

Moreton Bay Regional Council

Infrastructure Charges Resolution (No 3)

November 2015





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Part 1 Introduction

1. Short title

This resolution is made under section 630 of the *Sustainable Planning Act 2009* and may be cited as *Moreton Bay Regional Council Infrastructure Charges Resolution (No 2) 2015*.

2. Application to Local Government area

This resolution declares that an adopted charge applies to all of the Local Government area, except, for Local Government Infrastructure Networks, that part covered by the Mango Hill Infrastructure Development Control Plan, the extent of which is shown on the map in Schedule 1 (Mango Hill Infrastructure Development Control Plan Area).

3. When resolution has effect

This resolution has effect for applications decided on and from 1 July 2015 and supersedes all previous resolutions relating to infrastructure charging.

4. Interpretation

A term used in this resolution has the meaning assigned to that term in one of the following:

- (a) the Act and associated regulations;
- (b) the Queensland Planning Provisions (version 3) or as amended;
- (c) the dictionary in Schedule 2;
- (d) the Macquarie Dictionary.

In the event a term has been assigned a meaning in more than one of the instruments listed, the meaning contained in the instrument highest on the list will prevail.

Further clarification and direction regarding the interpretation of this resolution is contained in the Moreton Bay Regional Council Infrastructure Charges Resolution Implementation Policy.



Part 2 Adopted Charges

5. Priority infrastructure area

The Priority Infrastructure Area for the Local Government is identified in Schedule 3.

6. Comparison of planning scheme use categories and SPRP charge categories

Each defined land use stated in column 2 of Table 1 has the corresponding adopted charge category stated in column 1 of that table.

For any land use not stated in Column 2 of Table 1, the Local Government will, in consultation with the Distributor-retailer, determine the appropriate adopted charge category based on an assessment of the characteristics of the use and its likely demand on each of the trunk infrastructure networks listed in section 9 of this resolution.

Table 1 Adopted charge category for each defined land use

| Column 1 Adopted charge category | Column 2 Defined land use under the Applicable Local Planning Instrument | | |
|---|---|--|---|
| | Caboolture Shire Plan Area | PineRiversPlan Area | Redcliffe City Planning Scheme Area |
| Residential development | | | |
| Residential | Dependent Persons Accommodation; Display Home (when required to revert to Residential development); Dual Occupancy; Dwelling House; Caretaker's Residence; Rural Worker's Dwelling; Multiple Dwelling | Associated Unit; Detached House; Display Home (when required to revert to Residential development); Duplex Dwelling; Caretaker's Residence; High Density Multiple Dwelling Units; Infill Housing; Low Density Multiple Dwelling Units; Medium Density Multiple Dwelling Units | Caretaker's Residence; Display Home (when required to revert to Residential development); Duplex Dwelling; House; Multiple Dwelling; Relative's Accommodation |
| Accommodation (short term) | Accommodation Building; Caravan Park; Hotel (residential component) | Accommodation Units; Camping Grounds; Caravan/Transportable Home Park (where predominately caravan sites); Hotel (residential component); Motel; Tourist Cabins | Accommodation Unit; Caravan Park; Hotel (residential component) |
| Accommodation (long term) | Relocatable Home Park; Retirement Village | Caravan/Transportable Home Park (where predominately transportable home sites); Pensioner Units; Retirement Village (excluding Nursing Home component) | Special Needs Housing (when not a Hospital or High Aged Care or similar) |



| Column 1 Adopted charge category | Column 2 Defined land use under the Applicable Local Planning Instrument | | |
|--|---|--|---|
| | Caboolture Shire Plan Area | PineRiversPlan Area | Redcliffe City Planning Scheme Area |
| Non Residential development | | | |
| Places of Assembly | Funeral Parlour; Place of Worship | Community Facilities; Funeral Parlour; Place of Worship | Club |
| Commercial (bulk goods) | Landscape Supplies Production; Landscape Supply Centre; Retail Showroom; Sales or Hire Yard; Vehicle Sales and Service | Bulk Garden Supplies; Hardware Shop; Outdoor Sales; Retail Nursery; Showroom; Vehicle Sales | Outdoor Sales Premises; Showroom/ Superstore |
| Commercial (retail) | Restaurant; Service Station; Shop; Take Away Food Outlet | Adult Product Shop; Commercial Services; Fast Food Delivery Service; Food Outlet; Service Station; Shop | Food Service; Service Station; Shop |
| Commercial (office) | Display Home (when not required to revert to Residential development); Estate Sales Office; Office | Display Home (when not required to revert to Residential development); Estate Sales Office; Office (where not a medical centre) | Business Premises (where not a medical centre); Display Home/ Estate Sales Office (when not required to revert to Residential development) |
| Education Facility | Childcare Centre; Educational Establishment | Child Care Centre; Educational Establishment | Community Well- being Facilities (when a Child Care Centre); Education Centre |
| Entertainment | Hotel (non-residential component) | Hotel (non-residential component); Nightclub | Hotel (non-residential component) |
| Indoor Sport and Recreation Facility | Entertainment and Recreation (Indoors) | Indoor Entertainment and Sport | Indoor Entertainment, Sport or Recreation |
| Industry | General Industry; Motor Vehicle Repair Station; Rural Service Industry; Service Industry; Storage Facility; Transport Depot; Warehouse | Contractor's Depot; General Industry; Rural Industry; Service Industry; Warehouse | General Industry; Service Trade; Warehouse |
| High Impact Industry | Fuel Depot; Special Industry | Concrete Batching Plant; Hazardous and Offensive Industry; Salvage Yard | Industry with Significant Impacts |
| Low Impact Rural | Agriculture; Animal Husbandry (Non Intensive); Farm Forestry | Agriculture; Animal Accommodation; Dairy; Farm Forestry; Non Intensive Animal Husbandry | |



| Column 1 Adopted charge category | Column 2 Defined land use under the Applicable Local Planning Instrument | | |
|---|--|--|--|
| | Caboolture Shire Plan Area | PineRiversPlan Area | Redcliffe City Planning Scheme Area |
| High Impact Rural | Animal Husbandry (Intensive); Aquaculture; Winery | Intensive Animal Husbandry; Aquaculture | |
| Essential Services | Hospital; Corrective Institution; Medical Centre; Special Care Facility; Surgery; Veterinary Establishment | Office (when a Medical Centre); Hospital; Institution; Veterinary Clinic; Veterinary Hospital; Retirement Village (Nursing Home component only) | Business Premises (when a Medical Centre); Special Needs Housing (when a Hospital or High Aged Care or similar) |
| Specialised Uses | Brothel; Car Parking Facility; Car Wash; Entertainment and Recreation (Outdoors); Extractive Industry; Local Utility; Major Utility; Marina; Recycling Yard | Airstrip; Car Depot; Car Park; Cattery; Crematorium; Extractive Industry; Kennels; Local Utilities; Motor Sport; Outdoor Recreation; Passenger Terminal; Public Utilities; Shooting; Simulated Conflict; Special Use; Stock Sales Yard | Aerodrome; Car Park; Community Well- Being Infrastructure; Community Well- Being Facilities (when not a Child Care Centre); Entertainment Outdoor; Government Infrastructure; Rural Activities; Sport and Recreation Outdoor; Stable; Transport Interchange; Utility Installation (when not a Telecommunication Facility) |
| Minor Uses | Cemetery; Dam; Home Based Business; Market; Park; Roadside Stall; Telecommunication Facility | Bed and Breakfast Accommodation; Cemetery; Environmental Park; Domestic Storage; Home Business; Market; Major Telecommunication Facility; Park; Radio Station; Recycling Depot; Road Purposes | Employment Related Storage; Home Based Business; Market; Park; Utility Installation (when a Telecommunication Facility) |



7. Exempt Development

An adopted charge will not be levied for Local Government Infrastructure Networks for:

- (a) the uses in Table 2 when development is not for commercial gain;
- (b) development carried out by the Local Government when creating the uses identified in Table 2 and when development is not for commercial gain;
- (c) development carried out by the Distributor-retailer solely for the purpose of accommodating Distributor-retailer network infrastructure;
- (d) boundary realignment applications;
- (e) in limited circumstances, where a secondary dwelling is created on Rural or Rural Residential zoned lots outside the Designated Infrastructure Service Area in the *PineRiversPlan* (where occupied by a relative); and
- (f) an Education Facility for the Flying Start for Queensland Children program.

Table 2 Exempt development

| Defined land use under the Applicable Local Planning Instrument | | |
|--|---|---|
| Column 1 Caboolture Shire Plan Area | Column 2 PineRiversPlan Area | Column 3 Redcliffe City Planning Scheme Area |
| Dependant Persons Accommodation | Associated Units (where used by a relative) | Relative's Accommodation |
| Rural Worker's Dwelling | | |
| Development undertaken by the Local Government for the following uses: | | |
| <ul style="list-style-type: none">• Animal Husbandry (intensive)• Caravan Parking Facility• Cemetery• Entertainment and Recreation (Indoors)• Entertainment and Recreation (outdoors)• Local Utility• Major Utility• Market• Office• Park• Telecommunications Facility | <ul style="list-style-type: none">• Car Park• Camping Grounds• Indoor Entertainment and Sport• Local Utilities• Kennels• Major Telecommunication Facility• Market• Non-Intensive Animal Husbandry• Office• Outdoor Recreation• Cemetery• Community Facilities• Environmental Park• Park• Public Utilities• Passenger Terminal• Recycling Depot• Road Purposes• Salvage Yard• Special Use | <ul style="list-style-type: none">• Car Park• Caravan Park• Community Well-Being Facilities• Community Well-Being Infrastructure• Education Centre• Entertainment Outdoor• Government Infrastructure• Indoor Entertainment, Sport or Recreation• Market• Office• Park• Sport and Recreation Outdoor• Utility Installation |



8. Adopted charge

The Local Government has resolved to adopt the charges in Schedule 4 for the following:

- (a) For the Local Government, for the Local Government Infrastructure Networks;
- (b) For the Distributor-retailer, for providing the Distributor-retailer Networks.

The Local Government declares that an adopted charge in Schedule 4, applies to that part of the Local Government area mentioned in Section 2.

Part 3 Trunk Infrastructure

9. Trunk infrastructure

Trunk infrastructure is defined by the items stated in Table 3. To remove any doubt, where a conflict exists between the mapping in Schedule 6, Schedule 7, existing policies, volume 3 of the Redcliffe City Planning Scheme 2005, and Table 3, Table 3 prevails.

The desired standards of service for the trunk infrastructure are stated in Schedule 5.

The plans for trunk infrastructure are shown in Schedule 6.

The establishment cost of trunk infrastructure items is the cost stated in the schedule of works in Schedule 7.

