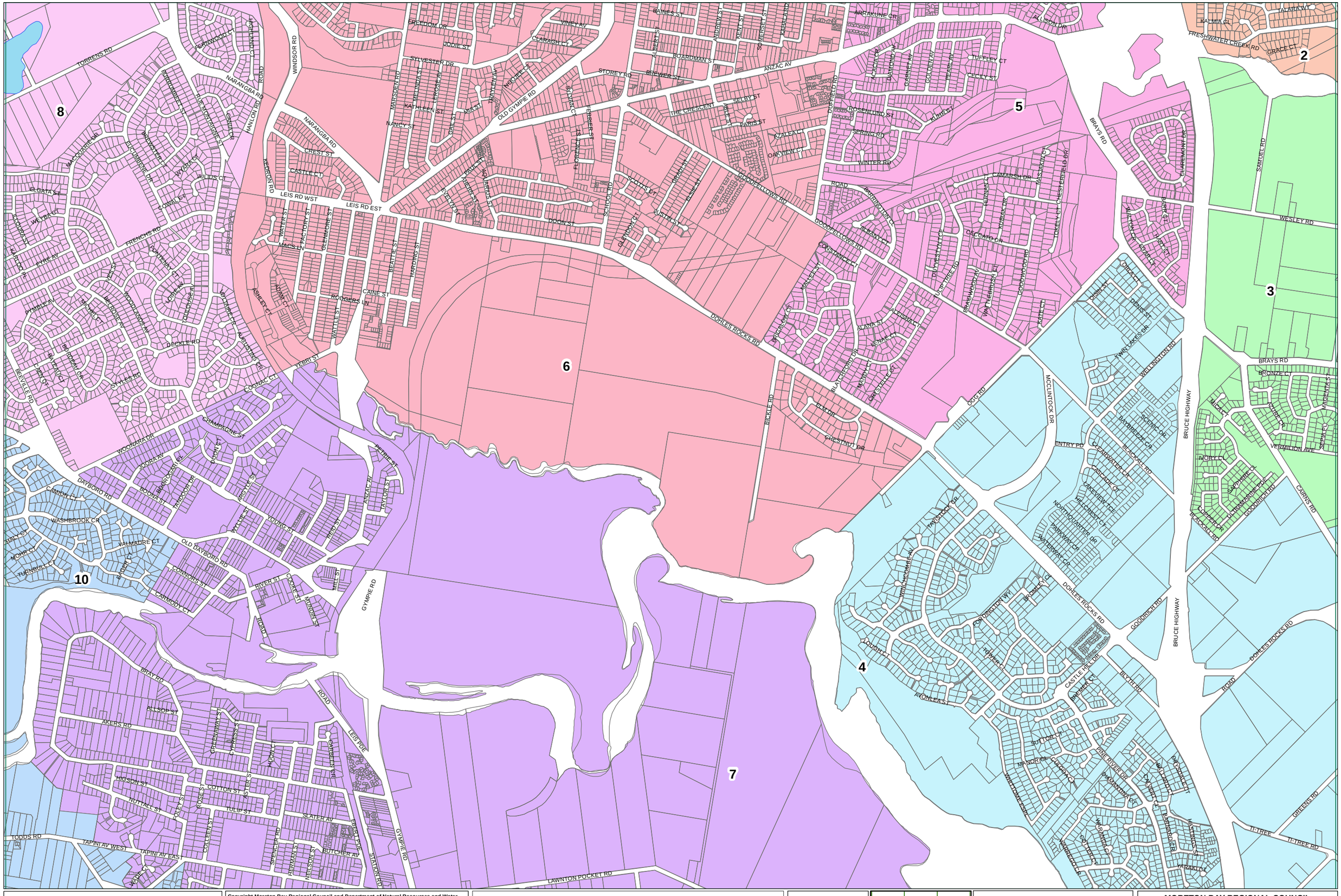
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 11.9



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

9.9	9.11	9.13
11.9	11.11	11.13
13.9	13.11	13.13

PLANNING SCHEME POLICY PSP25

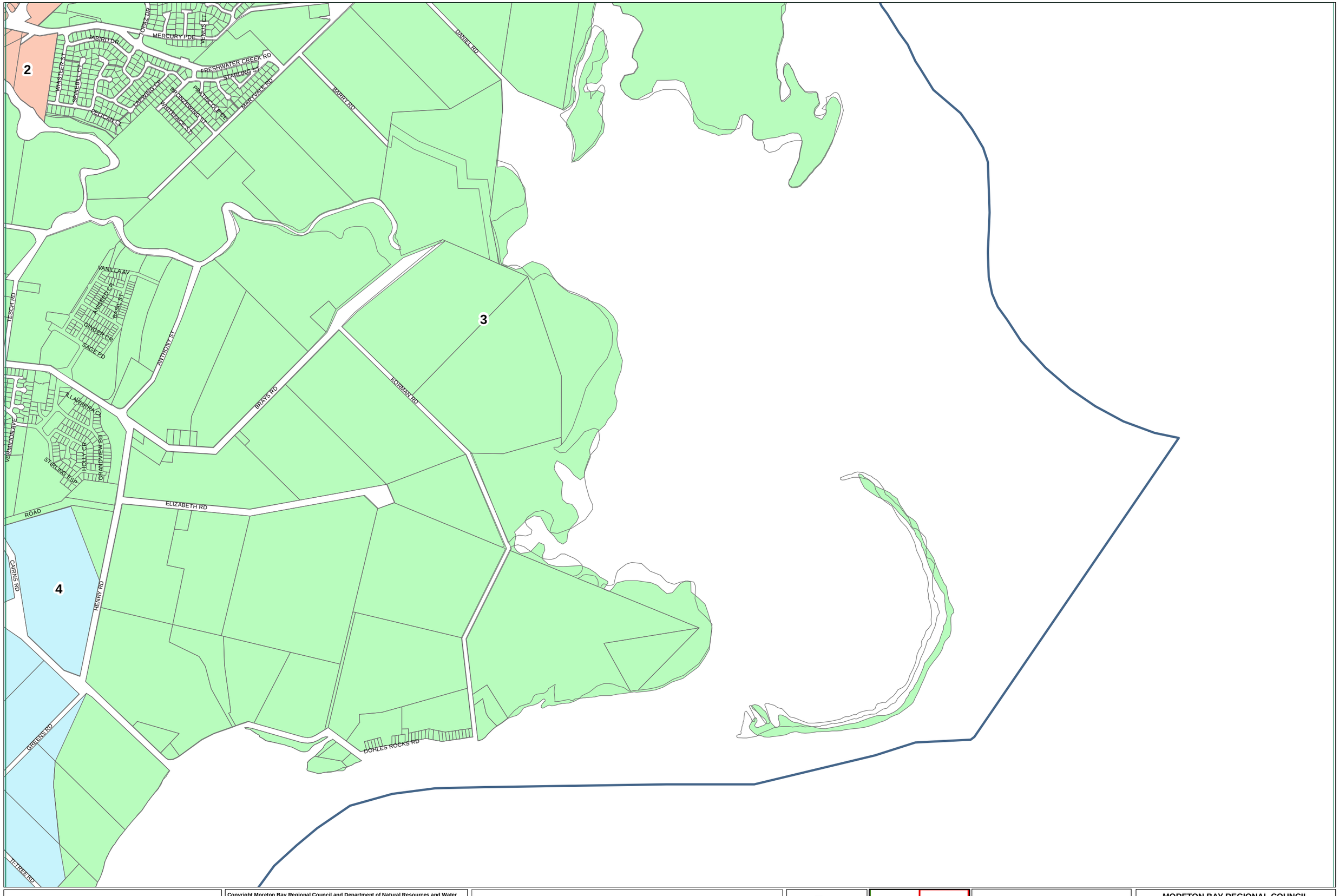
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 11.11



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

11.11	11.13
13.11	13.13

PLANNING SCHEME POLICY PSP25

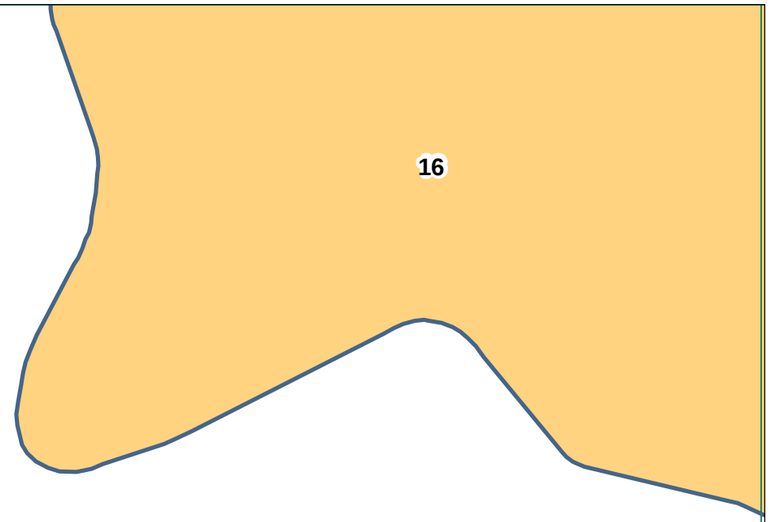
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 11.13



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

11.1	11.3	
13.1	13.3	
	15.3	

PLANNING SCHEME POLICY PSP25

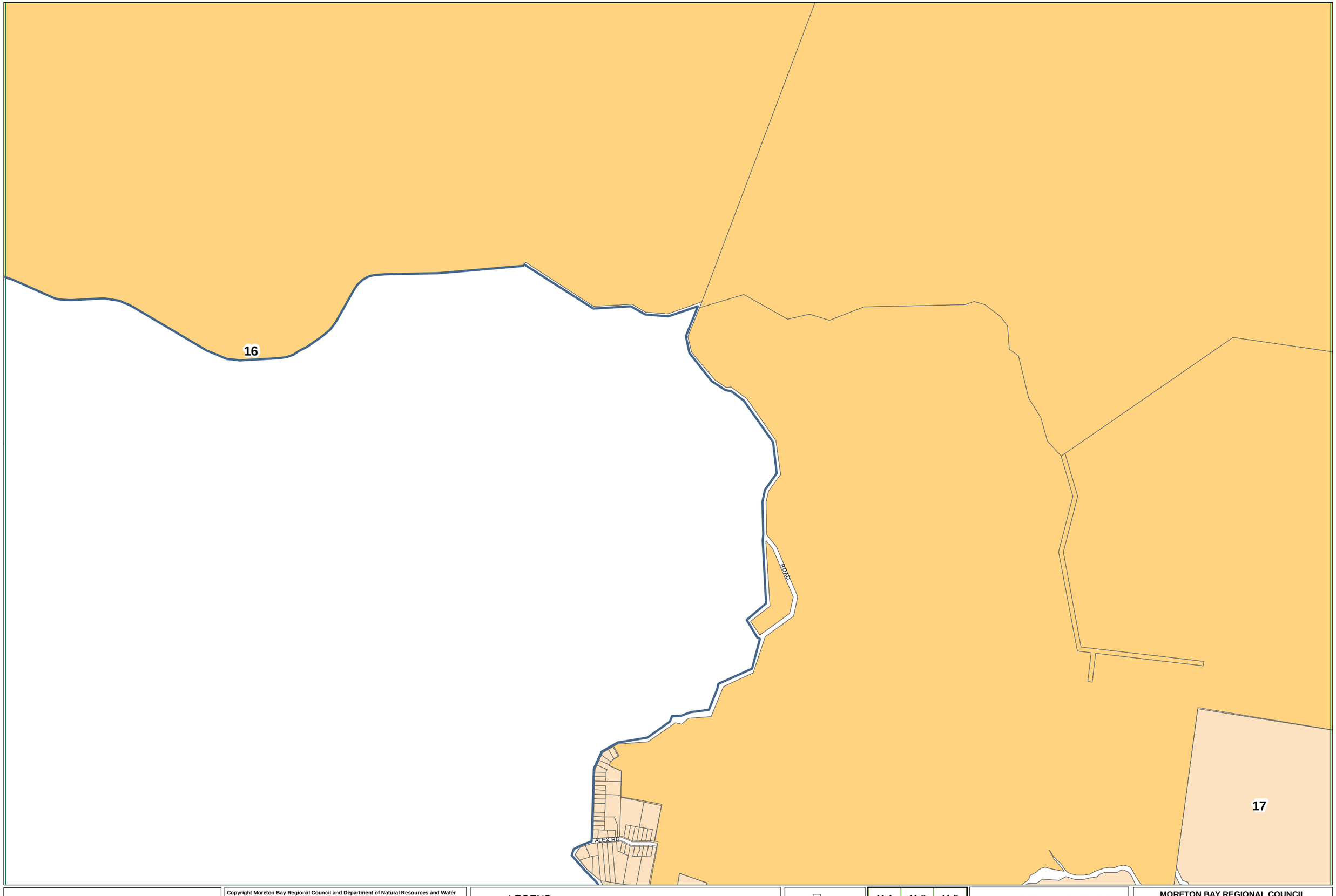
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 13.1



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

11.1	11.3	11.5
13.1	13.3	13.5
	15.3	15.5

PLANNING SCHEME POLICY PSP25

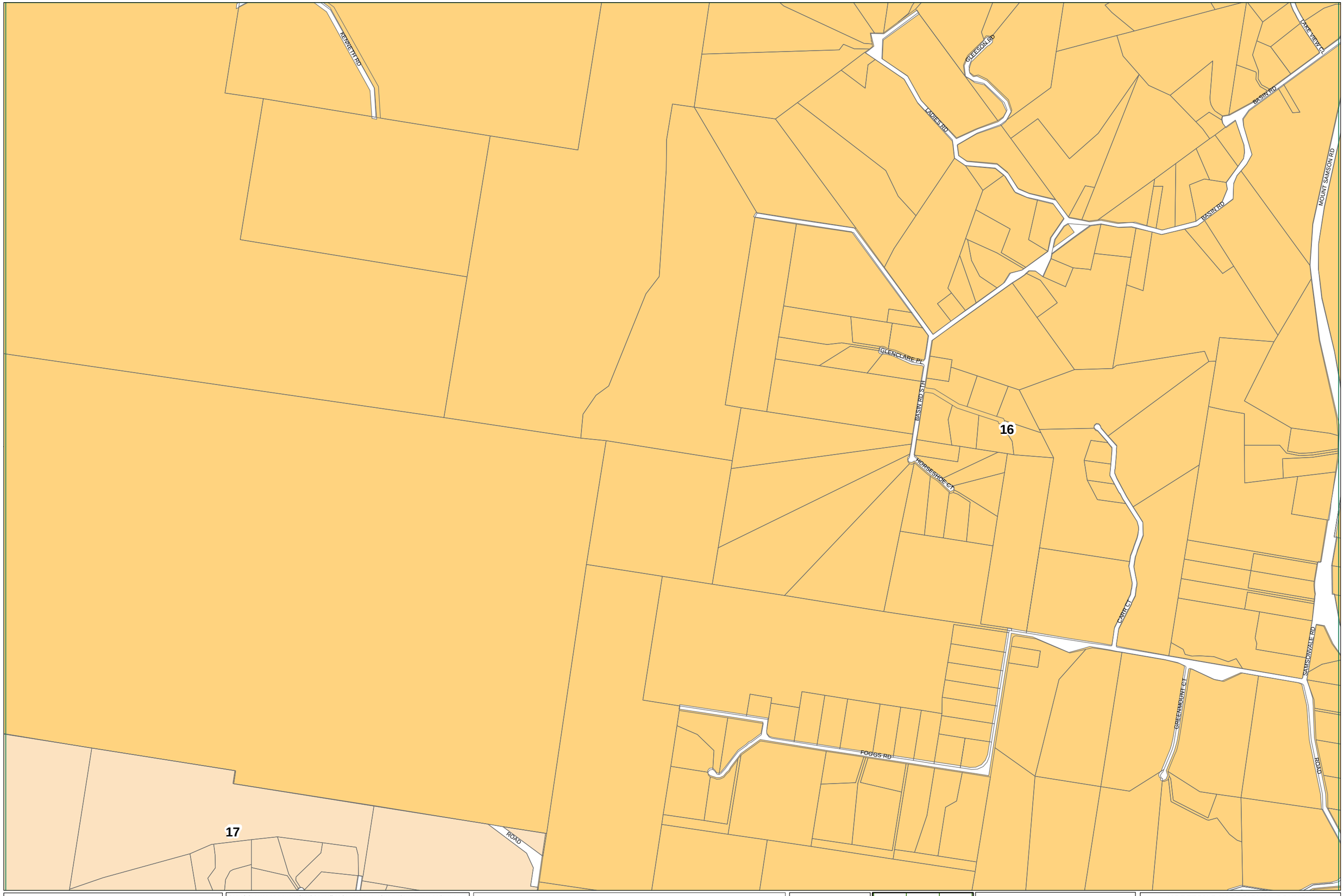
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 13.3