Table 3 Definition of trunk infrastructure

| Column 1 Network | Column 2 Planning scheme area | Column 3 Trunk items |
|-------------------------------------|-------------------------------------|--|
| Trunk Water Supply Network | All areas | <ul style="list-style-type: none"> As defined in NetServ Plan |
| Trunk Sewerage Network | All areas | <ul style="list-style-type: none"> As defined in NetServ Plan |
| Trunk Stormwater Network (Quantity) | All areas | <p>(1) River level components include the following mapped items along river corridors:</p> <ul style="list-style-type: none"> Land for stormwater conveyance purposes that captures the 1% AEP flows; and River crossing upgrades over waterways for trunk transport corridors, including bridges and culverts. <p>(2) Creek level components include the following mapped items along creek corridors:</p> <ul style="list-style-type: none"> Facilities, pipes and culverts for conveyance and detention of trunk stormwater including any necessary land component, where not required as a direct result of development actions within the catchment, and that captures the 1% AEP flows; Creek crossing upgrades over waterways for trunk transport corridors including bridges and culverts. <p>(3) Excludes all stormwater infrastructure required to meet the internal requirements for the site as required by the relevant Planning Scheme.</p> |



| Column 1 Network | Column 2 Planning scheme area | Column 3 Trunk items |
|--|-------------------------------------|---|
| Trunk Stormwater Network (Quality) | All areas | <p>(1) River level components include the following items along river corridors:</p> <ul style="list-style-type: none"> Land for stormwater conveyance purposes that captures the 1% AEP flows or a thirty (30) metre riparian buffer from the top of the geomorphic stream bank, whichever is greater; and Works for stormwater treatment, not required for compliance with other planning scheme requirements, and as identified in the Moreton Bay Regional Council Total Water Cycle Management Implementation Plan (2013). <p>(2) Creek level components include the following items along creek corridors:</p> <ul style="list-style-type: none"> Land for stormwater conveyance purposes that captures the 1% AEP flows or a thirty (30) metre riparian buffer from the top of the geomorphic stream bank, whichever is greater; and Works for catchment-wide stormwater treatment, not required for compliance with other planning scheme requirements, and as identified in the Moreton Bay Regional Council Total Water Cycle Management Implementation Plan (2013). <p>(3) Excludes all stormwater infrastructure required to meet the internal requirements for the site as required by the State Planning Policy or similar.</p> |
| Trunk Roads and Strategic Pathways Network | All areas | <p>(1) The road network comprises:</p> <ul style="list-style-type: none"> District collector roads carrying greater than 3,500 vehicles per day determined using the demand assumptions contained within Council's Strategic Transport Model (refer to Appendix 3 of the Implementation Policy); Sub-arterial roads; Arterial roads (excluding State Controlled Roads) including Arterial Main Streets. <p>(2) The strategic pathway network comprises the primary and secondary active transport network of formed, multi-function pathways serving a district or regional function intended for use by commuter and recreational cyclists, walkers and runners, but excluding those pathways designated as recreational trails. Includes associated lighting, culverts, bridges, surface marking, directional and information signage.</p> |
| Parks | All areas | <p>(1) Sporting facilities:</p> <ul style="list-style-type: none"> Regional level; District level; Embellishments including sports fields, shade structures, car parking (refer Schedule 5). <p>(2) Recreational Park:</p> <ul style="list-style-type: none"> Regional level including Civic Park and Regional Foreshore Park; District level, including Civic Park and District Foreshore Park; Local Parks, serving more than 350 lots, meeting the DSS, and where not located within 800 metres of another local or higher order park. Embellishments including shade structures, playgrounds (refer Schedule 5). |



| Column 1 Network | Column 2 Planning scheme area | Column 3 Trunk items |
|-------------------------------|-------------------------------------|---|
| Land for community facilities | All areas | (1) Land for Community Facilities (refer Schedule 5): <ul style="list-style-type: none"> • Regional; • District; • Local. • Includes minor works associated with making land suitable for its intended use (i.e. grass, service connection), but excludes all other buildings and embellishments. |

Part 4 Levied Charges

10. Application of adopted charges

The Local Government or Distributor-retailer will levy an adopted charge (Levied Charge) through the provision of an infrastructure charges notice upon the approval of an application for the following:

- (a) reconfiguring of a lot; and
- (b) material change of use.

The levied charge for a particular type of development cannot exceed the maximum adopted charge for that development under the SPRP.

11. Payment of levied charges

Unless stated otherwise in an infrastructure charges notice or infrastructure agreement, a levied charge is payable at the following time:

- (a) If the levied charge applies for reconfiguring of a lot – when the Local Government approves the plan of subdivision for the reconfiguration; or
- (b) If the levied charge applies for a material change of use – at the commencement of that use.

An automatic increase provision will be applied at the time of payment of the levied charge where the adopted charge is less than the maximum adopted charge for that development under the SPRP. In this situation, the PPI Index will be applied to the levied charge from the day the charge is levied to the day the charge is paid, or the levied charge will be increased to the maximum adopted charge under the SPRP for that development, whichever is lesser.

12. Working out the levied charge

A levied charge for the Additional Demand created by reconfiguring a lot for all zones is calculated as follows, proportional to the networks serviced (refer to Table 5):

$$LC_{RaL} = (AC_{RaL} \times Q_{RaL}) - C$$

Where:

LC_{RaL} is the levied charge for reconfiguring a lot.

AC_{RaL} is the adopted charge for residential development (3 or more Bedroom dwelling) stated in Schedule 4.

Q_{RaL} is the total number of lots being created, excluding lots being transferred to the Local Government or Distributor-retailer for infrastructure such as roads, drainage and park.

C is the credit stated in section 14.



A levied charge for the Additional Demand created by a material change of use for residential development as categorised in Table 1, proportional to the networks serviced (refer to Table 5), is calculated as follows:

$$LC_R = (\text{sum of } (AC_R \times Q_R) \text{ for each use}) - C$$

Where:

LC_R is the levied charge for a material change of use for residential development.

AC_R is the adopted charge stated in section 13 for the adopted charge category for each use of a material change of use for residential development.

Q_R is the number of demand units for each use of a material change of use for residential development.

C is the relevant credit stated in section 14.

A levied charge for the Additional Demand created by a material change of use for non-residential development as categorised in Table 1, proportional to the networks serviced (refer to Table 5), is calculated as follows:

$$LC = (LC_{NR} + LC_{SW}) - C$$

Where:

LC is the levied charge for the total development

$LC_{NR} = (\text{sum of } (AC_{NR} \times Q_{NR}) \text{ for each defined use})$

$LC_{SW} = (AC_{SW} \times Q_{SW})$

LC_{NR} is the levied charge for a material change of use for non-residential development for the trunk transport, parks and land for community facilities, water supply and sewerage infrastructure networks.

LC_{SW} is the levied charge for a material change of use for non-residential development for the trunk stormwater infrastructure network.

AC_{NR} is the adopted charge stated in section 13 for the adopted charge category for each use of a material change of use for non-residential development for the trunk transport, public parks and land for community facilities, water supply and sewerage networks.

AC_{SW} is the adopted charge stated in section 13 for the adopted charge category for each use of a material change of use for non-residential development for the stormwater network.

Q_{NR} is the number of demand units for each use of a material change of use for non-residential development.

Q_{SW} is the Impervious Area of the development.

C is the relevant credit stated in section 14.



13. The adopted charge

The adopted charge for:

- (a) reconfiguring a lot, is the adopted charge stated for residential development (3 or more Bedroom dwelling) in Schedule 4;
- (b) a material change of use:
 - (i) for residential development as categorised in Table 1, is stated in Column 3 of Table S4.1 in Schedule 4;
 - (ii) for non-residential development as categorised in Table 1 other than specialised uses, is stated in Schedule 4, which comprises the following:
 - (A) the adopted charge for the trunk transport, public parks and land for community facilities, water and sewerage networks in Column 3 of Table S4.1; and
 - (B) the adopted charge for the trunk stormwater network in Column 4 of Table S4.1;
 - (iii) for non-residential development being specialised uses or other development not otherwise identified in paragraphs (i) or (ii), the Local Government, in consultation with the Distributor-retailer, shall determine the appropriate adopted charge based on an assessment of the characteristics of the use and its likely demand on each of the trunk infrastructure networks.

14. Credit for existing uses or previous payments

The credit for the premises, equivalent to the existing demand, is an amount which is the greater of the following:

- (a) an adopted infrastructure charge or contribution previously paid for the development of the premises indexed in accordance with PPI Index (Brisbane) from the date of payment to the 1 July 2011 and as noted in Section 15;
- (b) where the premises is subject to an existing lawful use, or a previous use that is no longer taking place on the premises if the use was lawful at the time it was carried out, for:
 - (i) residential development, the amount stated for an adopted charge in Schedule 4 for the lawful use;
 - (ii) non-residential development other than specialised uses, the amount stated for an adopted charge in Schedule 4 for the lawful use;
 - (iii) non-residential development being specialised uses or other development not otherwise identified in paragraphs (i) or (ii), an amount determined by the Local Government, in consultation with the Distributor-retailer.



- (c) other development on the premises if the development may be lawfully carried out without the need for a further development permit (including a development permit for building works):
 - (i) for residential development, the amount stated for an adopted charge in Schedule 4 for the further use;
 - (ii) for non-residential development other than specialised uses, the amount stated for an adopted charge in Schedule 4 for the further use;
 - (iii) for non-residential development being specialised uses or other development not otherwise identified in paragraphs (i) or (ii), an amount determined by the Local Government, in consultation with the Distributor-retailer;
 - (iv) only where infrastructure requirements have been complied with (refer section 636 of the Act).
- (d) The amount applicable for any development is the adopted charge for a residential lot stated for residential development (3 or more Bedroom dwelling) in Schedule 4;

The applicant is to provide satisfactory evidence as to the extent and lawfulness of any claim for a credit for a previous use no longer taking place.

The credit will be applied to the levied charge for the relevant infrastructure authority, being either the Local Government or the Distributor-retailer for the relevant infrastructure network of the trunk infrastructure in accordance with Table 4.

Table 4 Proportional split for the calculation of credits

| Column 1 Trunk infrastructure networks provided | Column 2 Percentage of credit | Column 3 MBRC proportion of credit | Column 4 Unitywater proportion of credit |
|--|----------------------------------|---------------------------------------|---|
| Parks, transport, stormwater, water and sewer | 100% | 60% | 40% |
| Parks, transport, stormwater, and water | 100% | 90% | 10% |
| Parks, transport, and stormwater | 100% | 100% | 0% |



The credit is generally calculated as follows:

$$C = (AC_c \times Q_c)$$

AC_c is the adopted charge stated in Section 13 for the adopted charge category for each defined land use of an existing lawful use, previous use or further use.

Q_c is the quantity of each adopted charge category.

15. Additional credit for past contribution or charge

For a past;

- (a) financial contribution that has been paid; or
- (b) land contribution that has been provided in respect of the premises for a particular trunk infrastructure network under a previous trunk infrastructure charging regime listed in the Implementation Policy,

a credit will be applied under Section 14 as credit against the levied charge.

The amount of the credit for a previous land contribution will be determined by converting the previous contribution to an equivalent financial contribution as determined by Council and only relates to the amount over and above the credit applied under section 14 (b), (c) or (d).

It is the applicant's responsibility to provide full details and evidence to establish an entitlement to a credit for a previous contribution under this clause 15.

16. Break up agreement

The adopted charge is to be allocated in accordance with the break up agreement between the Local Government and the Distributor-retailer. The adopted charge is to be allocated to the trunk infrastructure networks administered by the Local Government and the Distributor-retailer in accordance with Table 5. All of the Local Government area is serviced by the Local Government Infrastructure Networks.

The adopted charge is proportional to the trunk infrastructure networks identified by the Local Government and Distributor-retailer to service the planned development. The proportional amounts are stated in Table 5.

Table 5 Charges Breakup

| Column 1 Trunk infrastructure networks provided | Column 2 Percentage of adopted charge | Column 3 MBRC proportion of adopted charge | Column 4 Unitywater proportion of adopted charge |
|--|--|---|---|
| Parks, transport, stormwater, water and sewer | 100% | 60% | 40% |
| Parks, transport, stormwater, and water | 100% | 90% | 10% |
| Parks, transport, and stormwater | 100% | 100% | 0% |



Part 5 Offset and refund for trunk infrastructure

17. Establishment cost

The establishment cost of trunk infrastructure items is the cost shown in the schedule of works in Schedule 7, or, for some land, calculated as an initial valuation of land (refer to the Implementation Policy Appendix 2).

18. Offsets and refunds

One of the following apply if an applicant is conditioned by the Local Government or the Distributor-retailer to provide a Trunk Infrastructure Contribution which services or is planned to service premises other than premises the subject of the relevant approval and an levied charge applies to the development the subject of the relevant approval:

- (a) An offset – where the establishment cost for the Trunk Infrastructure Contribution is equal to or less than the levied charge; or
- (b) A refund – where the establishment cost for the Trunk Infrastructure Contribution is more than the levied charge.

The establishment cost is the cost shown in the schedule of works in Schedule 7, or calculated as an initial land valuation or, when an application is made under section 657 of the Act, the establishment cost re-calculated in accordance with the process outlined in Schedule 8: Method for re-calculating establishment cost (Land Contribution) and Schedule 9: Method for re-calculating establishment cost (Work Contribution).

The offset will be applied to the levied charge for the relevant infrastructure authority, being either the Local Government or the Distributor-retailer for the relevant infrastructure network of the trunk infrastructure.

The refund will be equal to the difference between the establishment cost of the trunk infrastructure item and the levied charge for the respective Local Government Infrastructure Networks or the Distributor-retailer Networks.

19. Conversion applications

This section applies where:

- (a) A development approval requires the construction of non-trunk infrastructure; and
- (b) The construction of the non-trunk infrastructure has not commenced.

An applicant may apply, in writing, to the Local Government or Distributor-retailer to have non-trunk infrastructure converted to trunk infrastructure to be eligible for an offset or refund. The Local Government or Distributor-retailer will consider the application, and may request further information, based on the criteria contained within Section 20 below. All criteria must be met for a conversion application to be approved. The Local Government or Distributor-retailer will give the applicant notice of the decision.

20. Conversion criteria:

The infrastructure:

- (a) meets the definitions of trunk infrastructure contained within Table 3 of Section 9;
- (b) has an approved design with the capacity to service multiple unrelated developments in the area; and



- (c) is owned or is to be owned by the Local Government or Distributor-retailer; and
- (d) is not temporary infrastructure or sacrificial works to be superseded by an ultimate solution; and
- (e) The function and purpose of the infrastructure is consistent with other trunk infrastructure identified in Table 3 and the plans for trunk infrastructure shown in Schedule 6; and
- (f) The infrastructure would meet the desired standards of service in Schedule 5; and
- (g) The infrastructure is not consistent with non-trunk infrastructure for which conditions may be imposed in accordance with section 665 of the Act or section 99BRDJ of the SEQ Water Act; and
- (h) The type, size and location of the infrastructure is the most cost effective option (based on the life cycle cost of the infrastructure to service future urban development in the area at the desired standard of service) for servicing multiple users in the area; and
- (i) The infrastructure could have been planned by the Local Government or Distributor-retailer without knowing the detailed layout of lot reconfigurations or the design details for material change of use applications in the area; and
- (j) services development completely inside the priority infrastructure area.



Schedule 1: Mango Hill Infrastructure Development Control Plan Map

Maps are available on the Local Government's website.



Schedule 2: Dictionary

“Act” means the *Sustainable Planning Act 2009* and all subordinate legislation made under that Act.

“Additional Demand” means the demand placed upon trunk infrastructure that will be generated by the development, consistent with section 636 of the Act.

“Applicable local planning instrument” means the following:

- (a) for the Caboolture Shire Plan Area - Caboolture Planning Scheme 2005 (Caboolture Shire Plan) and its associated Temporary Local Planning Instruments and planning scheme policies;
- (b) for PineRiversPlan Area - Pine Rivers Planning Scheme 2006 (PineRiversPlan) and its associated Temporary Local Planning Instruments and planning scheme policies; and
- (c) for Redcliffe City Planning Scheme Area - Redcliffe City Planning Scheme 2005 (Redcliffe City Planning Scheme) and its associated Temporary Local Planning Instruments and planning scheme policies.

“Bedroom” means a habitable room that:

- (a) is of sufficient floor area to accommodate the placement and use of a standard single bed; and
- (b) incorporates the level of privacy normally associated with private sleeping accommodation or can be modified with minimal effort to incorporate such privacy measures.

However, the term does not include multipurpose spaces such as family rooms, living rooms or similar, or any other room that is only likely to be used on an infrequent basis or by a short term visitor to the premises.

“Caboolture Shire Plan area” means the area to which the Caboolture Planning Scheme 2005 applies.

“Distributor-retailer” means the Northern SEQ Distributor- Retailer Authority trading as Unitywater ABN: 89 791 717 472.

“Distributor-retailer Networks” means trunk infrastructure for the water and wastewater infrastructure networks.

“First Principles Estimate” means a cost estimate derived by calculating the cost of each item of a project by multiplying the quantity of work by historical unit rates. The project cost is then determined by the sum of the elemental costs. The unit rate is normally determined from a careful analysis of unit costs from a number of recently completed projects of the same type, with allowances being made for project differences. The cost estimate may be adjusted to consider differences in inflation, site conditions, market conditions, scale of the works, site location, design complexity, risk profile, ground condition, specialised construction methods and standard of material specification.

“Impervious area” means the area of the premises that is impervious to rainfall or overland flow that results in the discharge of stormwater from the premises. For circumstances other than when calculating the levied charge under section 12 of this Infrastructure Charges Resolution, it is calculated as a proportion of the lot area and in accordance with Table S1.1 Fraction Impervious.



Table S1.1 Fraction Impervious

| Planning Scheme Area | Zone of land (from relevant planning scheme) | Fraction impervious (expressed as a percentage of lot area) |
|-------------------------------------|---|---|
| PineRiversPlan area | Central Business | 100% |
| | Commercial Local Business Neighbourhood Facilities Village Centre General Industry Service Industry Extractive Industry Special Purposes Special Facilities | 90% |
| Redcliffe City Planning Scheme area | Retail core | 100% |
| | Frame Business Industry Health Services Community Purposes | 90% |
| Caboolture Shire Plan area | Metropolitan Centre | 100% |
| | District Centre Local Centre Regional Industry District Industry Local Industry Special Use | 90% |

“Land contribution” means land that is transferred to the Crown, the Local Government or the Distributor-retailer as trunk infrastructure in compliance with a condition of a development approval or by an agreement related to the development of land.

“Local Government” means Moreton Bay Regional Council (ABN: 92 967 232 136) and includes its predecessors, successors, transferees and assignees.

“Local Government area” means the area covered by the Moreton Bay Regional Council.

“Local Government Infrastructure Networks” means trunk infrastructure for the transport, parks and land for community facilities and stormwater infrastructure networks.

“Mango Hill infrastructure development control plan” means the area of the Mango Hill Infrastructure Development Control Plan 1998.

“Moreton Bay Regional Council Infrastructure Charges Implementation Policy” means the policy document adopted by the Local Government to define the rules for applying this resolution.

“Netserv Plan” means the Distributor-retailer’s plan for water and sewerage infrastructure as required by the *South-East Queensland Water (Distribution and Retail Restructuring) Act 2009*.

“PineRiversPlan area” means the area to which the Pine Rivers Planning Scheme 2006 applies.

“PPI Index” means the 3 year moving average quarterly average Producer Price Index for construction (6247.0 – index number 3101) available from the Australian Bureau of Statistics.

“Redcliffe City Planning Scheme area” means the area to which the Redcliffe City Planning Scheme 2005 applies.



“**SPRP**” means the acronym for the Queensland Government State Planning Regulatory Provision (adopted charges) 2012.

“**Trunk Infrastructure contribution**” means a Land Contribution or a Work Contribution, or both.

“**Work contribution**” means work completed to deliver trunk infrastructure in compliance with a condition of development approval or by an agreement related to the development of land.



Schedule 3: Priority Infrastructure Area

The Priority Infrastructure Area is:

- (a) for the Redcliffe City Planning Scheme Area – the priority infrastructure area identified in volume 3 of the Redcliffe City Planning Scheme 2005; or
- (b) for the Caboolture Shire Plan Area and the PineRiversPlan Area - the priority infrastructure area identified in the maps in this Schedule.

Maps are available on the Local Government's website.



Schedule 4: Adopted Charges

Table S4.1 Adopted charges

| Column 1 Adopted charge category | | Column 2 Demand unit | Column 3 Adopted charge | Column 4 Adopted charge for stormwater |
|-------------------------------------|----------------------------|-------------------------|---|---|
| Residential development | 3 or more Bedroom dwelling | Dwelling | \$28,000 per dwelling | n/a |
| | 1 or 2 Bedroom dwelling | Dwelling | \$20,000 per dwelling | |
| | Accommodation (short term) | Tent/ caravan site | For a tent or caravan site in a tourist park: <ul style="list-style-type: none"> • \$10,000 per 1 or 2 tent/caravan sites, or • \$14,000 per 3 tent/caravan sites | |
| | | Cabin | For a cabin in a tourist park: <ul style="list-style-type: none"> • \$10,000 per 1 or 2 Bedroom cabin, or • \$14,000 per 3 Bedroom cabin | |
| | | Suite | For a hotel or short-term accommodation: <ul style="list-style-type: none"> • \$10,000 per suite (1 or 2 Bedrooms) or • \$14,000 per suite (3 or more Bedrooms) or • \$10,000 per Bedroom (for a Bedroom that is not within a suite) | |
| | Accommodation (long term) | Dwelling site | For a relocatable home park: <ul style="list-style-type: none"> • \$20,000 per dwelling site (1 or 2 Bedrooms) or • \$28,000 per dwelling site (3 or more Bedrooms) | |
| | | Suite | For a community residence, retirement facility or hostel: <ul style="list-style-type: none"> • \$20,000 per suite (1 or 2 Bedrooms) or • \$28,000 per suite (3 or more Bedrooms) • \$20,000 per Bedroom (for a Bedroom that is not within a suite) | |



| Column 1 Adopted charge category | | Column 2 Demand unit | Column 3 Adopted charge | Column 4 Adopted charge for stormwater |
|-------------------------------------|---|-------------------------|--|---|
| Non-residential development | Places of Assembly | m2 GFA | \$70 per m2 GFA | \$10 per impervious m2 |
| | Commercial (bulk goods) | m2 GFA | \$140 per m2 GFA | |
| | Commercial (retail) | m2 GFA | \$180 per m2 of GFA | |
| | Commercial (office) | m2 GFA | \$140 per m2 GFA | |
| | Education Facility (excluding "Flying Start for Queensland Children" program) | m2 GFA | \$140 per m2 GFA | |
| | Entertainment | m2 GFA | \$200 per m2 GFA | |
| | Indoor sport and recreation facility | m2 GFA | \$200 per m2 GFA, and court areas at \$20 per m2 GFA | |
| | Industry | m2 GFA | \$50 per m2 GFA | |
| | High impact industry | m2 GFA | \$70 per m2 GFA | |
| | | | | |
| | Essential services | m2 GFA | \$140 per m2 GFA | |
| | High impact rural | m2 GFA | \$20 per m2 GFA | nil |
| | Low impact rural | m2 GFA | Nil charge | |
| | Minor uses | n/a | Nil charge | |
| | Specialised uses | n/a | Use and demand determined at time of assessment | |



Schedule 5: The Desired Standards of Service for trunk infrastructure

The desired standards of service (DSS) are shown:

- (a) For the Local Government Infrastructure Networks:
 - for the Redcliffe City Planning Scheme Area – the DSS identified in volume 3 of the Redcliffe City Planning Scheme 2005; and
 - for the Caboolture Shire Plan Area and the PineRiversPlan Area - the DSS specified below; and
- (b) For the Distributor-retailer Infrastructure Networks, the DSS specified in the Netserv Plan.