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

11.3	11.5	11.7
13.3	13.5	13.7
15.3	15.5	15.7

PLANNING SCHEME POLICY PSP25

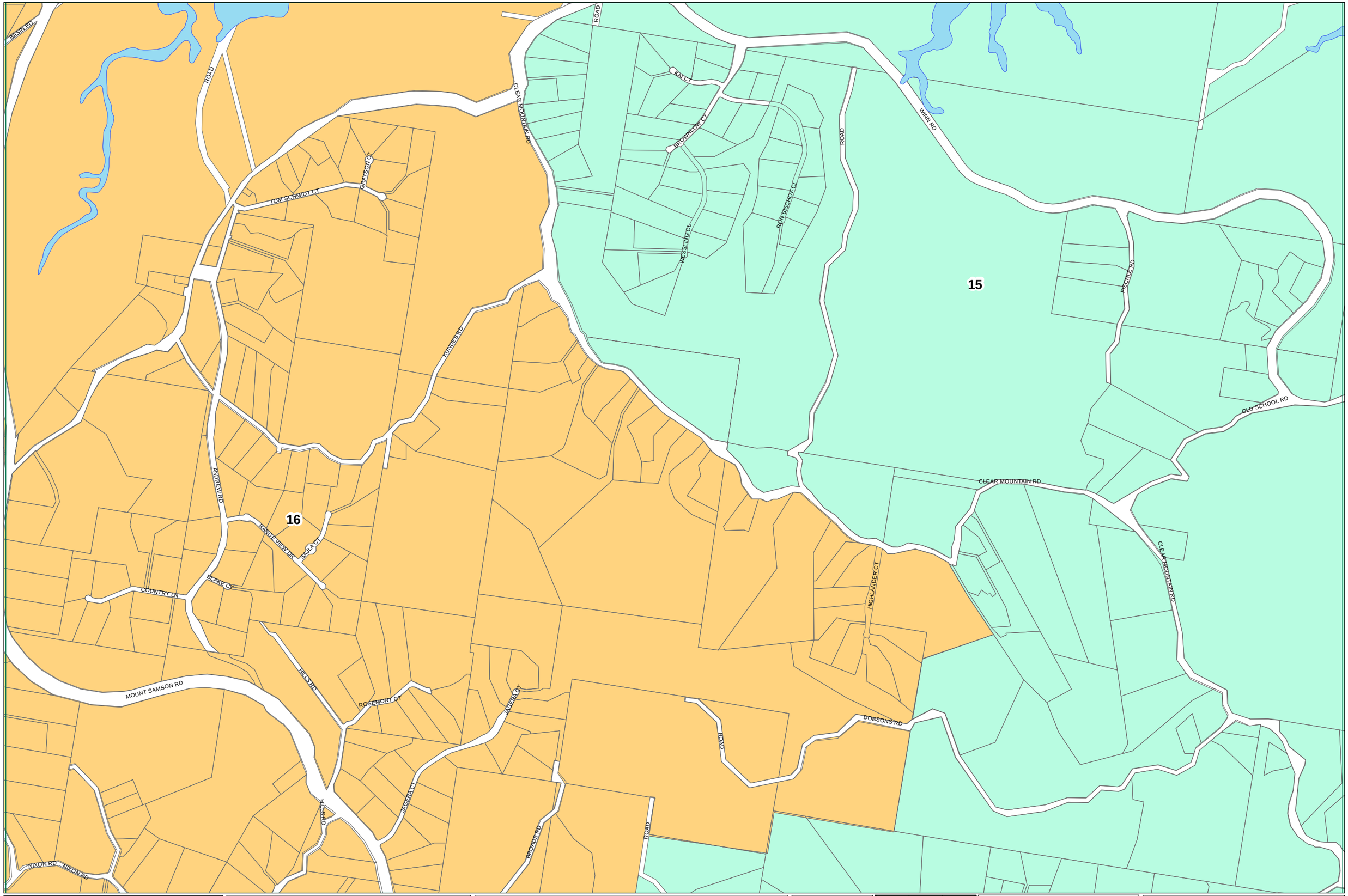
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 13.5



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

11.5	11.7	11.9
13.5	13.7	13.9
15.5	15.7	15.9

PLANNING SCHEME POLICY PSP25

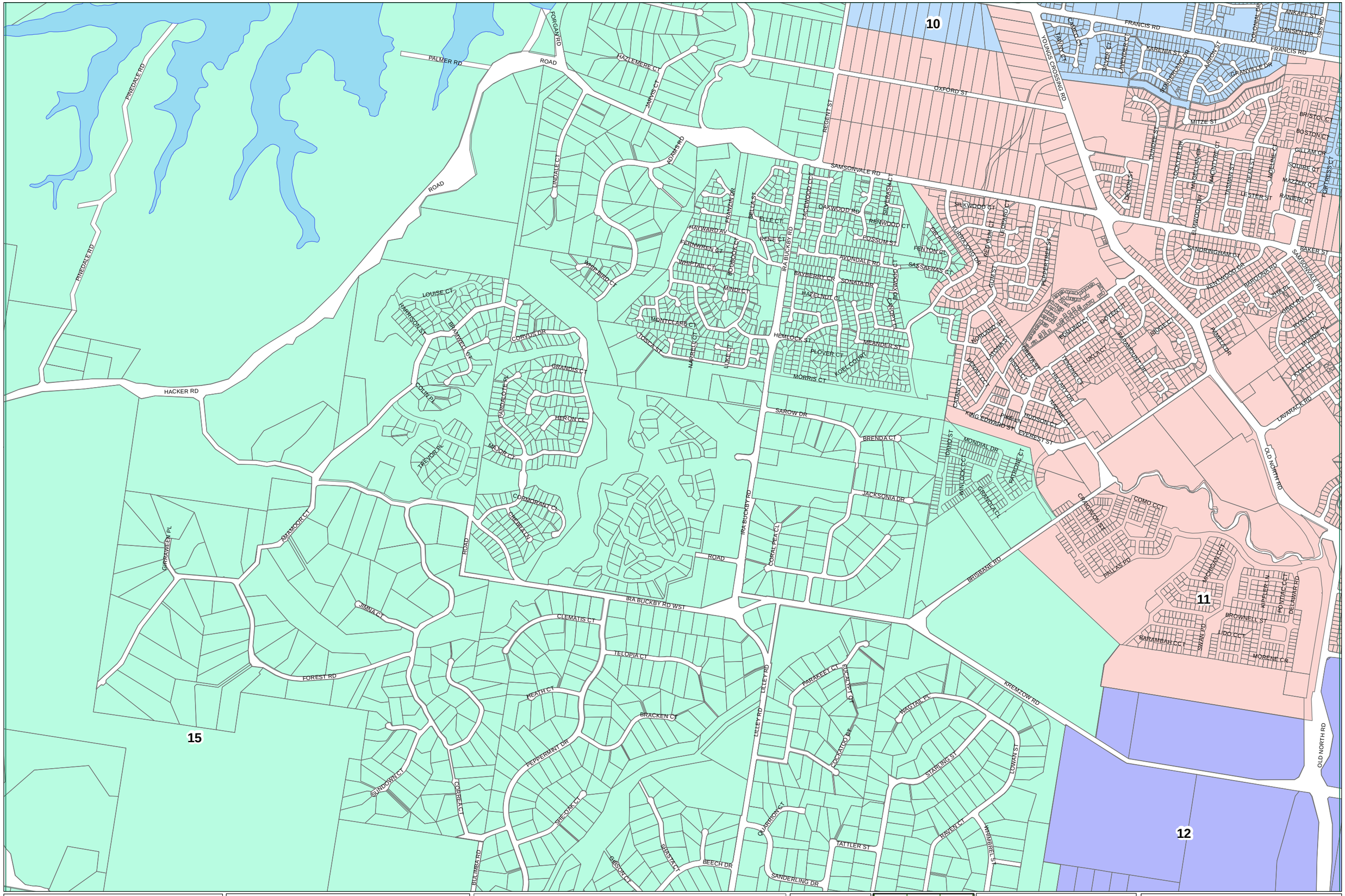
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 13.7



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

11.7	11.9	11.11
13.7	13.9	13.11
15.7	15.9	15.11

PLANNING SCHEME POLICY PSP25

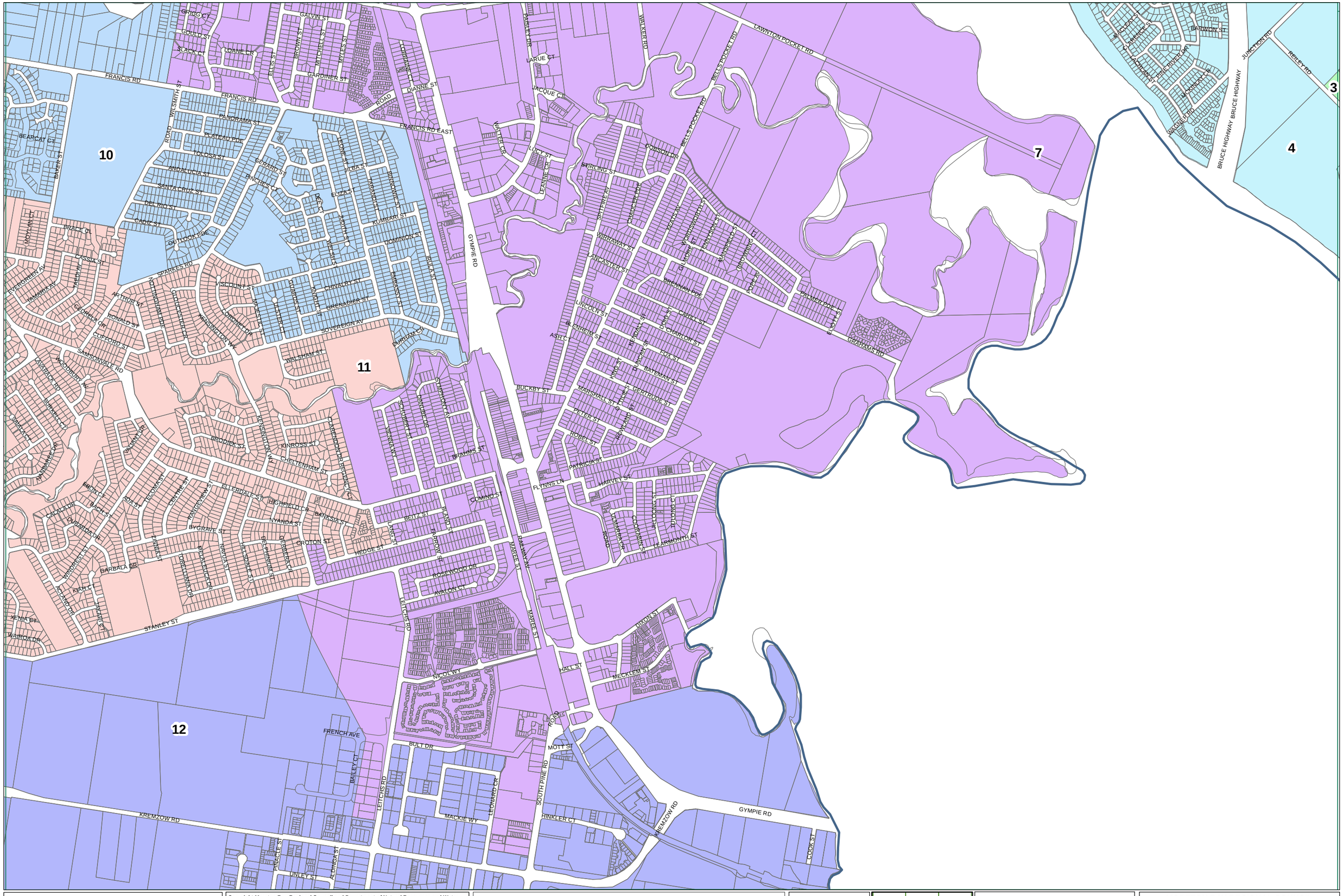
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 13.9



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

11.9	11.11	11.13
13.9	13.11	13.13
15.9	15.11	

PLANNING SCHEME POLICY PSP25

DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 13.11

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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

11.11	11.13
13.11	13.13

PLANNING SCHEME POLICY PSP25

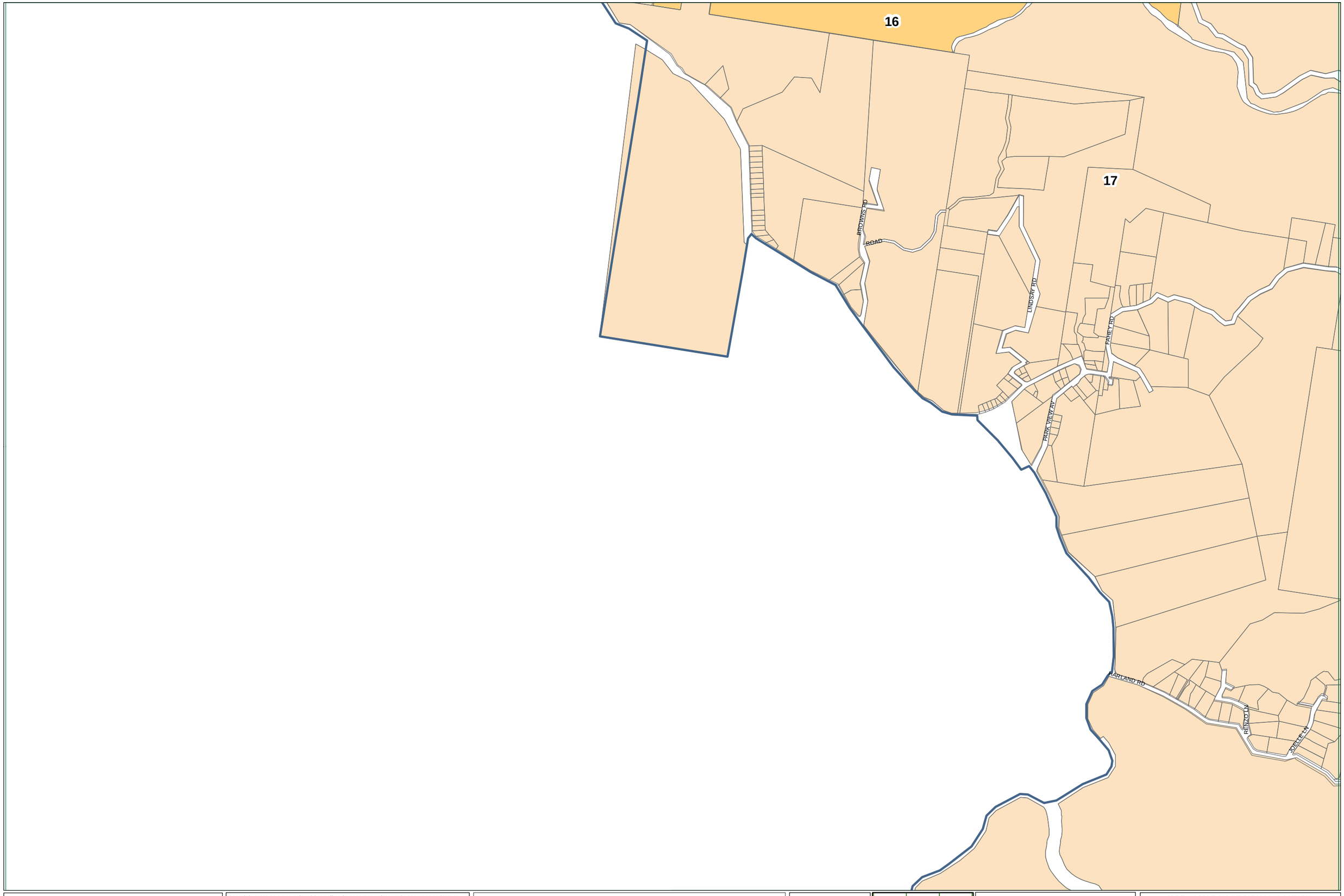
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 13.13