Desired Standards of Service - Stormwater

- (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, which generally accord with the Queensland Urban Drainage Manual;
- (3) Design road crossing structures to provide an appropriate level of flood immunity for a flood event in accordance with Council's adopted standards identified in the planning scheme;
- (4) Meet water quality objectives for receiving waters at all times;
- (5) Meet the regulatory requirements of the EP Act and EPP Water (and possibly SPP for Healthy Waters) which prescribes the development of a TWCM Plan and to achieve WQOs to protect Environmental Values;
- (6) Meet commitments of the SEQ Healthy Waterways Strategy 2007-2012, which aims to achieve waterways and catchments that are healthy ecosystems supporting the livelihoods and lifestyles of people in SEQ by 2026;
- (7) Meet targets in the SEQ Natural Resources Management Plan that are aligned with Desired Regional Outcomes and policies for Water Management in the SEQ Regional Plan; and
- (8) Implement planning and management of urban stormwater to comply with the design objectives as set out in the SEQ Regional Plan 2009-2031 Implementation Guideline No. 7: Water Sensitive Urban Design. This Guideline is aligned with principles and policies for Total Water Cycle Management and Desired Regional Outcomes for Water Management in the SEQ Regional Plan.



Desired Standards of Service - Transport

- (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 draft Moreton Bay Regional Council Planning Scheme. The “place types” for the draft 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:
- Category Type 1: Principal, Major and District Activity Centres;
 - Category Type 2: “Urban” Neighbourhoods “New Generation” Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Villages;
 - Category Type 3: Suburban Neighbourhoods and Rural Residential areas, and Rural areas, Mountain ranges, forests and waterways.

Table S5.1 Transport standards

| 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>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 need to ensure movement across the network for other traffic including freight.</p> | <ul style="list-style-type: none"> Local Government road design and development manual/ standards/ codes in planning scheme and planning scheme policy Interim Guide to Road Planning and Design Practice developed by the Department of Transport and Main Roads Australian Standards AUSTROADS guides Level of Service for road links and intersections refer to table S5.2. Desired standard of service for functional Local Government road elements refer to tables S5.3, S5.4, S5.5 and S5.6 for speed, access, parking, intersections and turning facilities. |
| Public transport design/ planning standards | 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. | <ul style="list-style-type: none"> Local Government design and development manual/standards/ codes in planning scheme and planning scheme policy Design accords with the performance criteria set by Department of Transport & Main |



| Measure | Planning criteria (qualitative standards) | Design criteria (quantitative standards) |
|---|--|---|
| | Promotes the provision of public transport infrastructure consistently across the movement network that is compatible with land uses, demand and is fully accessible. | <p>Roads</p> <ul style="list-style-type: none"> 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. |
| 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. Complete Streets Desired Standard of Service for Pathways: refer to table S5.7. Desired Standard of Service for cycling provision: refer to table S5.8. Desired Standard of Service for Pedestrian Crossings: refer to table S5.9. Desired Standard of Service for Active Transport: refer to table S5.10 |

Table S5.2 Level of Service (LOS) for Roads / Streets per Place Type

| Desired standard of service (LOS) | | Place type category | | |
|-----------------------------------|--------------|---|--|--|
| | | 1 Principal, Major and District Activity centres | 2 Urban Neighbourhoods, New Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Villages | 3 Rural Residential areas and Suburban Neighbourhoods |
| | | D/E | D | C |
| Road link DOS | Arterial | 0.95 | 0.85 | 0.65 |
| | Sub-arterial | 0.95 | 0.80 | 0.65 |
| | 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 |



Table S5.3 Functional Trunk Road Planning Provisions in the Hierarchy per Place Type – for the Speed Environment

| Desired standard of service (Speed environment) | | Place type category | | |
|---|--------------|---|--|--|
| | | 1 Principal, Major and District Activity centres | 2 Urban Neighbourhoods, New Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Villages | 3 Rural Residential areas and Suburban Neighbourhoods |
| Hierarchy | State | Note 1 | State | State |
| | Arterial | Note 2 | 60-80 km/h | 60-100 km/h |
| | Sub-arterial | | 60-80 km/h | 60-80 km/h |
| | Collector | | 50-60 km/h | 60 km/h |

Note 1: Where a State Road passes through a Place Type 1 (e.g. Activity Centre) negotiations with the State will consider the appropriate speed environment such that it should be commensurate with the road design and the environmental context of the road link (i.e. land use, status of “place”, and level of pedestrian and cycle activity).

Note 2: 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.

Table S5.4 Functional Trunk Road Planning Provisions in the Hierarchy per Place Type – for Access

| Desired standard of service (Access) | | Place type category | | |
|--------------------------------------|--------------|---|--|--|
| | | 1 Principal, Major and District Activity centres | 2 Urban Neighbourhoods, New Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Villages | 3 Rural Residential areas and Suburban Neighbourhoods |
| Hierarchy | State | Note 1 | State | State |
| | Arterial | Note 2 | Intersections and limited commercial and industrial access | Intersections |
| | Sub-arterial | | Intersections and limited commercial and industrial access | Intersections and frontages |
| | Collector | | Intersections and limited commercial and industrial access | Intersections and frontage |

Note 1: Where a State Road passes through a Place Type 1 (e.g. Activity Centre) negotiations with the State will consider the appropriate level of access, commensurate with the road design and environmental context of the road link (i.e. land use, status of “place”, and level of pedestrian and cycle activity).

Note 2: Level of access provided to be commensurate with the environmental context of the road link in Place Type 1.



Table S5.5 Functional Trunk Road Planning Provisions in the Hierarchy per Place Type – for Intersections and Turning Traffic Provisions

| Desired standard of service | | Intersections | Turning traffic |
|-----------------------------|--------------|-------------------|---|
| Hierarchy | State | State | State |
| | 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 |
| | Collector | C/P – 0.1/0.2 km | Localised protection |

Note: C- Controlled intersections, P – priority intersections

Table S5.6 Functional Trunk Road Planning Provisions in the Hierarchy per Place Type – Parking provision

| Desired standard of service (Parking) | | Place type category | | |
|---------------------------------------|--------------|---|--|--|
| | | 1 Principal, Major and District Activity centres | 2 Urban Neighbourhoods, New Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Villages | 3 Rural Residential areas and Suburban Neighbourhoods |
| Hierarchy | State | State | State | State |
| | Arterial | Limited/ low provision | Limited / controlled | None |
| | Sub-arterial | | Limited / controlled | Limited / controlled |
| | Collector | | On-road / shared off-road | On-road |



Table S5.7 Desired Standard of Service for Pathways

| Desired standard of service (Pathways) | | Place type category | | |
|--|--------------|---|--|---|
| | | 1 Principal, Major and District Activity centres | 2 Urban Neighbourhoods, New Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Villages | 3 Rural Residential areas and Suburban Neighbourhoods |
| Hierarchy | State | Off-road (shared) 3.0m (or greater) both sides | Off-road (shared) 3.0m (or greater) both sides | Off-road (shared) 3.0m (or greater) both sides |
| | | Off-road (separated) 2.5m | Off-road (separated) 2.5m | |
| | Arterial | Off-road (shared) 3.0m (or greater) both sides | Off-road (shared) 3.0m (or greater) both sides | Off-road (shared) 3.0m (or greater) both sides |
| | | Off-road (separated) 2.5m | Off-road (separated) 2.5m | |
| | Sub-arterial | Off-road (shared) 3.0m (or greater) both sides | Off-road (shared) 3.0m (or greater) both sides | Off-road (shared) 3.0m (or greater) both sides |
| | | Off-road (separated) 2.5m | Off-road (separated) 2.5m | |
| | Collector | Off-road (shared) 2.0m to 2.5m (or greater) both sides | Off-road (shared) 2.0m to 2.5m (or greater) both sides | Off-road (shared) 2.0m to 2.5m (or greater) both sides |
| | | | | |



Table S5.8 Desired Standard of Service for Cycling Provision

| Desired standard of service (Cycling Provision) | | Place type category | | |
|---|--------------|---|---|---|
| | | 1 Principal, Major and District Activity centres | 2 Urban Neighbourhoods, New Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Villages | 3 Rural Residential areas and Suburban Neighbourhoods |
| Hierarchy | State | On-road: 1.5m 60kph, 2.0m 80kph, 3.5m 100kph (4.0-4.5m with parking 60-80kph) Off-Road: (shared) 3.0m both sides (or greater) Off Road (Separated) 2.0m | On-road: 1.5m 60kph, 2.0m 80kph, 3.5m 100kph (4.0-4.5m with parking 60-80kph) Off-Road: (shared) 3.0m both sides (or greater) Off Road (Separated) 2.0m | On-road: 1.5m 60kph, 2.0m 80kph, 3.5m 100kph (4.0-4.5m with parking 60 - 80kph) Off-Road: (shared) 3.0m both sides (or greater) |
| | Arterial | On-road: 1.5m 60kph, 2.0m 80kph, 3.5m 100kph (4.0- 4.5m with parking 60-80kph) Off-Road (shared): 3.0m both sides (or greater) Off Road (Separated): 2.0m | On-road: 1.5m 60kph, 2.0m 80kph, 3.5m 100kph (4.0- 4.5m with parking 60-80kph) Off-Road (shared): 3.0m both sides (or greater) Off Road (Separated): 2.0m | On-road: 1.5m 60kph, 2.0m 80kph, 3.5m 100kph (4.0-4.5m with parking 60-80kph) Off-Road (shared): 3.0m both sides (or greater) |
| | Sub-arterial | On-road: 1.5m 60kph (1.8m contra flow for speeds 60kph or less where unavoidable) Off-Road (shared): 2.0m to 2.5m both sides (or greater) Bicycle awareness zones or shared zones | On-road: 1.5m 60kph, 2.0m 80kph (4.0-4.5m with parking 60-80kph), Off-Road (shared): 3.0m both sides (or greater) Off Road (Separated): 2.0m | On-road: 1.5m 60kph, 2.0m 80kph (4.0-4.5m with parking 60-80kph) Off-Road (shared): 3.0m both sides (or greater) |
| | Collector | On-road: 1.5m (min) (1.8m contra flow for speeds 60kph or less where unavoidable) Off-Road (shared): 2.0m to 2.5m both sides (or greater) Bicycle awareness zones or shared zones | On-road: 1.5m (min) (1.8m contra flow for speeds 60kph or less where unavoidable) Off-Road (shared): 2.0m to 2.5m both sides (or greater) Bicycle awareness zones or shared zones | On-road: 1.5m (min) (1.8m contra flow for speeds 60kph or less where unavoidable) Off-Road (shared): 2.0m to 2.5m both sides (or greater) Bicycle awareness zones or shared zones |



Table S5.9 Desired Standard of Service for Crossings

| Desired standard of service (Crossings) | | Place type category | | |
|---|--------------|---|---|---|
| | | 1 Principal, Major and District Activity centres | 2 Urban Neighbourhoods, New Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Villages | 3 Rural Residential areas and Suburban Neighbourhoods |
| Hierarchy | State | Note 1 | Note 1 | Note 1 |
| | Arterial | <p>>2 lanes: 200 metres spacing Signalised crossing</p> <p>2 Lanes: 200 metres spacing Signalised crossing, zebra or refuge</p> | <p>>2 lanes: 400 metres spacing Signalised crossing</p> <p>2 Lanes: 400 metres spacing Signalised crossing, zebra or refuge</p> | <p>>2 lanes: Up to 600 metres (max 800m) spacing Signalised crossing</p> <p>2 Lanes: 600 metres (max 800 m) spacing, signalised crossing, zebra or refuge</p> |
| | Sub-arterial | <p>>2 lanes: 200 metres spacing Signalised crossing</p> <p>2 Lanes: 200 metres spacing Signalised crossing, zebra or refuge, raised platform or shared zone</p> | <p>>2 lanes: 400 metres spacing Signalised crossing</p> <p>2 Lanes: 400 metres spacing Signalised crossing, zebra or refuge, raised platform or shared zone</p> | <p>>2 lanes: Up to 600 metres (max 800m) spacing Signalised crossing</p> <p>2 Lanes: 600 metres (max 800 m) spacing, signalised crossing, zebra or refuge</p> |
| | Collector | <p>200 metres spacing, zebra or refuge, raised platform or shared zone. Uncontrolled crossing where sightlines are adequate</p> <p>Sub-collector: 200 metres spacing, zebra or refuge, raised platform or shared zone. Uncontrolled crossing where sightlines are adequate.</p> | <p>400 metres spacing, zebra or refuge, raised platform or shared zone. Uncontrolled crossing where sightlines are adequate</p> <p>Sub-collector: 400 metres spacing, zebra or refuge, raised platform or shared zone. Uncontrolled crossing where sightlines are adequate.</p> | <p>Up to 600 metres (max 800m) spacing, zebra or refuge, raised platform or shared zone. Uncontrolled crossing where sightlines are adequate</p> <p>Sub-collector: Up to 600 metres (max 800m) spacing, zebra or refuge, raised platform or shared zone. Uncontrolled crossing where sightlines are adequate.</p> |



Note 1: Review with State on appropriate level of crossing provision, in line with ensuring high level of prioritisation to pedestrian and cycle access commensurate with the environmental context of the road link. Ideally in "place type 1" crossing provision would be at least every 200, in "place type 2" crossing 400 metres spacing, and up to 600 metre spacing (maximum 800 where circumstances warrant) in place type 3.

Table S5.10 Desired Standard of Service for Active Transport

| Trunk Item | Facility Environment | Width (Clear of obstructions) |
|--|--------------------------------------|--|
| Principal and Secondary Active Transport Route | >3km from major or principal centre) | <p>On-road facility</p> <ul style="list-style-type: none"> where located on a District Collector Road or higher order road as per Table S5.7; <p>Off-road facility:</p> <ul style="list-style-type: none"> where located on a District Collector Road or higher order road as per Table S5.7; or any other circumstance off-road pathway, minimum width 3.0m. <p>Width (Clear of obstructions)</p> |
| | <3km from major or principal centre | <p>On-road facility</p> <ul style="list-style-type: none"> where located on a District Collector Road or higher order road as per Table S5.7; <p>Off-road facility:</p> <ul style="list-style-type: none"> where located on a District Collector Road or higher order road as per Table S5.7 widened by an additional 0.3m; or any other circumstance off-road pathway, minimum width 3.5m <p>environment Width</p> |

Desired Standards of service - Public parks and land for community infrastructure

- (a) Provide an accessible network of parks and community infrastructure that meets the needs of residents and visitors in accordance with the standards in Tables S5.12, S5.13 and S5.15, accessibility standards in Tables S5.11 and S5.16 and rates of provision identified in Tables S5.12 and S5.17. The targets identify the expected quantum of land required to meet community demands for sports and recreation parks, and community facilities, based on rate of population and are related to the place types from the Strategic Framework:
 - (i) AC: Activity Centre
 - (ii) UN: Urban Neighbourhood
 - (iii) NGN: Next Generation Neighbourhood
 - (iv) SN: Suburban Neighbourhood
 - (v) RR: Rural Residential
 - (vi) RT: Rural Township
 - (vii) CT: Coastal Township
 - (viii) RA: Rural Area
 - (ix) MRFW: Mountain Ranges, Forests and Waterways
 - (x) KER: Key Extractive Resource Areas
 - (xi) CR: Coast and Riverlands
 - (xii) EEA: Enterprise and Employment Areas
 - (xiii) SA: Special Areas.
- (b) The provision targets in Table S5.12 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 a park is to be maintained.



- (c) Ensure land for public parks and community facilities has:
 - (i) minimum land size as identified in Table S5.12 and Table S5.18;
 - (ii) configuration, slope, and acceptable level of flood immunity in accordance with the standards below (Tables S5.13 and S5.13) as well as Council's adopted standards identified in the planning scheme.
- (d) Embellish public parks to complement the type and purpose of the public park as identified in Table S5.14, where:
 - (i) LR: Local Recreation Park;
 - (ii) DR: District Recreation Park;
 - (iii) RR: Regional Recreation Park;
 - (iv) DS: District Sport Park;
 - (v) RS: Regional Sport Park;
 - (vi) DC: District Civic Park;
 - (vii) RC: Regional Civic Park.

Table S5.11 Accessibility standards for public parks

| Park Type | Place Type | | | | | | | | | | | | | Accessibility Standard |
|--------------------------|------------|----|-----|----|----|----|----|----|-----|-----|----|-----|----|------------------------|
| | AC | UN | NGS | SN | RR | RT | CT | RA | MFW | KER | CR | EEA | SA | |
| Local Recreation 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 |
| District Civic Park | | | | | | | | | | | | | | Within district centre |
| | | | | | | | | | | | | | | No standard |
| Regional Civic Park | | | | | | | | | | | | | | Within major centre |
| | | | | | | | | | | | | | | No standard |

Note: the accessibility standard is measured "as the crow flies".



Table S5.12 Rate of land provision for public parks

| Park Type | Place Type | | | | | | | | | | | | | | Provision Target | Minimum Land Area |
|--------------------------|------------|----|-----|----|----|----|----|----|-----|-----|----|-----|----|----------------------------|---------------------|-------------------|
| | AC | UN | NGS | SN | RR | RT | CT | RA | 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 | - | |

Note: the minimum land area is unconstrained land.

Table S5.13 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 | 20m | 40% | Collector or lower | 1 | 100% land above 2% AEP |
| District Recreation Park | 0.75 | 30m | 30% | Collector or higher | 2 | 80% land and all internal roads and car parking above 2% AEP |
| Regional Recreation Park | 0.75 | 30m | 30% | Arterial or higher | 3 | 50% land, all formal recreation areas, internal roads and vehicle parking above 2% AEP |
| 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% land above 1% AEP |
| Regional Civic Park | | | 40% | | 1 | |



Table S5.14 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 space | | | | | | | |
| Performance/community/festival/event space | | | | | | | |
| Formal sports fields/courts/surface (lighting & irrigation) | | | | | | | |
| Picnic areas | | | | | | | |
| Gateway statement (public art) | | | | | | | |
| Kick-a-bout spaces | | | | | | | |
| Passive recreation nodes | | | | | | | |
| BMX/skate opportunities | | | | | | | |
| Youth spaces | | | | | | | |
| Seating opportunities | | | | | | | |
| Outdoor recreation opportunities | | | | | | | |
| Dog off leash area | | | | | | | |
| Social gathering spaces | | | | | | | |
| Paddle and recreational boating facilities | | | | | | | |
| Fitness nodes | | | | | | | |
| Public amenities (toilets) | | | | | | | |
| Changing facilities (sports) | | | | | | | |
| Natural areas | | | | | | | |
| Drinking fountains | | | | | | | |



Table S5.15 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. |
| Accessibility | <p>Land for community facilities is located to ensure adequate pedestrian, cycle and vehicle access.</p> <p>New land for community facilities is located within an appropriate place type in the Draft Strategic Framework.</p> | <ul style="list-style-type: none"> Accessibility design standards are identified in Table S5.16. |
| Rate of provision 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 S5.17. The size of land/GFA for community facilities is identified in Table S5.18. 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 S5.16 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 | |



Table S5.17 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 S5.18 Minimum size of land for community facilities

| Infrastructure type | Minimum gross floor area (GFA) / size of land (ha) | | |
|---------------------------------|--|--|----------|
| | 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 parks | - |
| 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 | |



Schedule 6: The Plans for Trunk Infrastructure

The plans for trunk infrastructure are:

- (a) For the Local Government Infrastructure Networks:
 - for the Redcliffe City Planning Scheme Area – the plans for trunk infrastructure identified in volume 3 of the Redcliffe City Planning Scheme 2005; and
 - for the Caboolture Shire Plan Area and the PineRiversPlan Area - the plans for trunk infrastructure identified in this Schedule; and
- (b) For the Distributor-retailer Infrastructure Networks, the plans for trunk infrastructure identified in Netserv Plan.

Maps are available on the Local Government's website.



Schedule 7: Schedule of Works

The schedule of works is shown in:

- (a) For the Local Government Infrastructure Networks:
 - for the Redcliffe City Planning Scheme Area – the schedule of works identified in volume 3 of the Redcliffe City Planning Scheme 2005; and
 - for the Caboolture Shire Plan Area and the PineRiversPlan Area - the schedule of works identified below and have a valuation base year of 2015; and
- (b) For the Distributor-retailer Infrastructure Networks, the schedule of works identified in the Netserv Plan.

Table S7.1 Schedule of works – regional stormwater quality network

| Item ID | Future infrastructure asset description | Estimated year of completion | Estimated cost (\$) |
|-----------|--|------------------------------|---------------------|
| LPR_CW05 | Constructed Wetland LPR_CW05, Pine Rivers Park Strathpine | 2014-15 | 1,089,000 |
| CAB_WR20c | WSUD Retrofit CAB_WR20c, Kate McGrath's Koala Park | 2015-16 | 595,000 |
| CAB_RV_2 | Bellmere Bel Air Estate Park Rehabilitation Revegetation | 2015-16 | 58,000 |
| LPR_RV_5 | Clear Mountain Richards Park Revegetation and Rehabilitation | 2018-19 | 155,000 |
| CAB_RV_1 | Elimbah Heights Reserve Rehabilitation Revegetation | 2016-17 | 87,000 |
| BC_RV_1 | Ferny Hills Hall Reserve Revegetation (Linkwood Court to Millwood Court) (Millwood Court to Woodhill Road) | 2018-19 | 380,000 |
| LPR_RV_3 | Petrie North Pine Country Park Merv Ewart Reserve Rehabilitation Revegetation | 2017-18 | 575,000 |
| LPR_RV_6 | Petrie Tweedale Reserve Embankment Rehabilitation | 2017-18 | 45,000 |
| LPR_RV_4 | Wights Mountain Richards Road Revegetation Rehabilitation | 2018-19 | 1,843,000 |
| LPR_RV_2 | Wights Mountain Harold Brown Park Revegetation Rehabilitation | 2017-18 | 334,000 |
| LPR_RV_1 | Samford Valley, Greenwood Crescent Park Revegetation Rehabilitation | 2017-18 | 180,000 |
| CAB_WR13 | WSUD Retrofit CAB_WR13, Bluebell Street Park, Caboolture | 2016-17 | 887,500 |
| HAY_WR05 | WSUD Retrofit HAY_WR05, Reg Crouch Park | 2016-17 | 384,000 |
| LPR_WR07 | WSUD Retrofit LPR_WR07, Alleena Park | 2016-17 | 891,000 |
| CAB_CW05 | Constructed Wetland CAB_CW05 Sheepstation Creek Park Morayfield | 2017-18 | 1,155,000 |
| BUR_CW02 | Constructed Wetland BUR_CW02, Burpengary Sportsgrounds (Burpengary Greenlinks) | 2017-18 | 1,680,000 |
| HAY_WR15 | WSUD Retrofit HAY_WR15, Lipscombe Road Park (South), Deception Bay | 2017-18 | 450,000 |
| CAB_WR02 | WSUD Retrofit CAB_WR02, Pinegrove St Park | 2017-18 | 854,000 |
| HAY_WR07 | WSUD Retrofit HAY_WR07, Glasshouse Circuit Park, Kallangur | 2017-18 | 425,000 |
| BUR_WR03 | WSUD Retrofit BUR_WR03, Narangba Sports Centre, Narangba | 2017-18 | 529,036 |
| HAY_WR06 | WSUD Retrofit HAY_WR06, Reg Crouch Park | 2017-18 | 261,000 |
| LPR_WR05 | WSUD Retrofit LPR_WR05, Brownwell Street Park, Warner | 2017-18 | 256,000 |