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

13.1	13.3	13.5
	15.3	15.5
	17.4	

PLANNING SCHEME POLICY PSP25

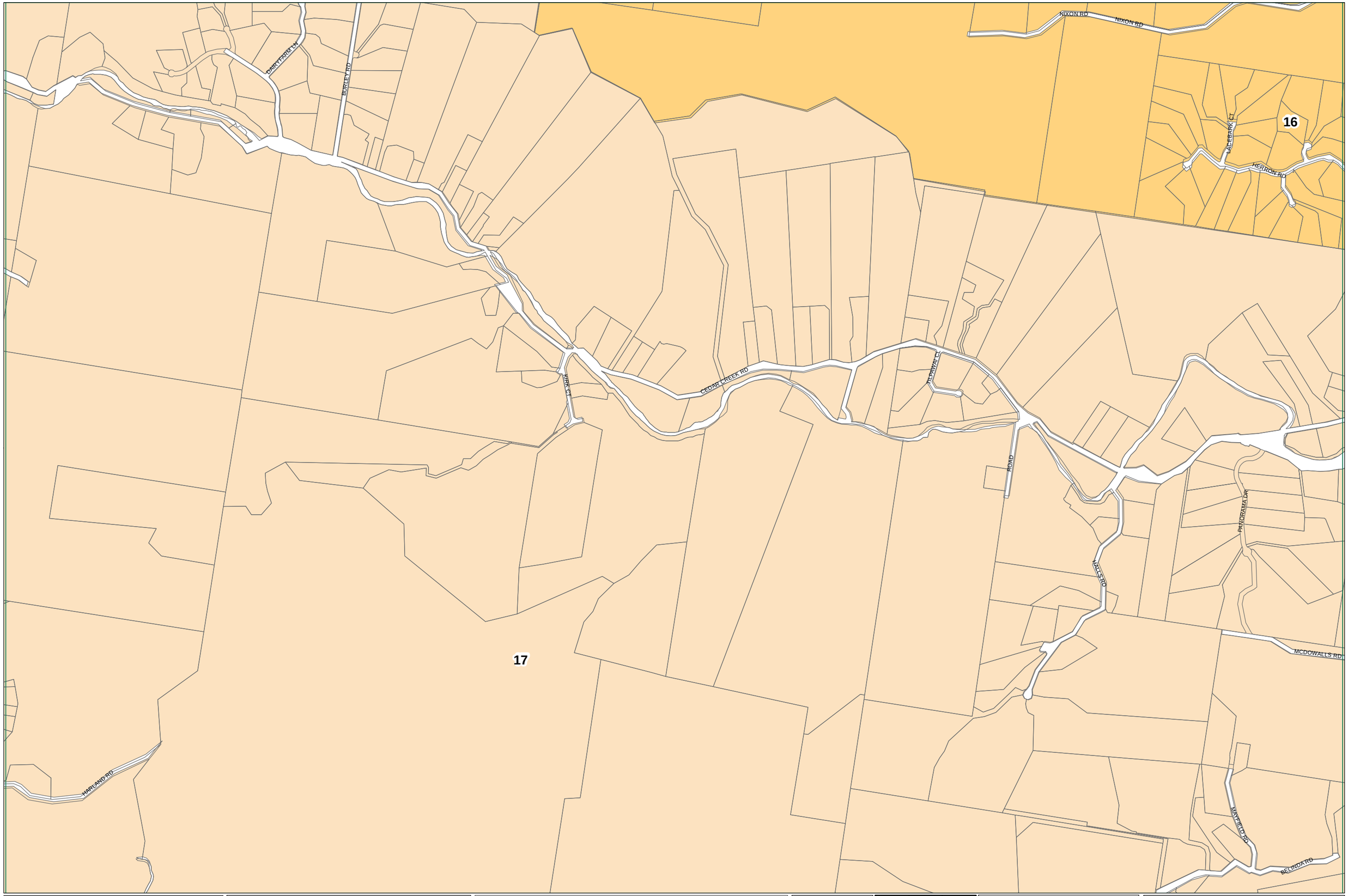
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 15.3



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

13.3	13.5	13.7
15.3	15.5	15.7
	17.4	17.6

PLANNING SCHEME POLICY PSP25

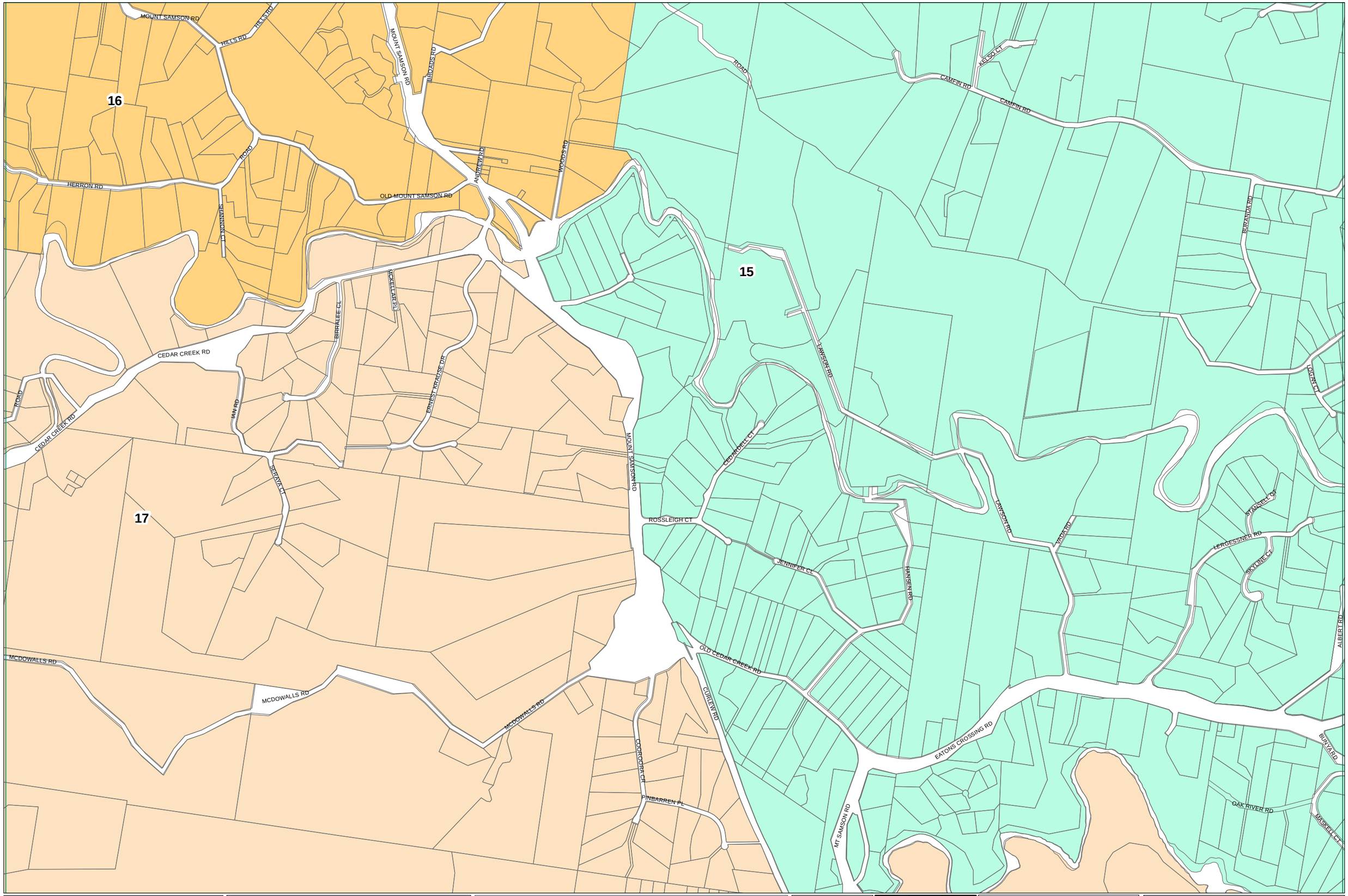
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 15.5



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

13.5	13.7	13.9
15.5	15.7	15.9
	17.6	17.8

PLANNING SCHEME POLICY PSP25

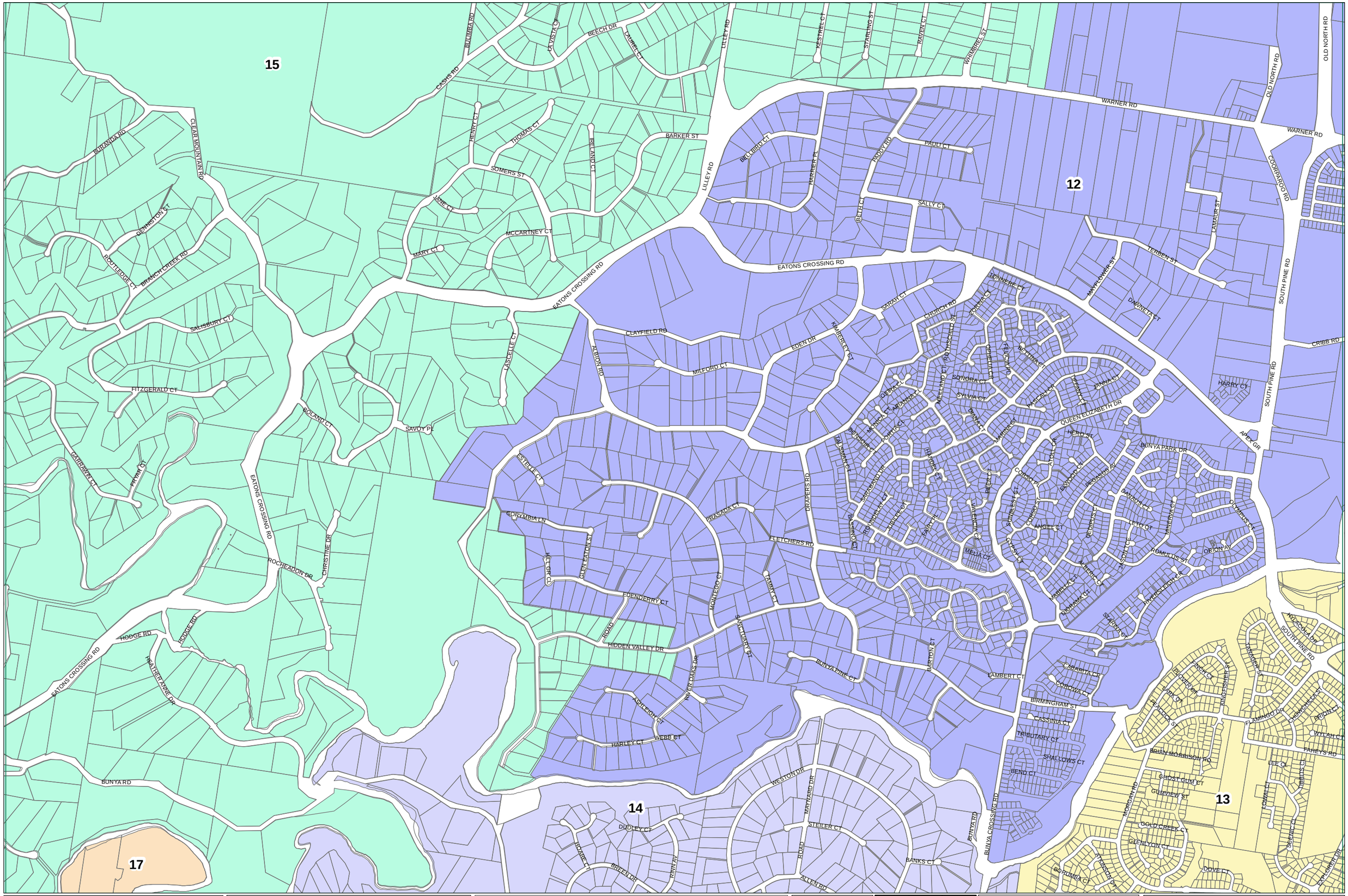
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 15.7



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LEGEND

236	Service Catchments
▭	Shire Boundary
▭	Parcel Boundaries

13.7	13.9	13.11
15.7	**15.9**	15.11
17.8	17.10	

PLANNING SCHEME POLICY PSP25

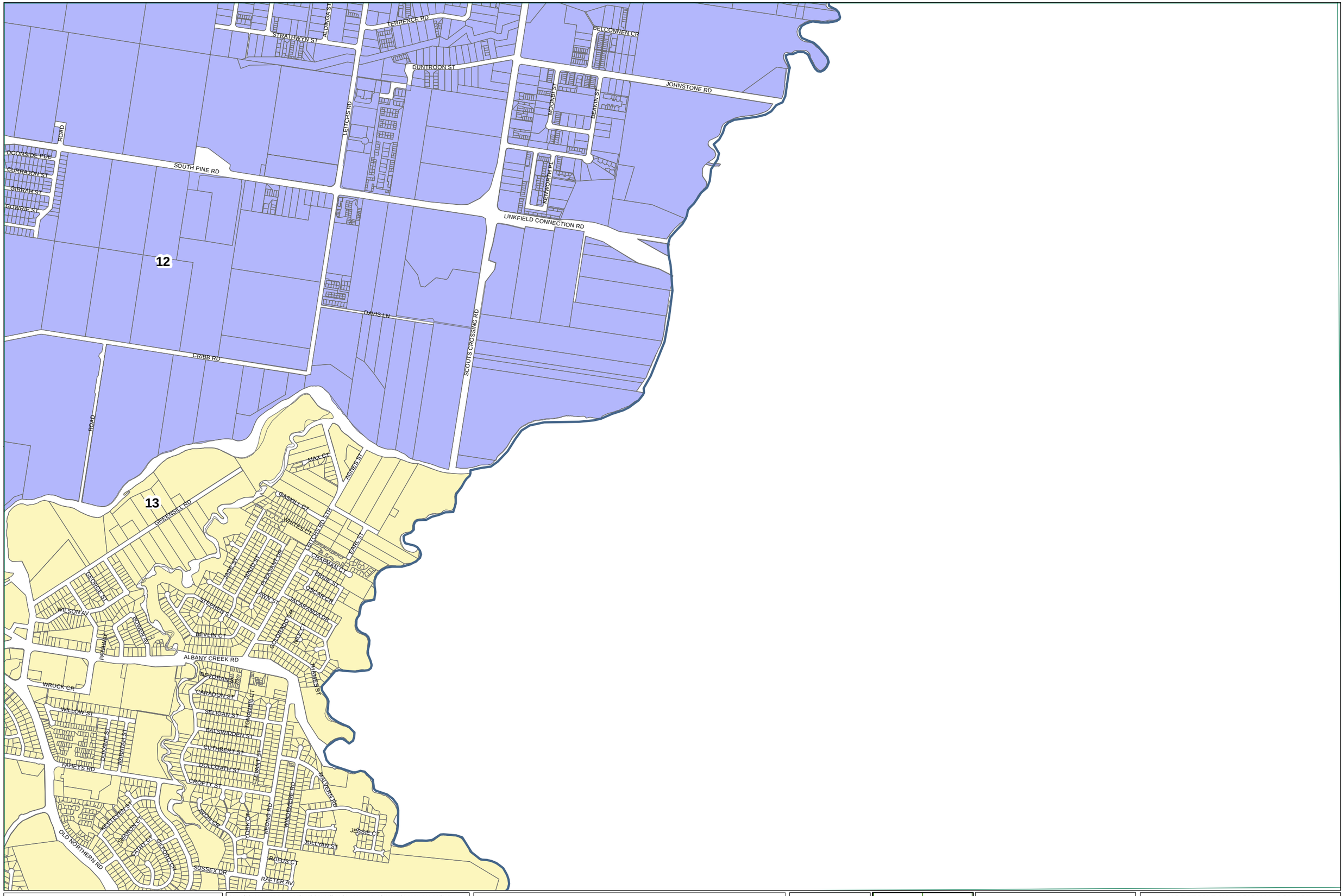
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 15.9



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

13.11	13.13
15.11	

PLANNING SCHEME POLICY PSP25

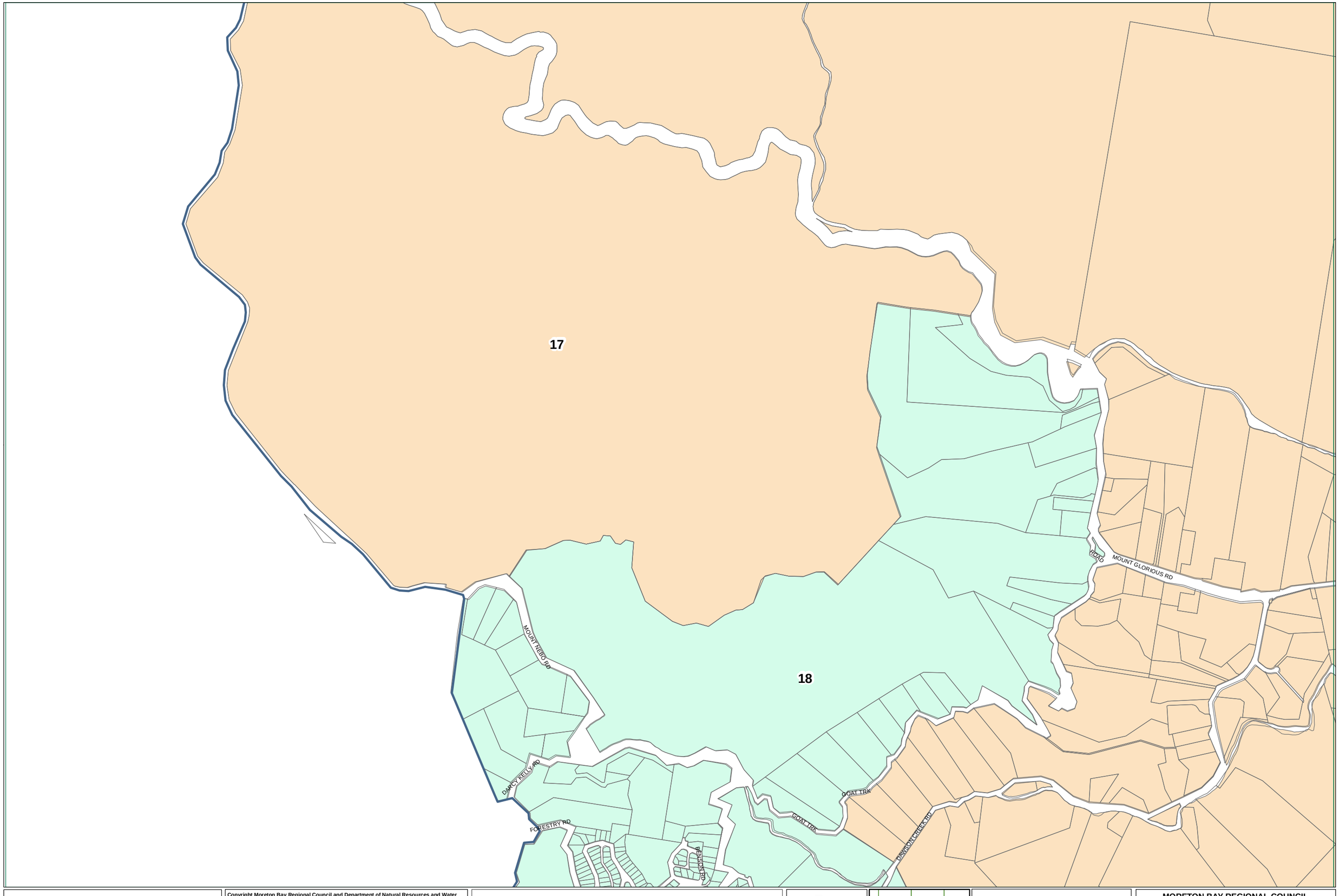
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 15.11