| Item ID | Future infrastructure asset description | Estimated year of completion | Estimated cost (\$) |
|-----------|---|------------------------------|---------------------|
| LPR_WR18 | WSUD Retrofit LPR_WR18, Branch Creek Road Park | 2017-18 | 386,000 |
| CAB_WR12 | WSUD Retrofit CAB_WR12, Lynfield Drive Park | 2023-24 | 992,500 |
| CAB_WR21 | WSUD Retrofit CAB_WR21, Beech Drive Park | 2023-24 | 1,121,000 |
| BUR_CW06 | Constructed Wetland BUR_CW06, Claverton Drive Park & Reserve Burpengary | 2023-24 | 990,000 |
| BUR_WR06a | WSUD Retrofit BUR_WR06a, Femando Street | 2023-24 | 1,040,000 |
| BUR_WR01 | WSUD Retrofit BUR_WR01, Crendon Street | 2023-24 | 696,000 |
| LPR_CW07 | Constructed Wetland LPR_CW07, Henry Road Griffin | 2023-24 | 3,938,000 |
| LPR_WR09 | WSUD Retrofit LPR_WR09, Gary Fulton Park | 2023-24 | 1,155,000 |
| LPR_WR21 | WSUD Retrofit LPR_WR21, Versace Avenue Drainage Reserve | 2023-24 | 672,000 |
| BUR_WR12 | WSUD Retrofit BUR_WR12, Matterhorn Dr Park, Narangba | 2023-24 | 1,444,000 |
| LPR_WR20 | WSUD Retrofit LPR_WR20, Karrajong Drive Park 2, Warner | 2023-24 | 528,000 |
| CAB_CW04 | Constructed Wetland CAB_CW04, King Street Caboolture | 2023-24 | 4,515,000 |
| CAB_CW06 | Constructed Wetland CAB_CW06, Buchanans Road Morayfield | 2023-24 | 1,575,000 |
| UPR_CW01 | Constructed Wetland UPR_CW01, Tullamore Park Dayboro | 2023-24 | 946,000 |
| HAY_WR09 | WSUD Retrofit HAY_WR09, Penson Park | 2023-24 | 2,021,000 |
| CAB_CW11 | Constructed Wetland CAB_CW11, Darley Road Park Caboolture | 2028-29 | 1,260,000 |
| LPR_CW02 | Constructed Wetland LPR_CW02, Piggott Reserve Strathpine | 2028-29 | 440,000 |
| LPR_CW03 | Constructed Wetland LPR_CW03, Normanby Way Strathpine | 2028-29 | 6,720,000 |
| CAB_CW07 | Constructed Wetland CAB_CW07, Visentin Road Morayfield | 2028-29 | 1,470,000 |
| CAB_CW12 | Constructed Wetland CAB_CW12, Caboolture River Road Caboolture | 2028-29 | 1,575,000 |
| LPR_CW01 | Constructed Wetland LPR_CW01, Scouts Crossing Road Park Brendale | 2028-29 | 2,205,000 |
| LPR_CW04 | Constructed Wetland LPR_CW04, Learmonth Street Strathpine | 2028-29 | 1,365,000 |
| LPR_CW06 | Constructed Wetland LPR_CW06, Bells Pocket Rd Strathpine | 2028-29 | 1,617,000 |
| LPR_CW09 | Constructed Wetland LPR_CW09, Wantima Golf | 2028-29 | 1,144,000 |
| LPR_CW11 | Constructed Wetland LPR_CW11, Narrabeen Road Park Albany Creek | 2028-29 | 1,785,000 |
| LPR_CW12 | Constructed Wetland LPR_CW12, Pine Valley Drive Petrie | 2028-29 | 1,890,000 |
| CAB_CW01 | Constructed Wetland CAB_CW01, Childs Road Caboolture | 2028-29 | 6,090,000 |
| CAB_CW03 | Constructed Wetland CAB_CW03, Beerburrum Road Caboolture | 2030-31 | 3,780,000 |
| CAB_CW08 | Constructed Wetland CAB_CW08, Buchanan Road/Weir Road Morayfield | 2030-31 | 2,090,000 |
| CAB_CW13 | Constructed Wetland CAB_CW13, Cobb Road Burpengary | 2030-31 | 462,000 |



| Item ID | Future infrastructure asset description | Estimated year of completion | Estimated cost (\$) |
|----------------------|---|------------------------------|---------------------|
| BUR_CW03 | Constructed Wetland BUR_CW03, Old Bay Road Burpengary | 2030-31 | 1,870,000 |
| BUR_CW04 | Constructed Wetland BUR_CW04, Bassett Road Burpengary | 2030-31 | 2,205,000 |
| LPR_CW10 | Constructed Wetland LPR_CW10, Leitchs Road Brendale | 2030-31 | 1,320,000 |
| CAB_CW02 | Constructed Wetland CAB_CW02, Limburg Avenue Caboolture | 2030-31 | 2,835,000 |
| CAB_CW10 | Constructed Wetland CAB_CW10, Coach Road East Burpengary | 2030-31 | 2,068,000 |
| CAB_CW16 | Constructed Wetland CAB_CW16, Buckley Road Burpengary | 2030-31 | 6,720,000 |
| BUR_CW01 | Constructed Wetland BUR_CW01, Moorina Road Morayfield | 2030-31 | 3,465,000 |
| BUR_CW05 | Constructed Wetland BUR_CW05, Old Gympie Road Burpengary | 2030-31 | 1,166,000 |
| CAB_CW14 | Constructed Wetland CAB_CW14, Lindsay Road Sportsground & adjoining private | 2030-31 | 1,050,000 |
| CAB_CW15 | Constructed Wetland CAB_CW15, Williamson Road Burpengary | 2030-31 | 1,760,000 |
| LPR_CW08 | Constructed Wetland LPR_CW08, Old North Road Strathpine | 2030-31 | 1,428,000 |
| Total Estimated Cost | | | \$94,913,036 |

Table S7.2 Schedule of works – regional stormwater quantity network

| Project ID | Future infrastructure asset description | Estimated year of completion | Total cost |
|------------|---|------------------------------|-------------|
| BC_CU_1 | Branch Creek Crossing Upgrade | 2019 | \$498,768 |
| BS01_PD_1 | Brendale/Strathpine 01 Pipe Drainage | 2020 | \$4,285,082 |
| BS01_PD_2 | Brendale/Strathpine 01 Pipe Drainage | 2020 | \$429,567 |
| BS01_PD_3 | Brendale/Strathpine 01 Pipe Drainage | 2022 | \$1,048,341 |
| BS01_PD_4 | Brendale/Strathpine 01 Pipe Drainage | 2027 | \$2,340,358 |
| BUR_CU_1 | Burpengary Creek Crossing Upgrade | 2015 | \$731,418 |
| BUR_CU_10 | Burpengary Creek Crossing Upgrade | 2017 | \$245,526 |
| BUR_CU_11 | Burpengary Creek Crossing Upgrade | 2017 | \$254,914 |
| BUR_CU_12 | Burpengary Creek Crossing Upgrade | 2017 | \$392,367 |
| BUR_CU_13 | Burpengary Creek Crossing Upgrade | 2017 | \$30,000 |
| BUR_CU_14 | Burpengary Creek Crossing Upgrade | 2020 | \$30,000 |
| BUR_CU_15 | Burpengary Creek Crossing Upgrade | 2021 | \$30,000 |
| BUR_CU_16 | Burpengary Creek Crossing Upgrade | 2021 | \$30,000 |
| BUR_CU_17 | Burpengary Creek Crossing Upgrade | 2017 | \$30,000 |
| BUR_CU_18 | Burpengary Creek Crossing Upgrade | 2017 | \$30,000 |
| BUR_CU_19 | Burpengary Creek Crossing Upgrade | 2017 | \$30,000 |
| BUR_CU_2 | Burpengary Creek Crossing Upgrade | 2014 | \$530,224 |
| BUR_CU_20 | Burpengary Creek Crossing Upgrade | 2017 | \$30,000 |
| BUR_CU_21 | Burpengary Creek Crossing Upgrade | 2017 | \$30,000 |
| BUR_CU_22 | Burpengary Creek Crossing Upgrade | 2018 | \$30,000 |
| BUR_CU_3 | Burpengary Creek Crossing Upgrade | 2014 | \$553,416 |
| BUR_CU_4 | Burpengary Creek Crossing Upgrade | 2014 | \$388,281 |
| BUR_CU_5 | Burpengary Creek Crossing Upgrade | 2015 | \$225,094 |
| BUR_CU_6 | Burpengary Creek Crossing Upgrade | 2015 | \$235,150 |



| Project ID | Future infrastructure asset description | Estimated year of completion | Total cost |
|------------|---|------------------------------|-------------|
| BUR_CU_7 | Burpengary Creek Crossing Upgrade | 2015 | \$658,273 |
| BUR_CU_8 | Burpengary Creek Crossing Upgrade | 2015 | \$446,265 |
| BUR_CU_9 | Burpengary Creek Crossing Upgrade | 2016 | \$257,936 |
| BUR_DB_10 | Burpengary Creek Detention Basin | 2021 | \$235,800 |
| BUR_DB_2 | Burpengary Creek Detention Basin | 2029 | \$120,000 |
| BUR_DB_3 | Burpengary Creek Detention Basin | 2025 | \$628,800 |
| BUR_DB_4 | Burpengary Creek Detention Basin | 2024 | \$1,601,600 |
| BUR_DB_5 | Burpengary Creek Detention Basin | 2021 | \$157,200 |
| BUR_DB_6 | Burpengary Creek Detention Basin | 2018 | \$780,000 |
| BUR_DB_7 | Burpengary Creek Detention Basin | 2021 | \$235,800 |
| BUR_DB_8 | Burpengary Creek Detention Basin | 2021 | \$540,000 |
| BUR_OCW_1 | Burpengary Creek Open Channel Work | 2028 | \$4,338,087 |
| CAB_CU_2 | Caboolture River Crossing Upgrade | 2020 | \$30,000 |
| CAB_CU_4 | Caboolture River Crossing Upgrade | 2018 | \$30,000 |
| CAB_OCW_1 | Caboolture River Open Channel Work | 2026 | \$506,413 |
| CBM_CU_1 | Caboolture Mouth Crossing Upgrade | 2021 | \$30,000 |
| CBM_CU_2 | Caboolture Mouth Crossing Upgrade | 2018 | \$30,000 |
| COU_DB_1 | Coulthards Creek Detention Basin | 2029 | \$1,100,000 |
| COU_DB_2 | Coulthards Creek Detention Basin | 2014 | \$1,730,000 |
| COU_OCW_1 | Coulthards Creek Open Channel Work | 2015 | \$800,000 |
| COU01_PD_1 | Coulthards Creek 01 Pipe Drainage | 2015 | \$454,713 |
| COU01_PD_2 | Coulthards Creek 01 Pipe Drainage | 2013 | \$174,178 |
| CT_CU_3 | Cabbage Tree Creek Crossing Upgrade | 2017 | \$273,658 |
| DEC_DB_2 | Deception Bay Detention Basin | 2018 | \$587,249 |
| DEC_OCW_1 | Deception Bay Open Channel Work | 2018 | \$763,483 |
| DEC_OCW_2 | Deception Bay Open Channel Work | 2015 | \$401,279 |
| FM_CU_1 | Four Mile Creek Crossing Upgrade | 2026 | \$305,816 |
| FM_DB_1 | Four Mile Creek Detention Basin | 2032 | \$549,850 |
| FM_DB_2 | Four Mile Creek Detention Basin | 2023 | \$242,130 |
| FM_DB_3 | Four Mile Creek Detention Basin | 2022 | \$323,554 |
| FW01_PD_1 | Freshwater Creek 01 Pipe Drainage | 2015 | \$1,547,068 |
| FW01_PD_2 | Freshwater Creek 01 Pipe Drainage | 2015 | \$1,734,346 |
| FW01_PD_3 | Freshwater Creek 01 Pipe Drainage | 2031 | \$3,848,580 |
| FW02_PD_1 | Freshwater Creek 02 Pipe Drainage | 2023 | \$912,978 |
| FW02_PD_2 | Freshwater Creek 02 Pipe Drainage | 2030 | \$243,658 |
| FW03_PD_1 | Freshwater Creek 03 Pipe Drainage | 2025 | \$957,495 |
| FW03_PD_2 | Freshwater Creek 03 Pipe Drainage | 2030 | \$1,041,366 |
| GOD_CU_1 | Godwin Beach Crossing Upgrade | 2015 | \$247,651 |
| GOD_CU_10 | Godwin Beach Crossing Upgrade | 2018 | \$30,000 |
| GOD_CU_2 | Godwin Beach Crossing Upgrade | 2020 | \$30,000 |
| GOD_CU_3 | Godwin Beach Crossing Upgrade | 2020 | \$30,000 |
| GOD_CU_4 | Godwin Beach Crossing Upgrade | 2021 | \$30,000 |
| GOD_CU_5 | Godwin Beach Crossing Upgrade | 2018 | \$30,000 |
| GOD_CU_6 | Godwin Beach Crossing Upgrade | 2018 | \$30,000 |
| GOD_CU_7 | Godwin Beach Crossing Upgrade | 2018 | \$30,000 |
| GOD_CU_8 | Godwin Beach Crossing Upgrade | 2018 | \$30,000 |
| GOD_CU_9 | Godwin Beach Crossing Upgrade | 2018 | \$30,000 |
| GR_BS_1 | Griffin Bank Stabilisation | 2017 | \$2,000 |
| GR_BS_2 | Griffin Bank Stabilisation | 2017 | \$10,800 |
| GR_BS_3 | Griffin Bank Stabilisation | 2017 | \$27,000 |



| Project ID | Future infrastructure asset description | Estimated year of completion | Total cost |
|------------|---|------------------------------|-------------|
| GR_BS_4 | Griffin Bank Stabilisation | 2017 | \$11,000 |
| GR_CU_1 | Griffin Crossing Upgrade | 2026 | \$246,355 |
| GR_CU_2 | Griffin Crossing Upgrade | 2027 | \$131,736 |
| GR_CU_3 | Griffin Crossing Upgrade | 2030 | \$122,197 |
| GR_DB_1 | Griffin Detention Basin | 2020 | \$210,000 |
| GR_DB_2 | Griffin Detention Basin | 2023 | \$490,000 |
| GR_DB_3 | Griffin Detention Basin | 2026 | \$410,000 |
| GRE_CU_1 | Gregors Creek Crossing Upgrade | 2017 | \$110,262 |
| GRE_CU_2 | Gregors Creek Crossing Upgrade | 2017 | \$106,682 |
| GRE_CU_3 | Gregors Creek Crossing Upgrade | 2021 | \$30,000 |
| GYM_CU_1 | Gympie Creek Crossing Upgrade | 2015 | \$610,802 |
| GYM_CU_2 | Gympie Creek Crossing Upgrade | 2017 | \$280,983 |
| GYM_CU_3 | Gympie Creek Crossing Upgrade | 2017 | \$507,383 |
| GYM_CU_4 | Gympie Creek Crossing Upgrade | 2018 | \$30,000 |
| GYM_DB_1 | Gympie Creek Detention Basin | 2029 | \$1,383,200 |
| GYM_DB_2 | Gympie Creek Detention Basin | 2028 | \$864,600 |
| KB_BS_1 | Kedron Brook Bank Stabilisation | 2015 | \$507,715 |
| KB_BS_2 | Kedron Brook Bank Stabilisation | 2017 | \$507,715 |
| KB_OCW_1 | Kedron Brook Open Channel Work | 2028 | \$1,154,781 |
| KC_BS_1 | Kingfisher Creek Bank Stabilisation | 2028 | \$176,839 |
| KJC_CU_1 | King John Creek Crossing Upgrade | 2014 | \$284,169 |
| KJC_CU_2 | King John Creek Crossing Upgrade | 2015 | \$316,269 |
| KJC_CU_3 | King John Creek Crossing Upgrade | 2015 | \$263,421 |
| KJC_CU_4 | King John Creek Crossing Upgrade | 2015 | \$288,454 |
| KJC_CU_5 | King John Creek Crossing Upgrade | 2016 | \$231,994 |
| KJC_CU_6 | King John Creek Crossing Upgrade | 2018 | \$30,000 |
| KJC_CU_7 | King John Creek Crossing Upgrade | 2018 | \$30,000 |
| KJC_DB_13 | King John Creek Detention Basin | 2027 | \$795,863 |
| KJC_DB_15 | King John Creek Detention Basin | 2025 | \$530,576 |
| KJC_DB_2 | King John Creek Detention Basin | 2027 | \$3,767,540 |
| LAG_CU_1 | Lagoon Creek Crossing Upgrade | 2015 | \$455,301 |
| LAG_CU_10 | Lagoon Creek Crossing Upgrade | 2019 | \$30,000 |
| LAG_CU_11 | Lagoon Creek Crossing Upgrade | 2019 | \$30,000 |
| LAG_CU_2 | Lagoon Creek Crossing Upgrade | 2015 | \$694,248 |
| LAG_CU_3 | Lagoon Creek Crossing Upgrade | 2016 | \$304,220 |
| LAG_CU_4 | Lagoon Creek Crossing Upgrade | 2016 | \$225,347 |
| LAG_CU_5 | Lagoon Creek Crossing Upgrade | 2017 | \$173,192 |
| LAG_CU_6 | Lagoon Creek Crossing Upgrade | 2017 | \$128,232 |
| LAG_CU_7 | Lagoon Creek Crossing Upgrade | 2017 | \$30,000 |
| LAG_CU_8 | Lagoon Creek Crossing Upgrade | 2018 | \$30,000 |
| LAG_CU_9 | Lagoon Creek Crossing Upgrade | 2018 | \$30,000 |
| LAG_DB_10 | Lagoon Creek Detention Basin | 2018 | \$1,487,327 |
| LAG_DB_11 | Lagoon Creek Detention Basin | 2016 | \$1,569,956 |
| LAG_DB_12 | Lagoon Creek Detention Basin | 2019 | \$1,404,698 |
| LAG_DB_3 | Lagoon Creek Detention Basin | 2026 | \$353,717 |
| LAG_DB_6 | Lagoon Creek Detention Basin | 2023 | \$1,061,151 |
| LAG_DB_7 | Lagoon Creek Detention Basin | 2018 | \$1,836,540 |
| LAG_DB_8 | Lagoon Creek Detention Basin | 2019 | \$1,061,151 |
| LAG_DB_9 | Lagoon Creek Detention Basin | 2019 | \$720,000 |
| LAG_OCW_1 | Lagoon Creek Open Channel Work | 2018 | \$896,210 |



| Project ID | Future infrastructure asset description | Estimated year of completion | Total cost |
|------------|---|------------------------------|-------------|
| LBC_CU_1 | Little Burpengary Creek Crossing Upgrade | 2015 | \$730,548 |
| LBC_CU_10 | Little Burpengary Creek Crossing Upgrade | 2019 | \$30,000 |
| LBC_CU_11 | Little Burpengary Creek Crossing Upgrade | 2019 | \$30,000 |
| LBC_CU_12 | Little Burpengary Creek Crossing Upgrade | 2019 | \$30,000 |
| LBC_CU_13 | Little Burpengary Creek Crossing Upgrade | 2019 | \$30,000 |
| LBC_CU_14 | Little Burpengary Creek Crossing Upgrade | 2019 | \$30,000 |
| LBC_CU_3 | Little Burpengary Creek Crossing Upgrade | 2015 | \$592,696 |
| LBC_CU_5 | Little Burpengary Creek Crossing Upgrade | 2017 | \$284,612 |
| LBC_CU_6 | Little Burpengary Creek Crossing Upgrade | 2017 | \$107,385 |
| LBC_CU_7 | Little Burpengary Creek Crossing Upgrade | 2017 | \$30,000 |
| LBC_CU_8 | Little Burpengary Creek Crossing Upgrade | 2019 | \$30,000 |
| LBC_CU_9 | Little Burpengary Creek Crossing Upgrade | 2019 | \$30,000 |
| LBC_DB_1 | Little Burpengary Creek Detention Basin | 2022 | \$1,820,000 |
| LBC_DB_2 | Little Burpengary Creek Detention Basin | 2022 | \$1,456,000 |
| LBC_DB_3 | Little Burpengary Creek Detention Basin | 2024 | \$786,000 |
| LBC_DB_4 | Little Burpengary Creek Detention Basin | 2029 | \$1,171,390 |
| LBC_DB_6 | Little Burpengary Creek Detention Basin | 2018 | \$420,000 |
| LBC_OCW_1 | Little Burpengary Creek Open Channel Work | 2024 | \$1,217,739 |
| LBC_OCW_2 | Little Burpengary Creek Open Channel Work | 2022 | \$1,433,104 |
| NPR_CU_1 | North Pine River Crossing Upgrade | 2013 | \$830,174 |
| NPR_CU_2 | North Pine River Crossing Upgrade | 2013 | \$830,174 |
| NPR_CU_3 | North Pine River Crossing Upgrade | 2014 | \$830,174 |
| NPR_CU_4 | North Pine River Crossing Upgrade | 2013 | \$830,174 |
| OM_BS_1 | One Mile Creek Bank Stabilisation | 2029 | \$1,370,007 |
| OM_BS_3 | One Mile Creek Bank Stabilisation | 2013 | \$213,704 |
| OM_BS_4 | One Mile Creek Bank Stabilisation | 2014 | \$213,704 |
| P01_PD_1 | Petrie 01 Pipe Drainage | 2013 | \$1,947,726 |
| P01_PD_2 | Petrie 01 Pipe Drainage | 2021 | \$797,499 |
| P01_PD_3 | Petrie 01 Pipe Drainage | 2032 | \$2,035,217 |
| PE_DB_1 | Petrie Detention Basin | 2028 | \$210,000 |
| SAL_CU_3 | Saltwater Creek Crossing Upgrade | 2013 | \$81,153 |
| SAL_CU_4 | Saltwater Creek Crossing Upgrade | 2013 | \$27,051 |
| SPR_CU_1 | South Pine River Crossing Upgrade | 2027 | \$81,931 |
| SPR_CU_2 | South Pine River Crossing Upgrade | 2024 | \$438,911 |
| SPR_CU_3 | South Pine River Crossing Upgrade | 2024 | \$402,036 |
| SPR_CU_4 | South Pine River Crossing Upgrade | 2026 | \$516,414 |
| SPR_CU_5 | South Pine River Crossing Upgrade | 2024 | \$136,517 |
| SPR_CU_6 | South Pine River Crossing Upgrade | 2017 | \$1,014,612 |
| SPR_CU_7 | South Pine River Crossing Upgrade | 2027 | \$659,290 |
| SPR_CU_8 | South Pine River Crossing Upgrade | 2019 | \$512,268 |
| SPR_CU_9 | South Pine River Crossing Upgrade | 2023 | \$3,090,127 |
| SSC_CU_1 | Sheepstation Creek Crossing Upgrade | 2015 | \$484,369 |
| SSC_CU_10 | Sheepstation Creek Crossing Upgrade | 2025 | \$30,000 |
| SSC_CU_11 | Sheepstation Creek Crossing Upgrade | 2025 | \$30,000 |
| SSC_CU_2 | Sheepstation Creek Crossing Upgrade | 2015 | \$361,287 |
| SSC_CU_3 | Sheepstation Creek Crossing Upgrade | 2015 | \$579,018 |
| SSC_CU_4 | Sheepstation Creek Crossing Upgrade | 2016 | \$280,764 |
| SSC_CU_5 | Sheepstation Creek Crossing Upgrade | 2017 | \$158,541 |
| SSC_CU_6 | Sheepstation Creek Crossing Upgrade | 2020 | \$30,000 |
| SSC_CU_7 | Sheepstation Creek Crossing Upgrade | 2020 | \$30,000 |