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

15.3	15.5	15.7
	17.4	17.6
	19.4	19.6

PLANNING SCHEME POLICY PSP25

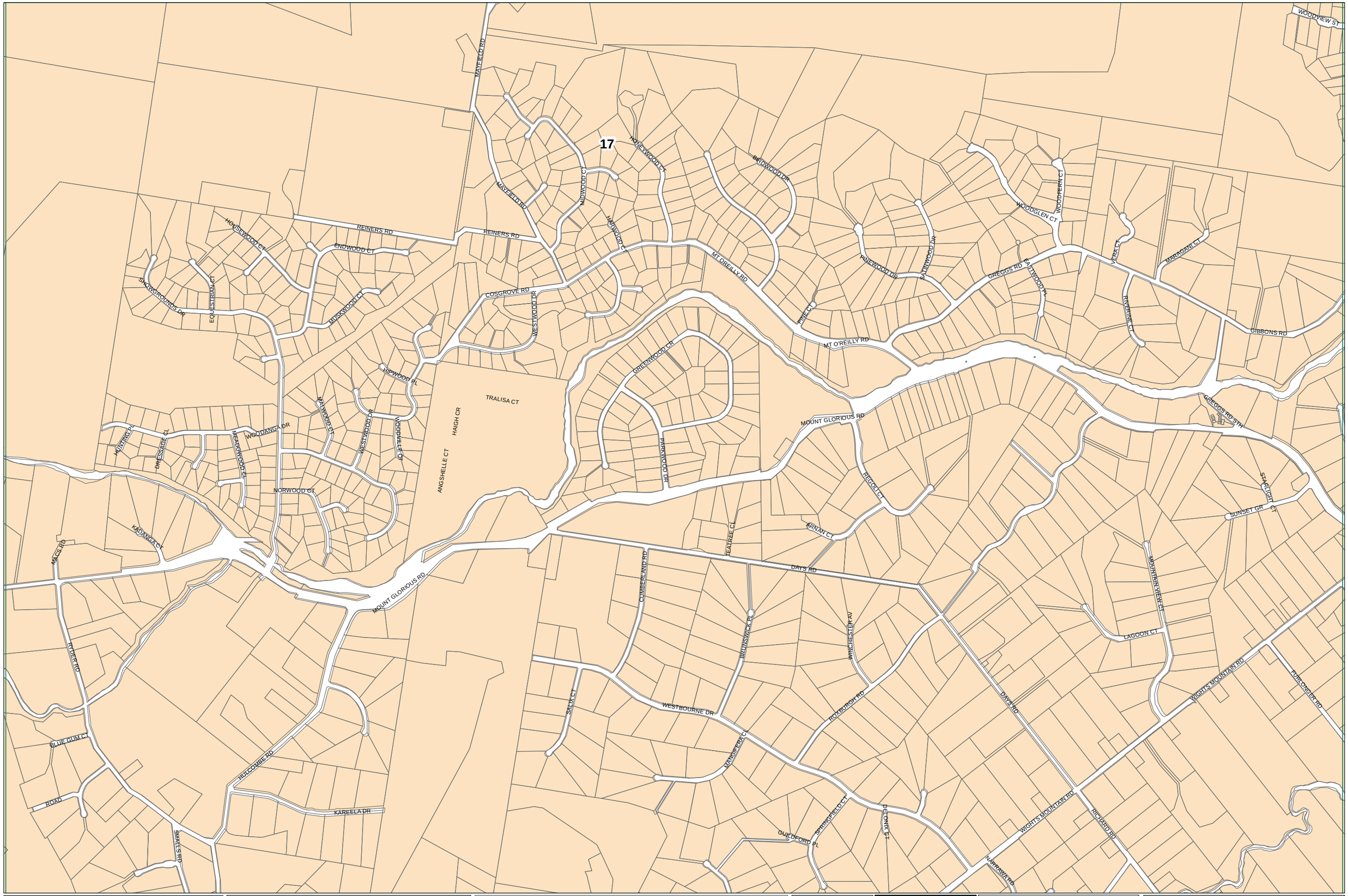
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 17.4



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

	15.5	15.7
17.4	17.6	17.8
19.4	19.6	19.8

PLANNING SCHEME POLICY PSP25

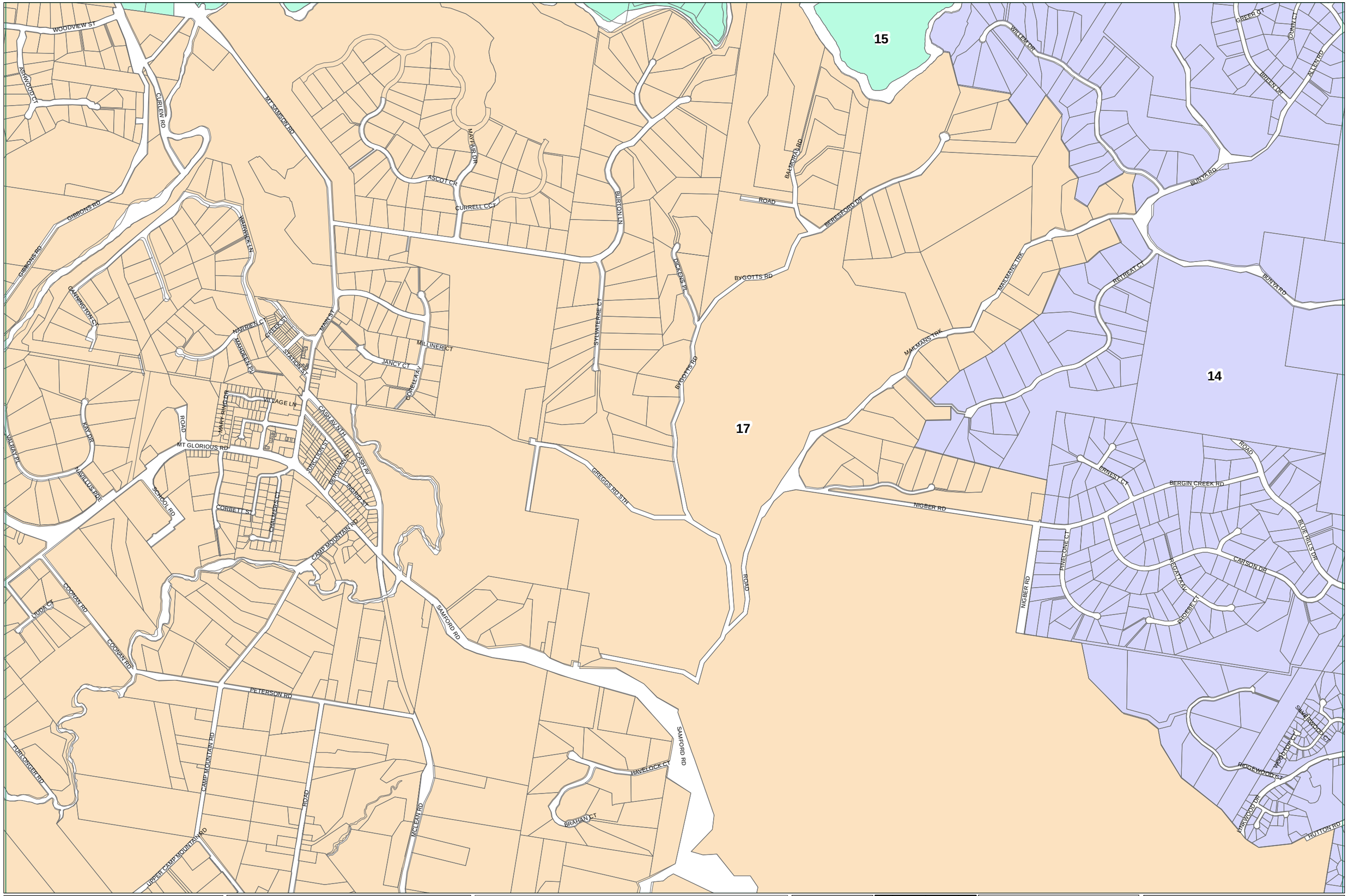
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 17.6



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

	15.7	15.9
17.6	17.8	17.10
19.6	19.8	19.10

PLANNING SCHEME POLICY PSP25

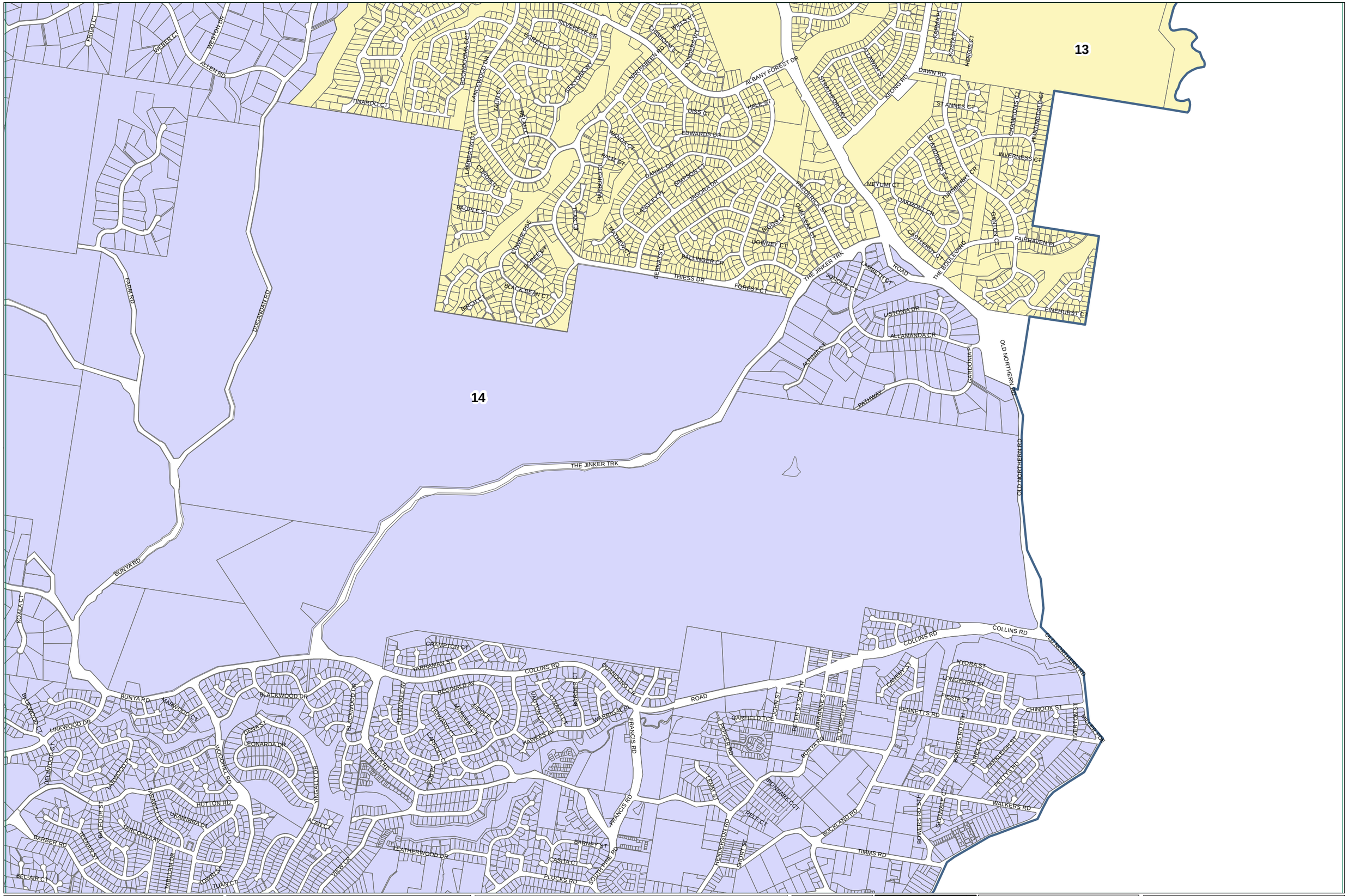
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 17.8



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

15.7	15.9	15.11
17.8	17.10	
19.8	19.10	

PLANNING SCHEME POLICY PSP25

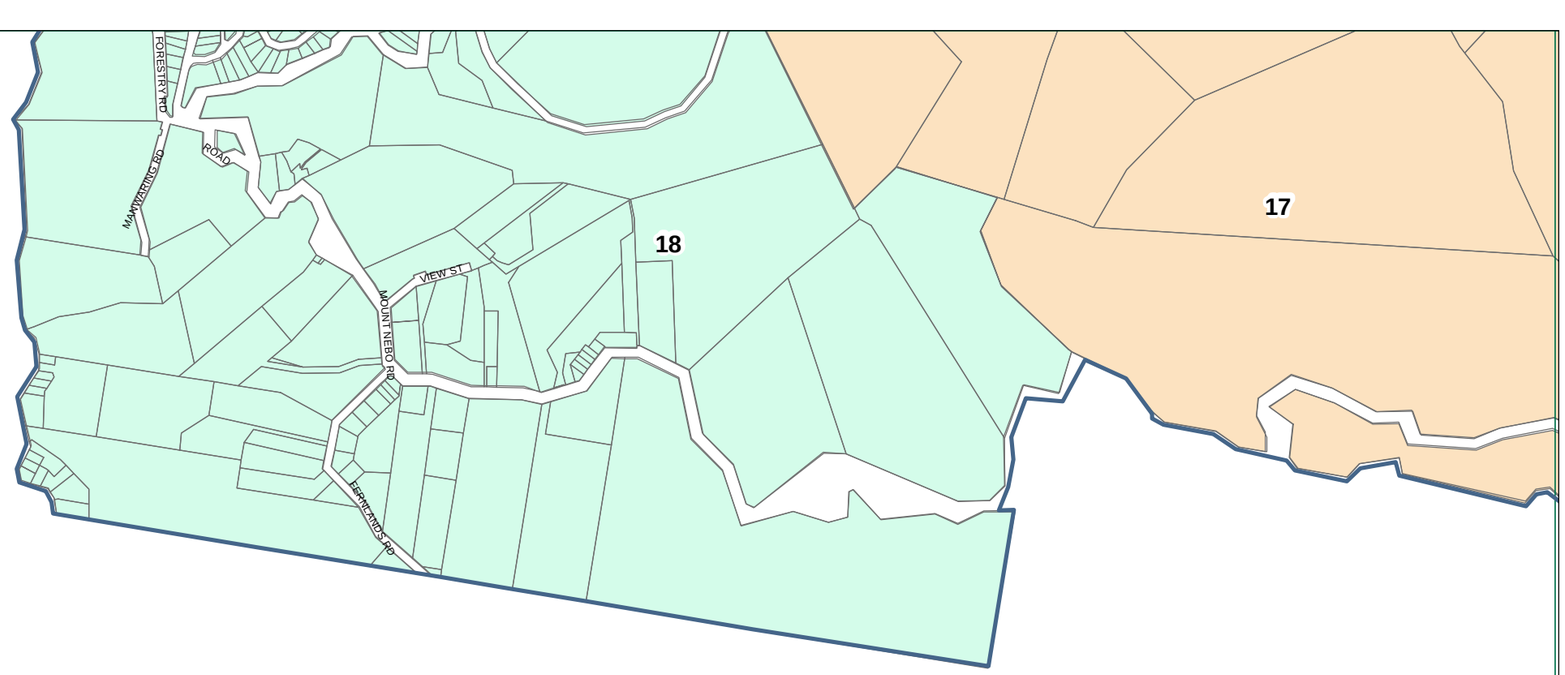
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 17.10



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

17.4	17.6
19.4	19.6

PLANNING SCHEME POLICY PSP25

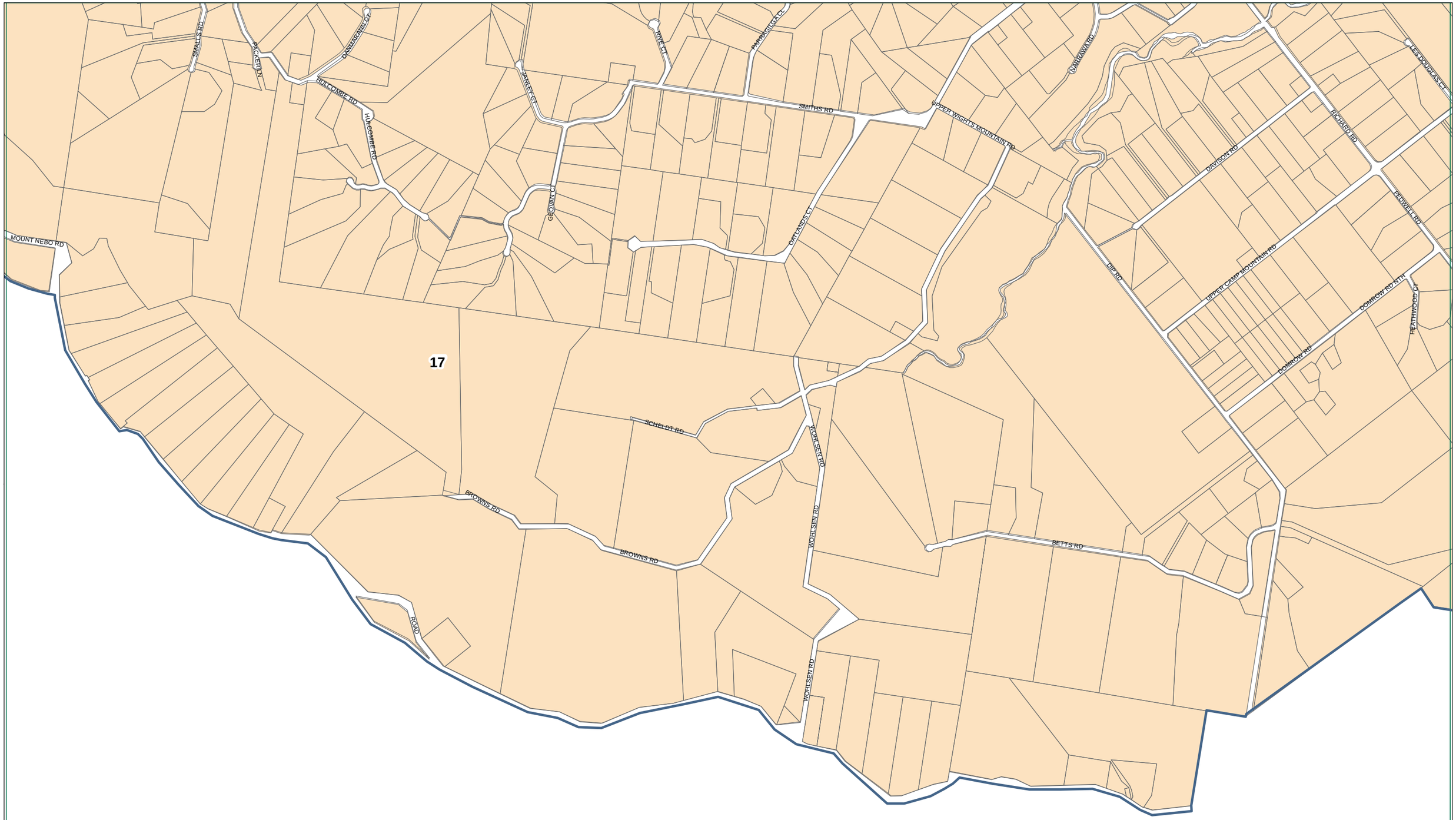
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 19.4



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

17.4	17.6	17.8
19.4	19.6	19.8

PLANNING SCHEME POLICY PSP25

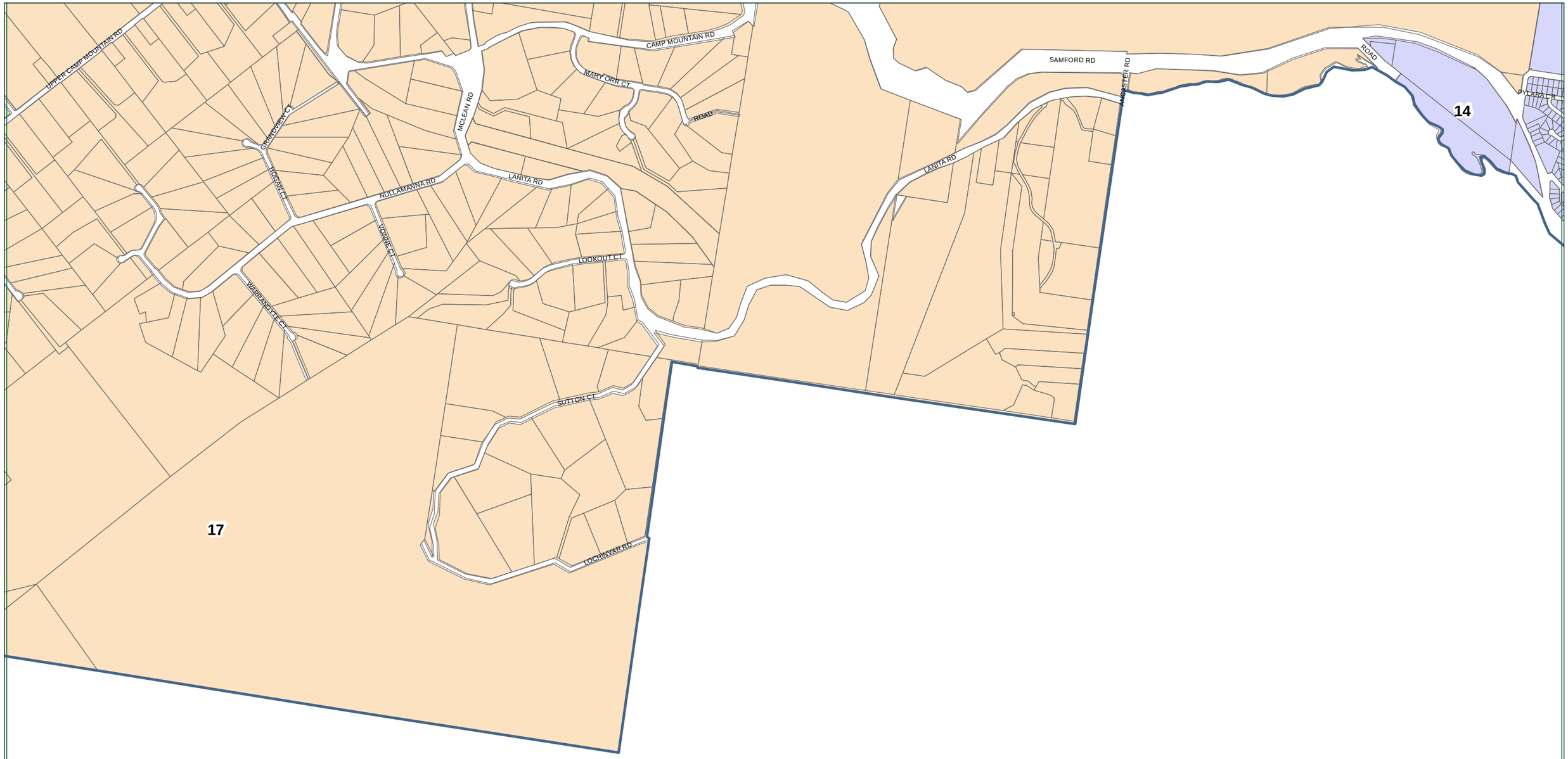
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 19.6



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

17.6	17.8	17.10
19.6	19.8	19.10

PLANNING SCHEME POLICY PSP25

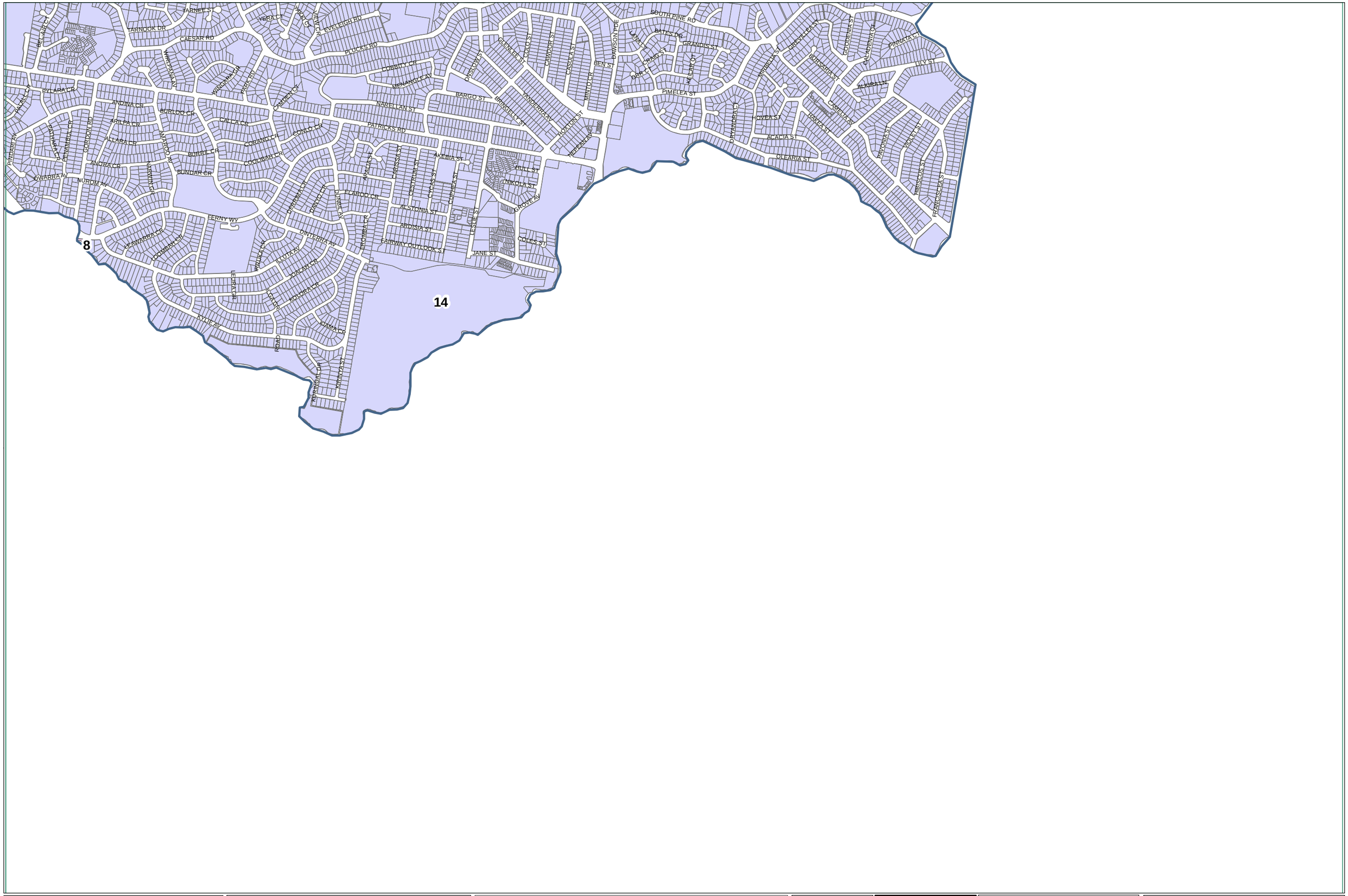
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRUNK ROAD NETWORK SERVICE CATCHMENTS

Map Number 19.8



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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

19.10

PLANNING SCHEME POLICY PSP25

DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

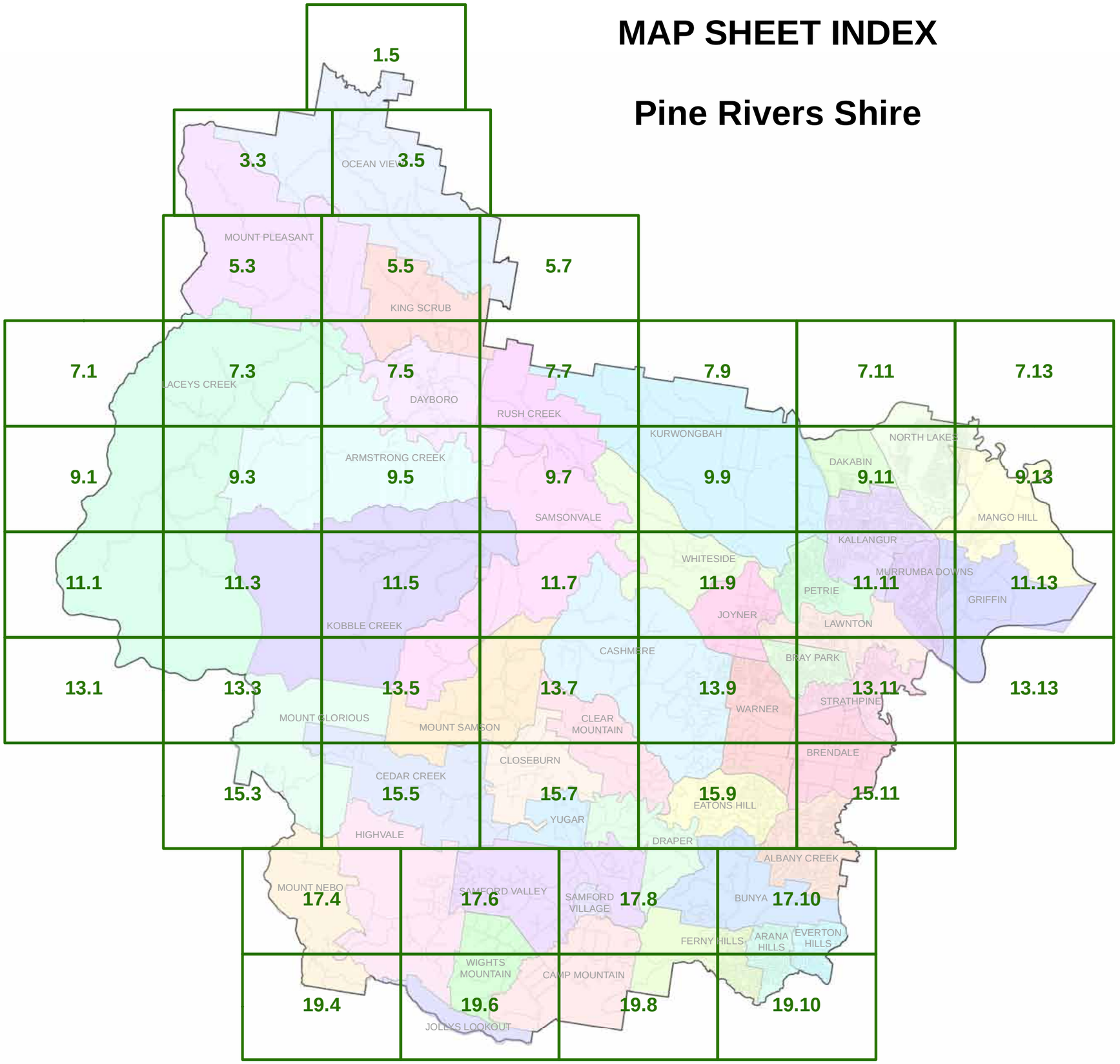
TRUNK ROAD NETWORK SERVICE CATCHMENTS

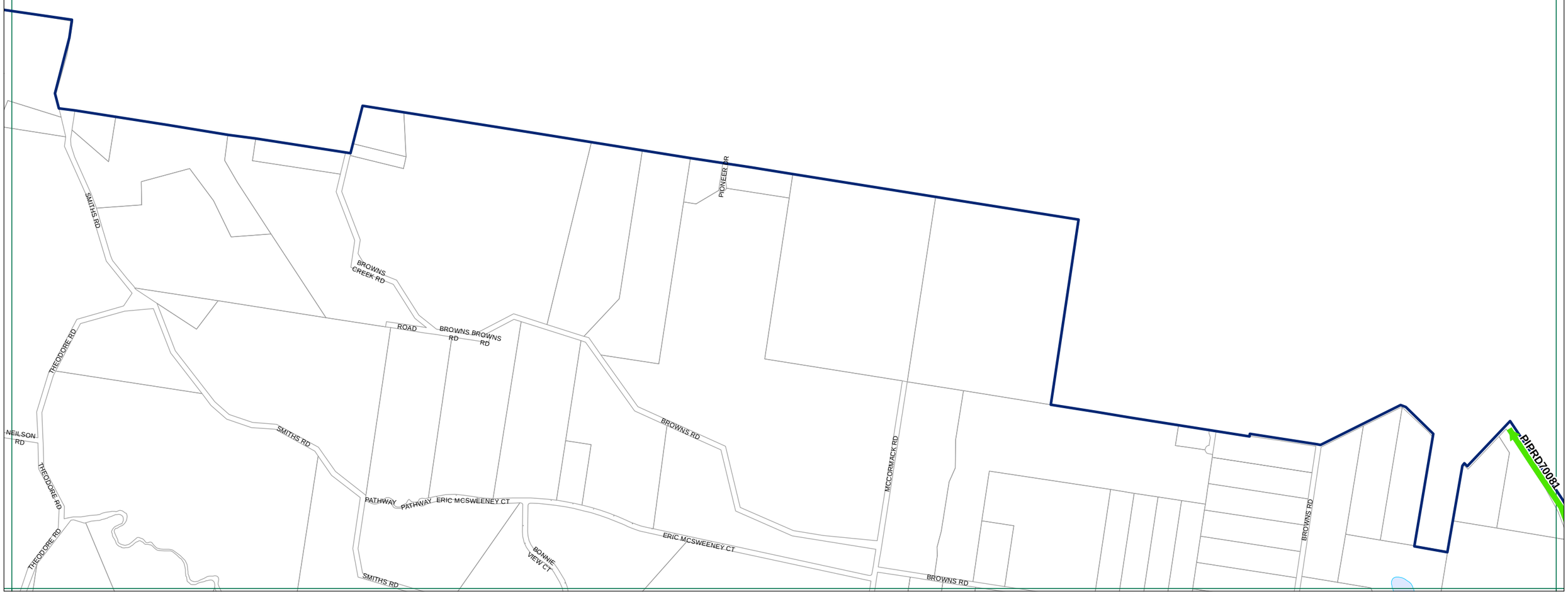
Map Number 19.10

Schedule D: Network Assets

MAP SHEET INDEX

Pine Rivers Shire





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DMR **Future Bikeways** **Shire Border**

PRSC

5.7		
7.7	7.9	7.11
9.7	9.9	9.11

PLANNING SCHEME POLICY PSP25

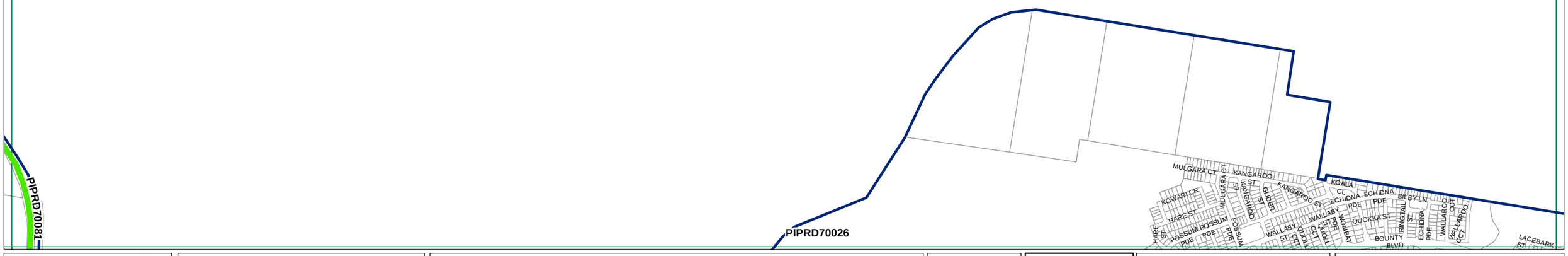
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 7.9



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Metres

DMR **Future Bikeways** **Shire Border**

PRSC

7.9	7.11	7.13
9.9	9.11	9.13

PLANNING SCHEME POLICY PSP25

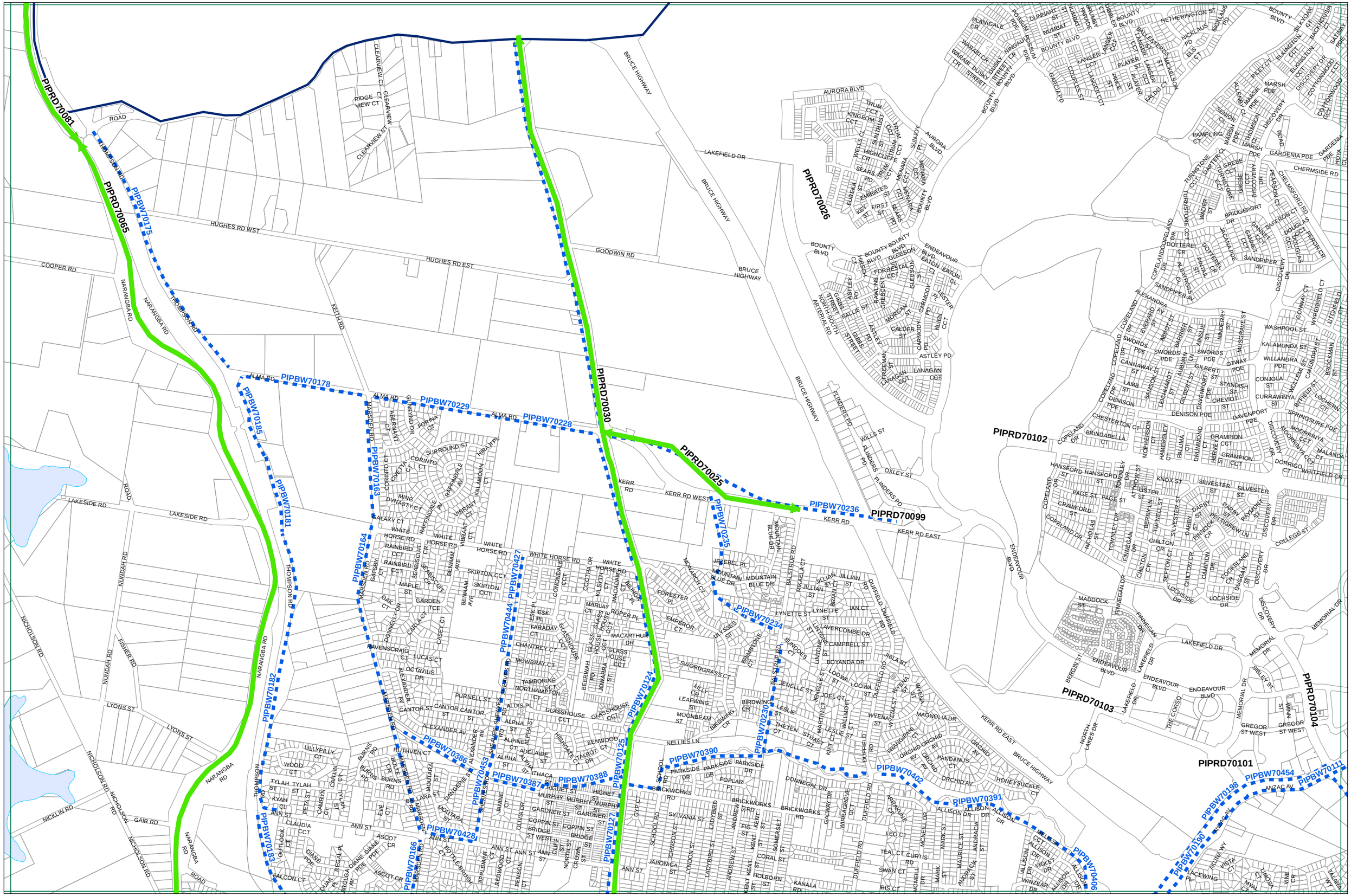
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 7.11



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DMR
PRSC
Future Bikeways
Shire Border

7.9	7.11	7.13
9.9	9.11	9.13
11.9	11.11	11.13

PLANNING SCHEME POLICY PSP25

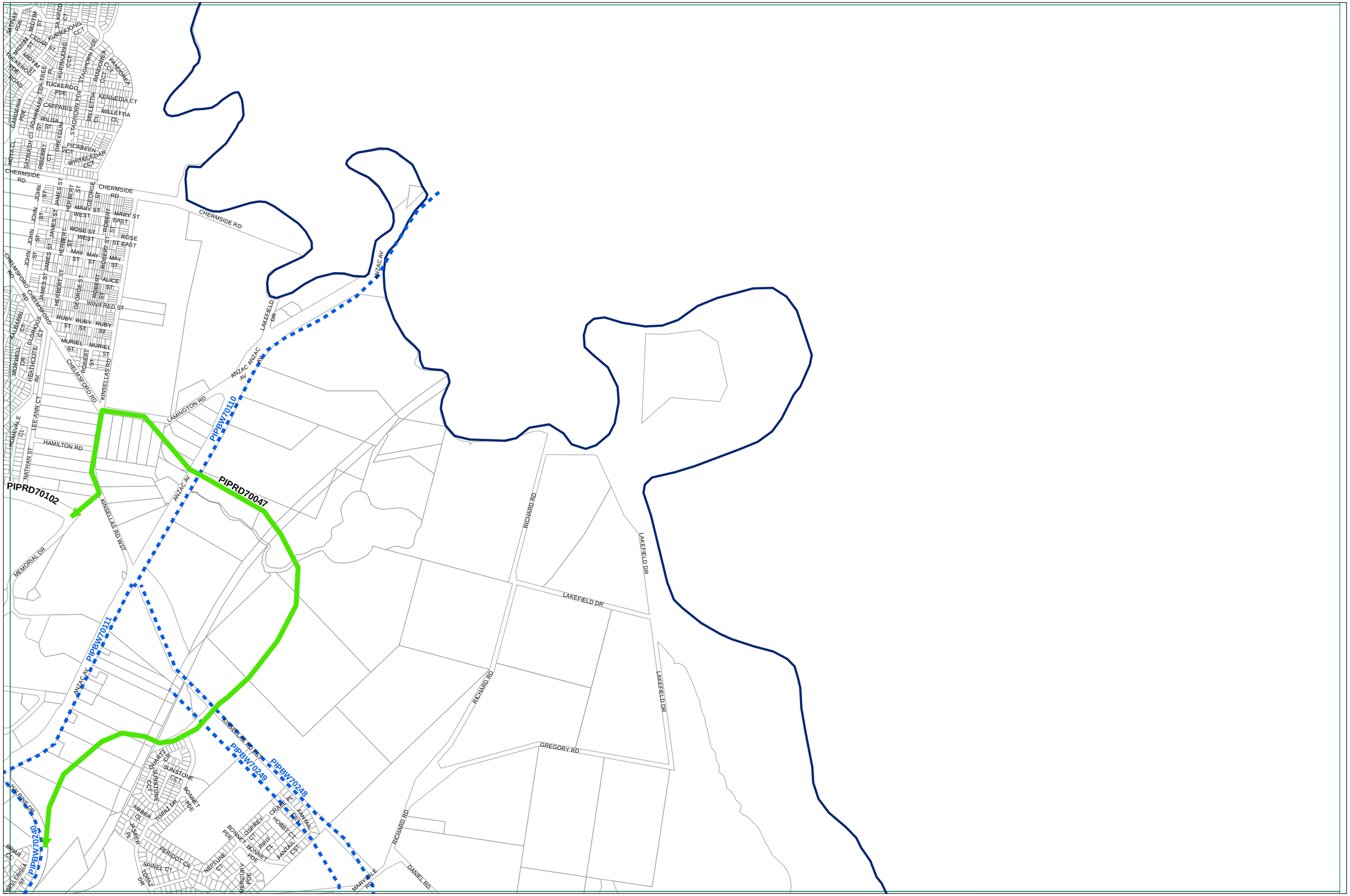
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 9.11



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7.9	7.11	7.13
9.9	9.11	9.13
	11.11	11.13

PLANNING SCHEME POLICY PSP25

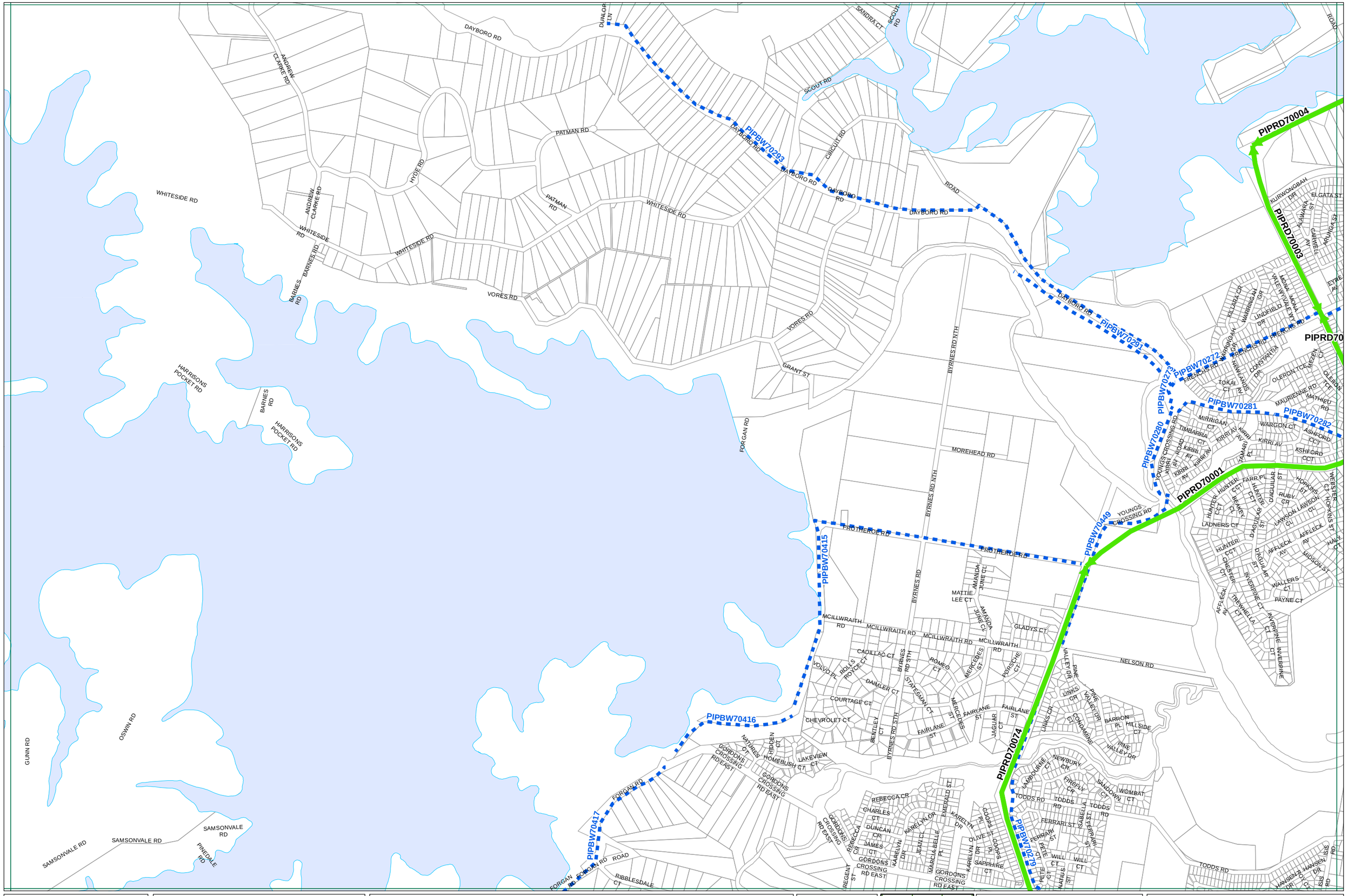
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 9.13



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DMR
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Shire Border

9.7	9.9	9.11
11.7	11.9	11.11
13.7	13.9	13.11

PLANNING SCHEME POLICY PSP25

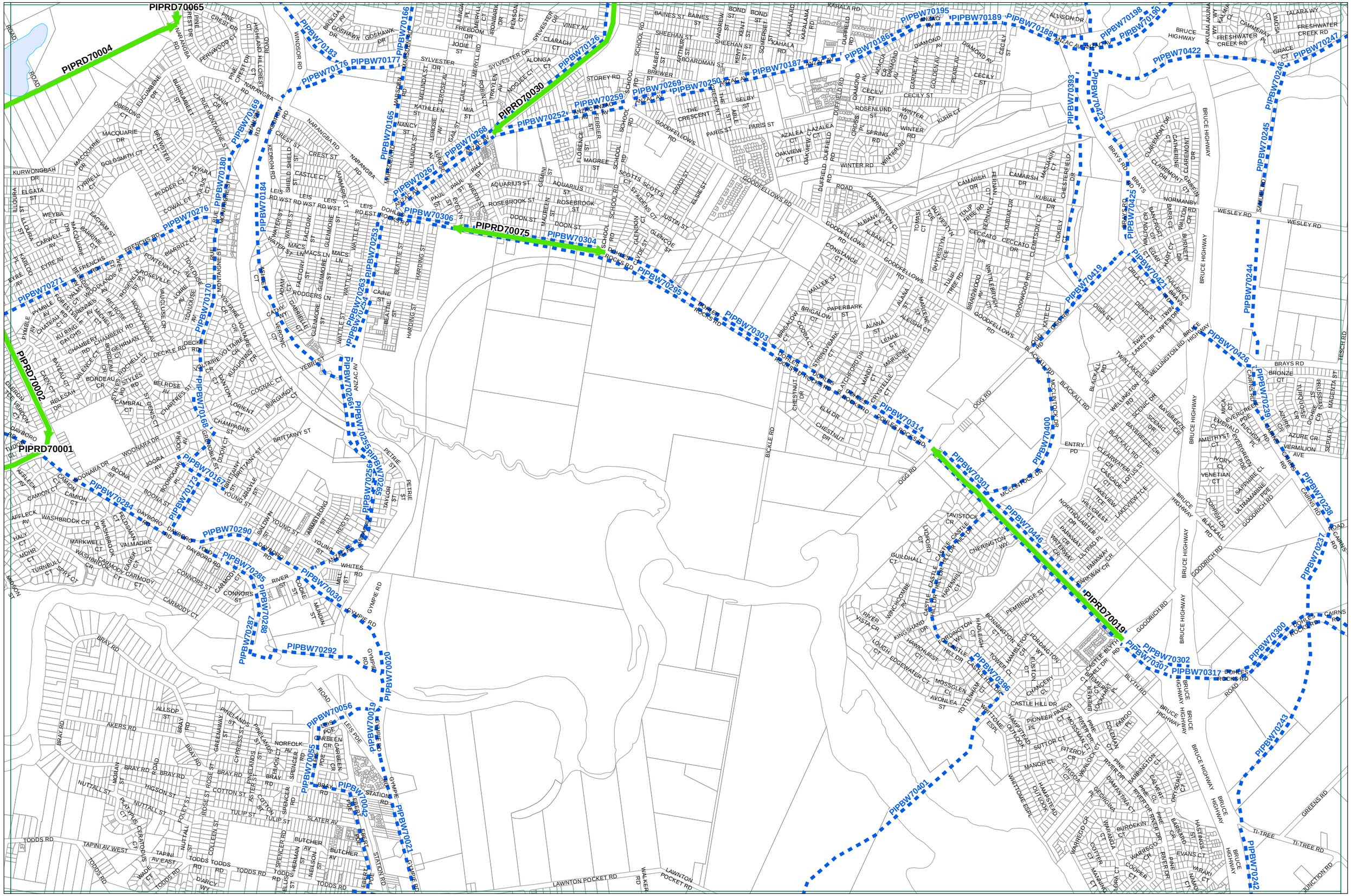
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 11.9



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🟩 **PRSC**	☐ **Shire Border**

9.9	9.11	9.13
11.9	11.11	11.13
13.9	13.11	13.13

PLANNING SCHEME POLICY PSP25

DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK
PLAN FOR TRUNK INFRASTRUCTURE

Map Number 11.11

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Shire Border

11.11	11.13
13.11	13.13

PLANNING SCHEME POLICY PSP25

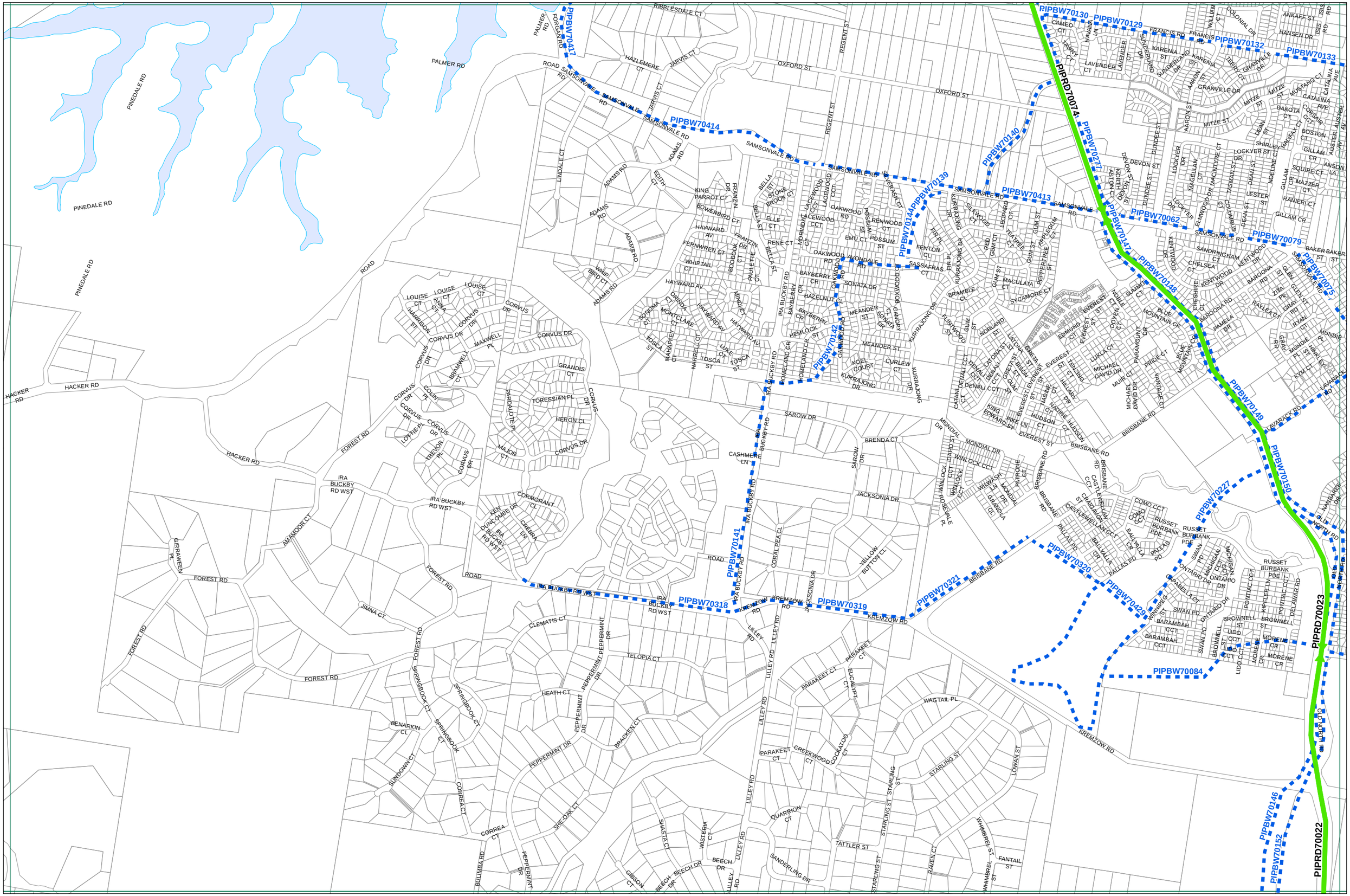
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 11.13



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11.7	11.9	11.11
13.7	13.9	13.11
15.7	15.9	15.11

PLANNING SCHEME POLICY PSP25

DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 13.9

PIPRD70015

PIPRD70034

PIPRD70034

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Future Bikeways

Shire Border

11.9	11.11	11.13
13.9	13.11	13.13
15.9	15.11	

PLANNING SCHEME POLICY PSP25

DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 13.11

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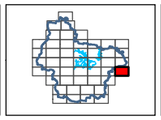

11.11	11.13
13.11	13.13

PLANNING SCHEME POLICY PSP25

DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 13.13

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13.5	13.7	13.9
15.5	15.7	15.9
	17.6	17.8

PLANNING SCHEME POLICY PSP25

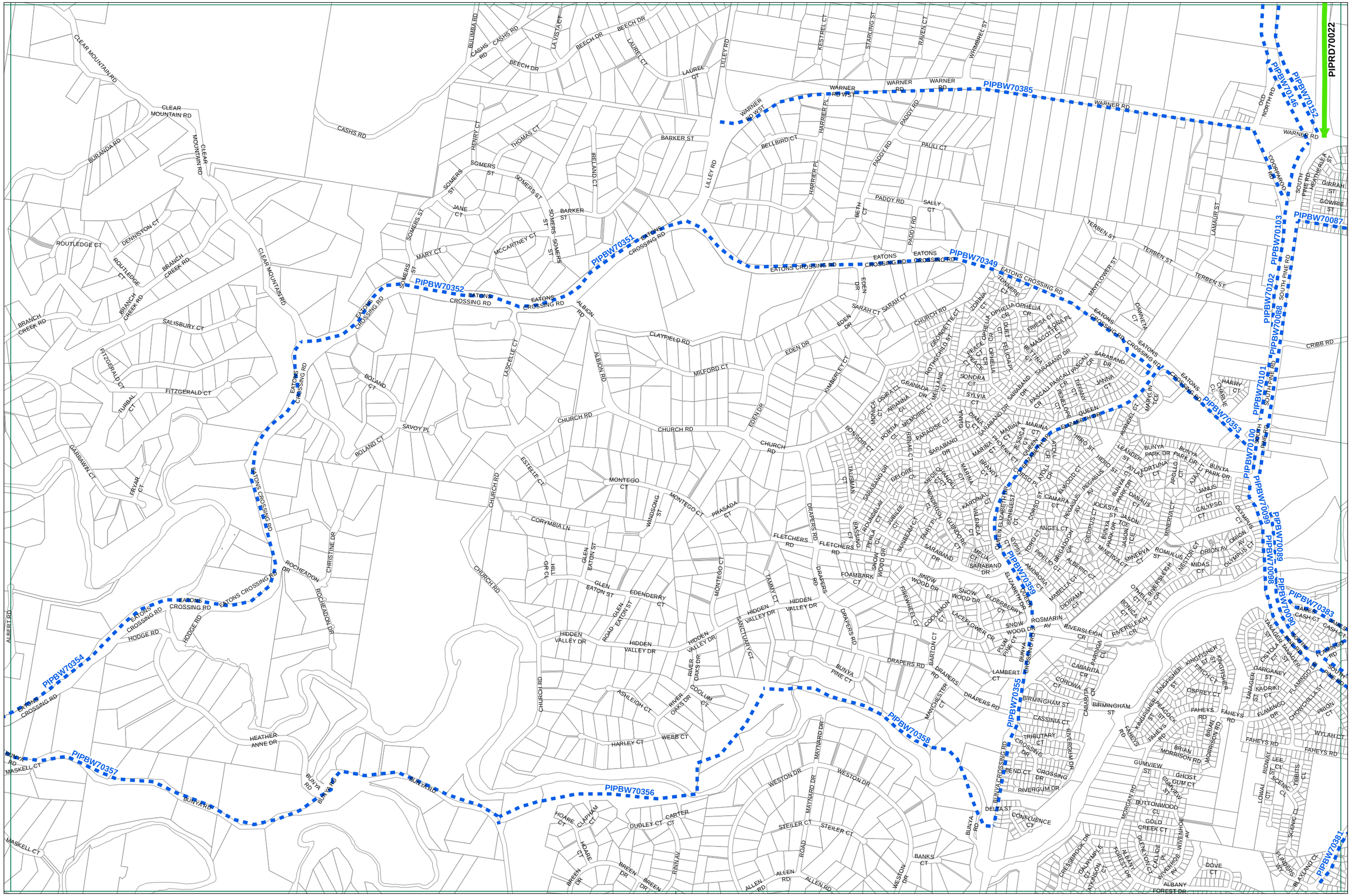
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 15.7



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13.7	13.9	13.11
15.7	15.9	15.11
	17.8	17.10

PLANNING SCHEME POLICY PSP25

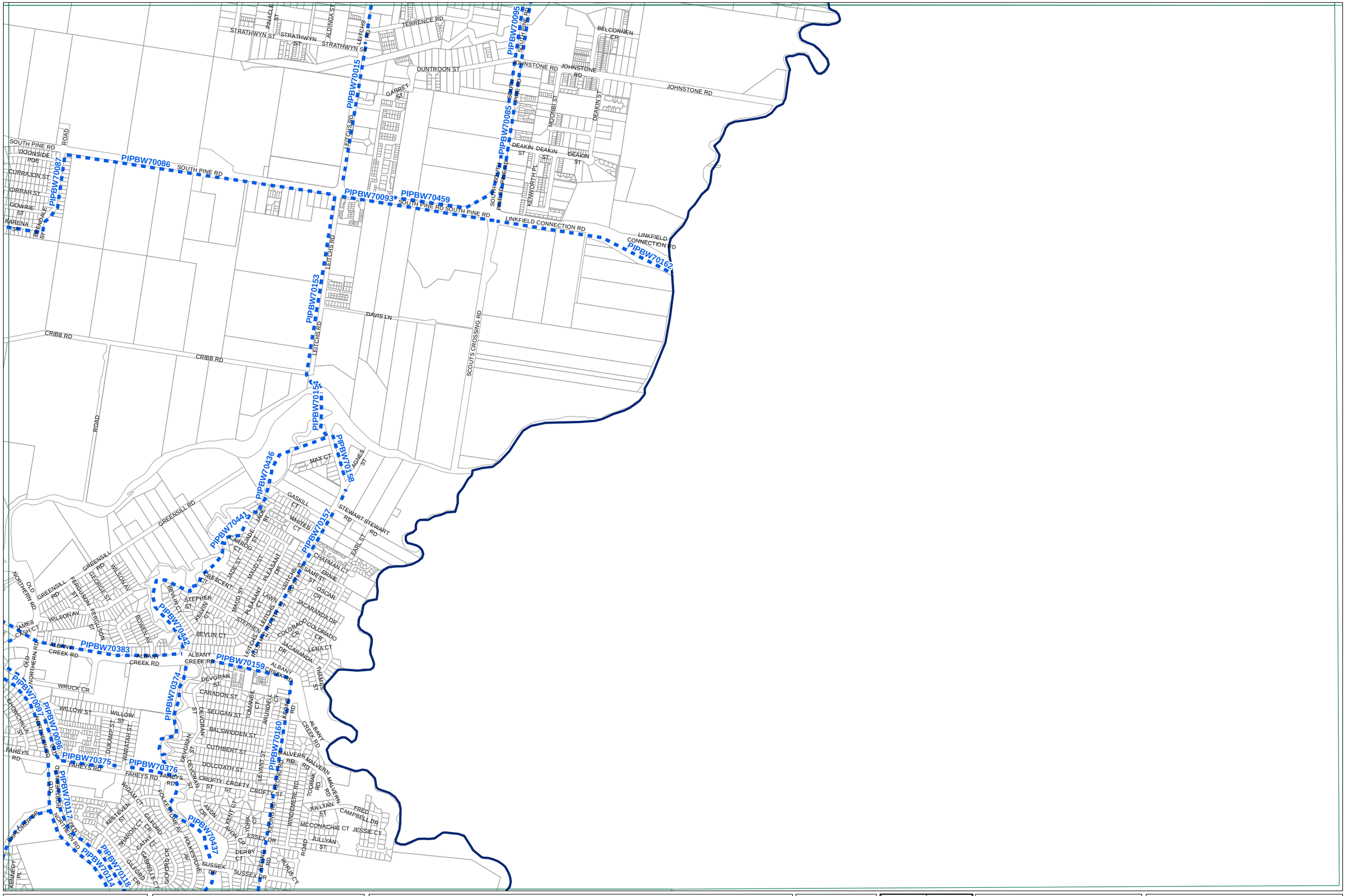
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 15.9



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13.11	13.13
15.11	

PLANNING SCHEME POLICY PSP25

DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 15.11

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	15.5	15.7
17.4	17.6	17.8
19.4	19.6	19.8

PLANNING SCHEME POLICY PSP25

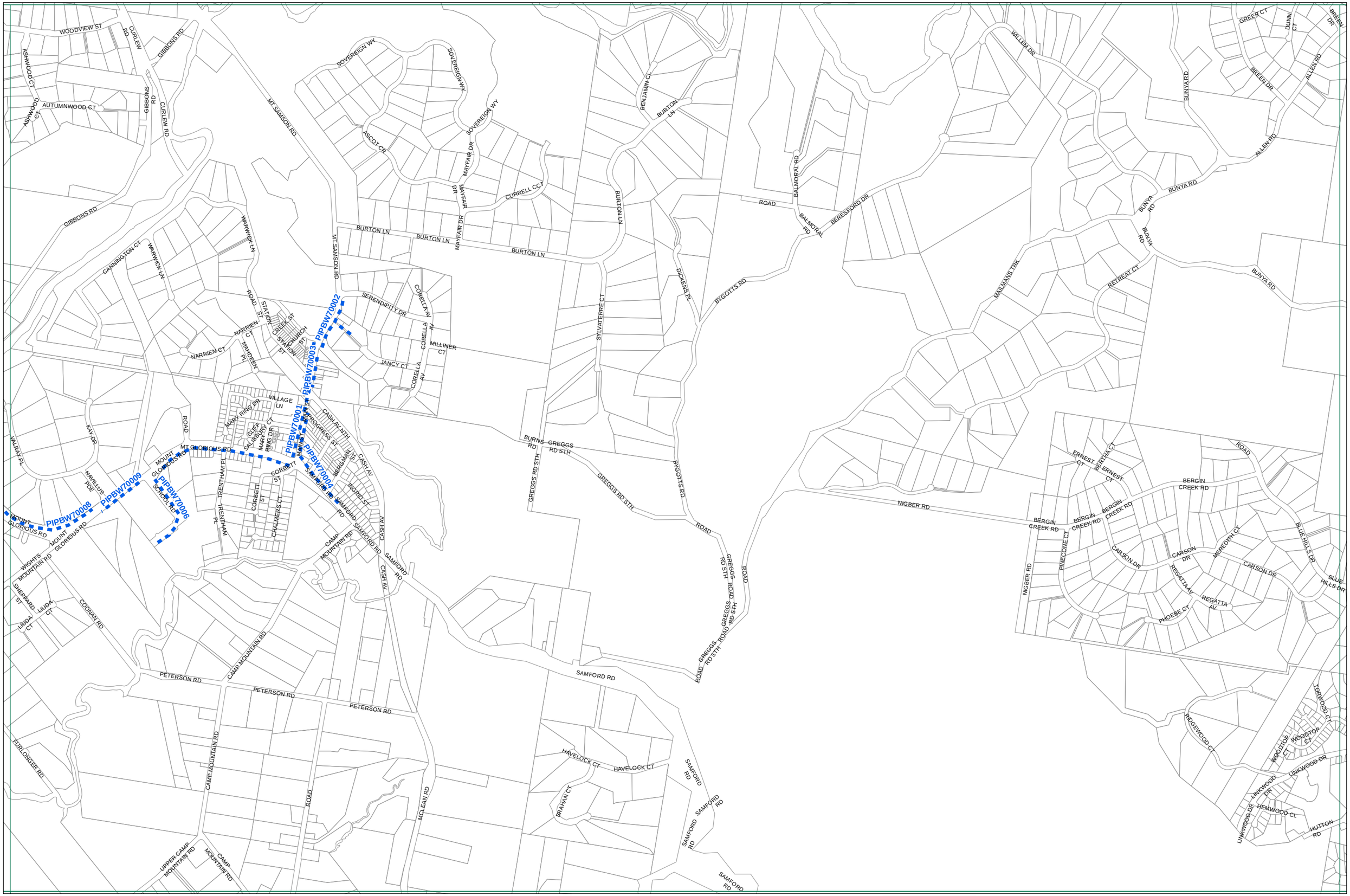
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 17.6



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15.7	15.9	
17.6	17.8	17.10
19.6	19.8	19.10

PLANNING SCHEME POLICY PSP25

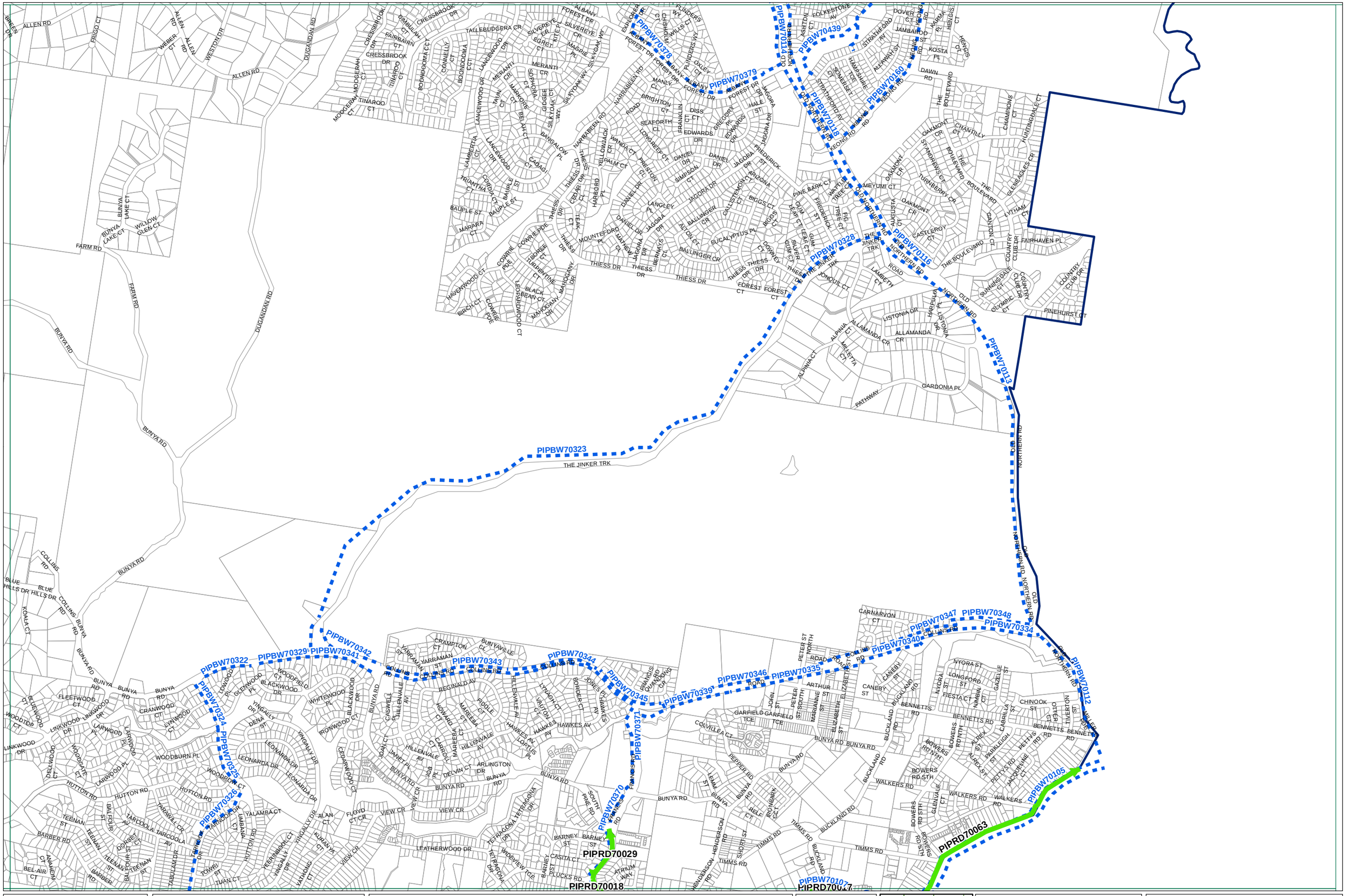
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 17.8



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▪▪▪	Future Bikeways
▭	Shire Border

15.7	15.9	15.11
17.8	17.10	
19.8	19.10	

PLANNING SCHEME POLICY PSP25

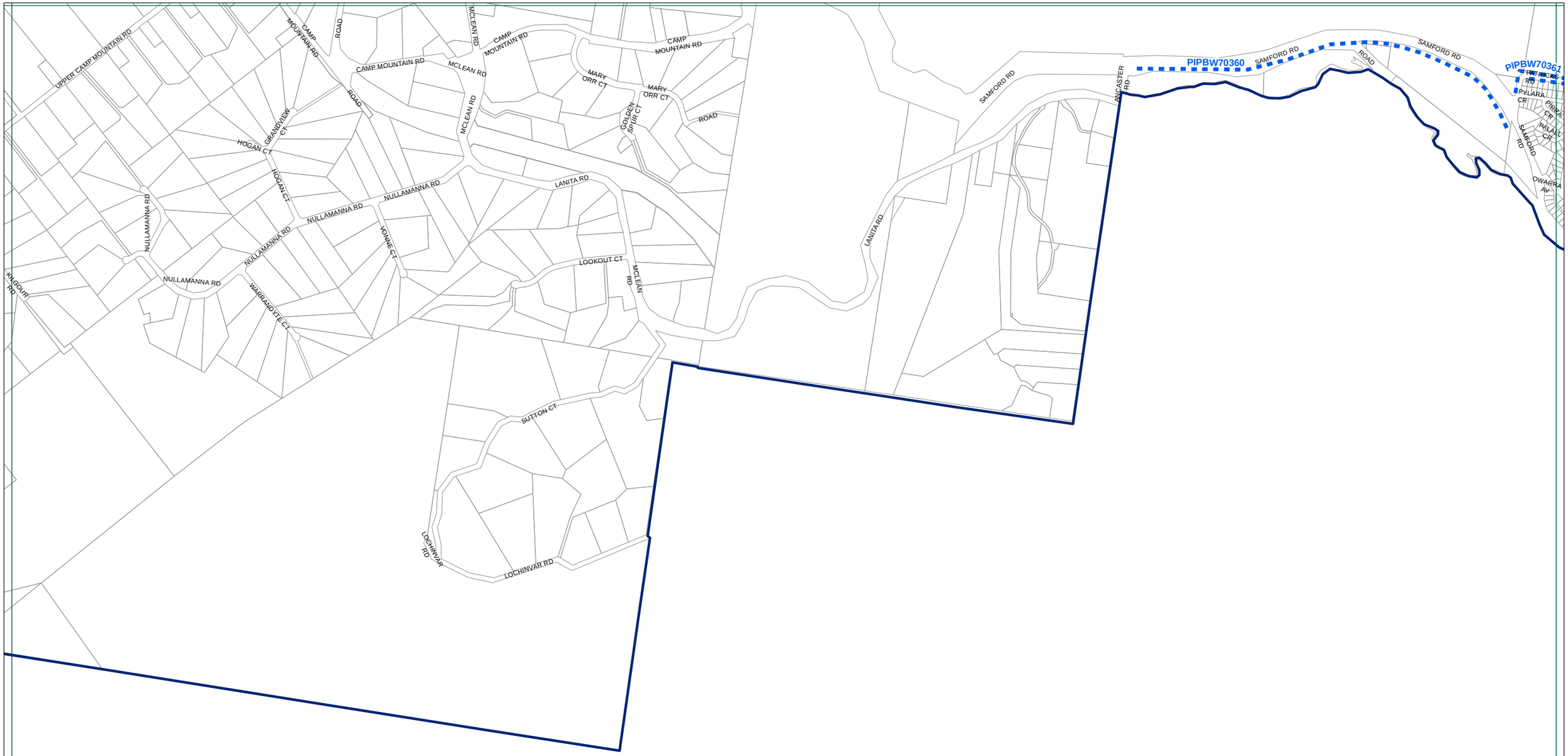
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK
PLAN FOR TRUNK INFRASTRUCTURE

Map Number 17.10



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17.6	17.8	17.10
19.6	19.8	19.10

PLANNING SCHEME POLICY PSP25

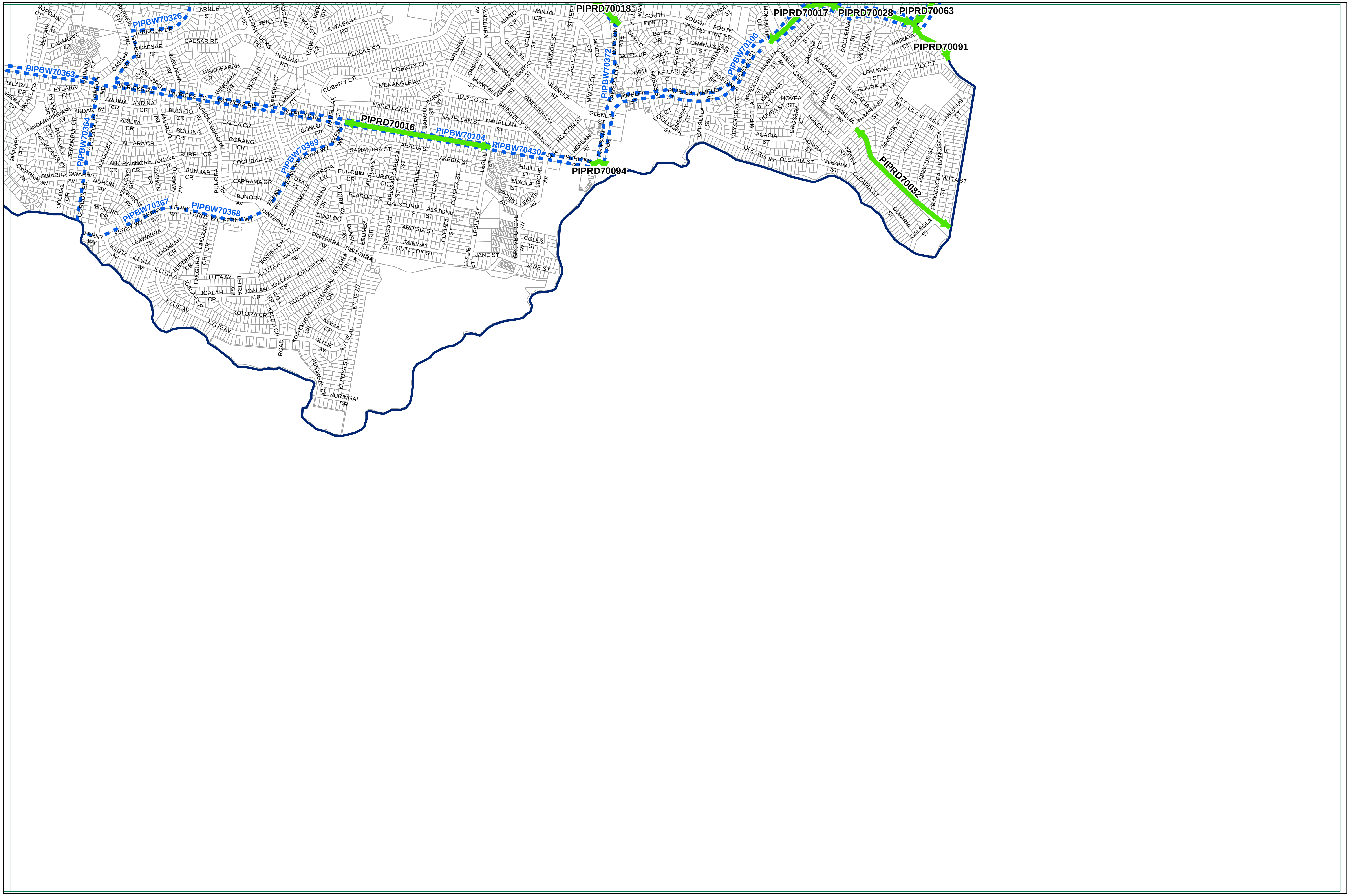
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

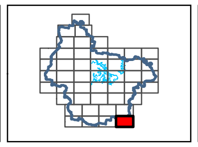
EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK PLAN FOR TRUNK INFRASTRUCTURE

Map Number 19.8





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19.10

PLANNING SCHEME POLICY PSP25

DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

EFFECTIVE FROM 29 October 2009

MORETON BAY REGIONAL COUNCIL
Pine Rivers Shire

TRANSPORT NETWORK
PLAN FOR TRUNK INFRASTRUCTURE

Map Number 19.10

Schedule E: Desired Standards of Service

For purposes of trunk road planning under this policy, the Desired Standard of Service (DSS) provided by any element or combination of elements making up the trunk road system in the Pine Rivers Shire local government area is assessed against service measures such as speed and travel time, freedom to manoeuvre, traffic interruptions, comfort and convenience within any traffic stream.

The Austroads Guide to Traffic Engineering Practice system of describing the performance of the road network using the A-F scale has been adopted by Council for identifying the DSS for its trunk road network. DSS A represents the best operating conditions and DSS F the worst. Traffic density has been adopted as the primary determinant of DSS.

Following a survey of current standards used by other local governments in South East Queensland and an examination of Council's obligations under both its Integrated Local Transport Plan (ILTP) and the applicable portions of its Corporate Plan, Council has adopted the Desired Standards of Service identified in Tables E1 and E2 for the Trunk Road System in the Shire. For the purpose of transport modelling, the same DSS have been applied to the State Controlled Network.

Table E1 - Desired Standard of Service for Roads and Streets

Road Class	Urban		Rural	
	DSS	Max. volume to capacity ratio v/c	DSS	Max. volume to capacity ratio v/c
Arterial Road	D	80%	C	65%
Arterial Main Street	D	80%	C	65%
Traffic Distributor	D	80%	C	65%
Controlled Distributor	D	80%	C	65%
Sub-Arterial Main Street	D	80%	C	65%
Major (Trunk) Collector	C	65%	B	50%

Table E2 - Desired Standards of Service for Intersections

Road Environment	Roads		Streets	
	DSS	Max. volume to capacity ratio v/c	DSS	Max. volume to capacity ratio v/c
Signals	D	90%	N/A	N/A
Roundabout	C	80%	C	80%
Give Way	B	70%	B	70%

REVIEW TRIGGERS

This policy is reviewed internally for applicability, continuing effect and consistency with related documents and other legislative provisions when any of the following occurs:

(1) The related documents are amended;
(2) The related documents are replaced by new documents;
(3) Amendments which affect the allowable scope and effect of a policy of this nature are made to the head of power; and
(4) Other circumstances as determined from time to time by a resolution of Council.

RESPONSIBILITY

This policy is to be:

(1) implemented by the Senior Manager Development Services; and
(2) reviewed and amended in accordance with the "Review Triggers" by the Senior Manager Strategic Direction and Sustainability in consultation with the Senior Manager Development Services, the Senior Manager Regional and Environmental Planning and the Senior Manager Infrastructure Management.

VERSION CONTROL

CEO Approval Date	**15/09/2009**

Related Links:

ENDNOTES

Amendment No – 2/2008	Date Adopted – 19 August 2008	Effective Date – 1 September 2008
Planning Scheme Policy Reference	**Description of Amendment**	
PSP 25	▪ To reflect updated network planning ▪ Update infrastructure contribution rates ▪ Incorporate additional material, for example, desired standards of service ▪ Re-wording and restructuring of the document to improve readability ▪ Revised demand factors	

Amendment No – 1/2009	Date Adopted – 8 September 2009	Effective Date – 29 October 2009
Planning Scheme Policy Reference	**Description of Amendment**	
PSP 25	▪ To reflect updated network planning ▪ Update infrastructure cost estimates ▪ Update infrastructure mapping ▪ Incorporate discounted cash flow methodology for the calculation of contribution rates	