| Project ID | Future infrastructure asset description | Estimated year of completion | Total cost |
|----------------------|---|------------------------------|---------------|
| SSC_CU_8 | Sheepstation Creek Crossing Upgrade | 2020 | \$30,000 |
| SSC_CU_9 | Sheepstation Creek Crossing Upgrade | 2021 | \$30,000 |
| SSC_DB_1 | Sheepstation Creek Detention Basin | 2025 | \$707,400 |
| SSC_DB_3 | Sheepstation Creek Detention Basin | 2015 | \$1,528,800 |
| SSC_DB_4 | Sheepstation Creek Detention Basin | 2025 | \$480,000 |
| SSC_DB_5 | Sheepstation Creek Detention Basin | 2022 | \$2,074,830 |
| SSC_DB_6 | Sheepstation Creek Detention Basin | 2024 | \$471,600 |
| SSC_OCW_1 | Sheepstation Creek Open Channel Work | 2020 | \$2,328,316 |
| SSC_OCW_2 | Sheepstation Creek Open Channel Work | 2016 | \$3,376,601 |
| SWC_DB_1 | Saltwater Creek Detention Basin | 2020 | \$8,558,094 |
| SWC_DB_2 | Saltwater Creek Detention Basin | 2019 | \$2,338,255 |
| SWC_DB_3 | Saltwater Creek Detention Basin | 2018 | \$4,777,063 |
| SWC_DB_4 | Saltwater Creek Detention Basin | 2017 | \$2,798,251 |
| SWC_DB_5 | Saltwater Creek Detention Basin | 2016 | \$2,362,903 |
| SWC_DB_6 | Saltwater Creek Detention Basin | 2021 | \$5,580,675 |
| TG_CU_1 | Todds Gully Crossing Upgrade | 2019 | \$719,137 |
| TG_CU_2 | Todds Gully Crossing Upgrade | 2022 | \$227,716 |
| TG_CU_3 | Todds Gully Crossing Upgrade | 2027 | \$492,772 |
| TG_CU_4 | Todds Gully Crossing Upgrade | 2030 | \$85,745 |
| TG_OCW_1 | Todds Gully Open Channel Work | 2013 | \$209,345 |
| TG_OCW_2 | Todds Gully Open Channel Work | 2014 | \$216,604 |
| WAR_CU_3 | Wararba Creek Crossing Upgrade | 2017 | \$313,301 |
| Total estimated cost | | | \$137,605,082 |

Table S7.3 Schedule of works – local government roads network

| Item ID | Future infrastructure asset location | Future infrastructure asset description | Funding | Estimated year of completion | Estimated cost (\$) |
|---------|--------------------------------------|--|---------|------------------------------|---------------------|
| RD01 | Youngs Crossing Road, Joyner | Intersection and Corridor Upgrade. Oxford Street to Francis Road widening | MBRC | 2016 | \$9,918,355 |
| RD02 | Oakey Flat Road, Morayfield | Intersection and Corridor Upgrade. Morayfield Road to Clark Road intersection upgrade and localised widening | MBRC | 2016 | \$8,583,300 |
| RD04 | Dohles Rocks Road, Kallangur | Duplication of Dohles Rocks Road between School Road and Ogg Road, associated with the MBRL proposals | MBRL | 2016 | \$7,700,000 |
| RD07 | Old North Road, Warner | Duplication of Old North Road and intersection upgrades – South Pine to Kremzow | MBRC | 2016 | \$8,725,000 |
| RD27 | South Pine Road, Everton Hills | Duplication of South Pine Road between Camelia Avenue and Queens Road | MBRC | 2016 | \$11,500,000 |
| RD32 | Leitchs Road, Brendale | Realignment Kremzow Road to Stanley Street, 2 lanes, undivided | MBRC | 2016 | \$27,512,281 |



| Item ID | Future infrastructure asset location | Future infrastructure asset description | Funding | Estimated year of completion | Estimated cost (\$) |
|---------|--|--|---------|------------------------------|---------------------|
| INT01 | Old Gympie Road/Macarthur Drive, Kallangur | Localised widening and intersection signalisation | MBRC | 2016 | \$1,009,800 |
| INT02 | Old Gympie Road/Hughes Road, Kallangur | Intersection signalisation | MBRC | 2016 | \$374,000 |
| INT03 | Anderson Road/Lindsay Road, Morayfield | Localised widening and intersection signalisation | MBRC | 2016 | \$1,477,300 |
| INT29 | Welsby Parade/Kangaroo Avenue, Bongaree | Intersection works to improve safety and amenity | MBRC | 2016 | \$985,000 |
| RD03 | Mango Hill Ring Road, Mango Hill | New corridor for local connectivity | MBRC | 2016 | \$90,060,000 |
| RD05 | Dohles Rocks Road, Murrumba Downs | Goodrich Road to Castle Hill Drive, Bruce Highway intersection upgrade and road widening | MBRC | 2016 | \$2,385,000 |
| INT31 | Smiths Road, Del Rosso Road intersection, Caboolture | Upgrade of existing signals to improve safety for pedestrians | MBRC | 2017 | \$220,000 |
| INT24 | Bunya Road/Jinker Track, Bunya | Upgrade of intersection to signals | MBRC | 2018 | \$1,100,000 |
| RD33 | Eastern Collector Road, Strathpine | Learmonth Street to Flynn Lane corridor | MBRC | 2018 | \$650,000 |
| RD08 | Old North Road, Warner | Duplication of Old North Road and intersection upgrades – Lavarack to Kremzow | MBRC | 2019 | \$6,290,000 |
| RD30 | Old North Road, Warner | Duplication of Old North Road and intersection upgrades – Lavarack to Everest | MBRC | 2019 | \$5,740,000 |
| RD31 | Boundary Road, North Lakes | Duplication of Boundary Road – Bruce Highway to NSUA | MBRC | 2019 | \$590,000 |
| INT33 | Samsonvale Road/Kentwood Drive | Intersection upgrade including approach lanes between Dundee Street and Elmwood Drive for capacity and drainage improvements | MBRC | 2019 | 1,620,000 |
| INT04 | Burpengary Road/New Settlement Road, Burpengary | Signalisation, Bridge Works and localised widening | MBRC | 2021 | \$22,533,500 |
| INT05 | South Pine Road/Camelia Avenue, Everton Hills | Intersection reconfiguration and upgrade to Signals | MBRC | 2021 | \$4,039,200 |
| INT06 | Samsonvale Road/Lavarack Road, Bray Park | Upgrade to Signals | MBRC | 2021 | \$691,900 |



| Item ID | Future infrastructure asset location | Future infrastructure asset description | Funding | Estimated year of completion | Estimated cost (\$) |
|---------|---|---|---------|------------------------------|---------------------|
| INT07 | Kremzow Road/Leitchs Road, Brendale | Upgrade to Signals | MBRC | 2021 | \$1,150,050 |
| INT08 | South Pine Road/Plucks Road, Arana Hills | Upgrade to Signals | MBRC | 2021 | \$1,009,800 |
| RD09 | Graham Rd, Morayfield | Lomandra Drive to Buchanan Road Duplication | MBRC | 2021 | \$5,040,693 |
| RD10 | Buchanan Road, Morayfield | Morayfield Road to Bruce Highway intersection upgrade and localised widening, including new rail bridge | MBRC | 2021 | \$87,840,000 |
| RD11 | Caboolture River Rd , Morayfield/Upper Caboolture | Grant Road to Morayfield Road intersection upgrade and localised widening | MBRC | 2021 | \$23,563,695 |
| 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 | MBRC | 2021 | \$80,160,000 |
| 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 (subject to state and federal funding) | MBRC | 2023 | \$83,000,000 |
| INT11 | Boundary Road/Narangba Road, Dakabin | Localised widening and intersection signalisation | MBRC | 2026 | \$4,824,600 |
| RD14 | Lindsay Rd, Morayfield | Morayfield Rd to O'Brien Road intersection upgrade and localised widening | MBRC | 2026 | \$2,150,500 |
| RD15 | Old Gympie Road, Dakabin - Kallangur | Boundary Road to Anzac Ave intersection upgrade and localised widening | MBRC | 2026 | \$28,498,800 |
| RD16 | Burpengary Road and Station Road, Burpengary | O'Brien Road to Rosehill Drive intersection upgrade and localised widening | MBRC | 2026 | \$4,693,700 |
| RD17 | Cundoot Creek, South Caboolture | New 2 lane arterial road between Buchanan Road and Lower King Street | MBRC | 2031 | \$53,538,200 |
| RD18 | Brown Street, Caboolture | New 2 Lane Sub-Arterial Road between Ardrossan Rd and Pettigrew Street | MBRC | 2031 | \$23,503,900 |
| INT12 | Mewett Street/Lee Street/Summerfields Drive, Caboolture | Reconfiguration and signalisation of intersection | MBRC | 2031 | \$374,000 |
| INT13 | Oakey Flat Road/Burbury Road, Morayfield | Localised widening and intersection signalisation | MBRC | 2031 | \$7,143,400 |



| Item ID | Future infrastructure asset location | Future infrastructure asset description | Funding | Estimated year of completion | Estimated cost (\$) |
|-----------------------|--------------------------------------|--|---------|------------------------------|---------------------|
| RD33 | Eastern Collector Road, Strathpine | Learmonth Street to Flynn Lane new road and bridge and two new intersections | MBRC | 2026 | \$5,251,106 |
| Total estimated costs | | | | | \$625, 416, 186 |

Table S7.4 Schedule of works – active transport network

| Item ID | Future infrastructure asset location | Future infrastructure asset description | Funding | Estimated year of completion | Estimated cost (\$) |
|---------|---|---|---------|------------------------------|---------------------|
| CN2(b) | Pumicestone Road, Caboolture North | D'Aguilar Highway to Reserve Drive, as part of planned road improvements. Includes on-road bike lanes | MBRC | 2016 | \$2,100,000 |
| CN1(a) | Dances Road, Caboolture North | D'Aguilar Highway to Cottrill Road. Includes on-road bike lanes | MBRC | 2016 | \$754,187 |
| CN1(b) | Pumicestone Road Old Gympie Road intersection, Caboolture North | Upgrade Pumicestone Road/Old Gympie Road intersection, including active transport priority and crossings | MBRC | 2016 | \$76,268 |
| Cab2(a) | Rowe and Bury Streets, Caboolture | Rowe Street Upgrade connecting McKean Street and Hayes Street. Provide path along Bury Street drain | MBRC | 2016 | \$1,045,637 |
| Cab2(b) | McKean Street, Caboolture | Beerburum Road to Manley Street. Path widening and on-street bike lanes | MBRC | 2016 | \$385,956 |
| Cab3 | Matthew Terrace, Caboolture | Associated with station precinct re-development | MBRC | 2016 | \$940,000 |
| Cab5(a) | Hasking Street/George Street, Caboolture | Hasking Street George Street (between Hasking Street and King Street). Includes on street bike lanes | MBRC | 2016 | \$440,000 |
| Cab5(c) | Hasking Street to East Street, Caboolture | New midblock connection through post office site | MBRC | 2016 | \$40,008 |
| Cab6 | King Street, Caboolture | Boulevard treatment between George Street and Beerburum Road. Including mid-block connection between King Street and Elliott Street | MBRC | 2016 | \$174,901 |
| Cab7 | Elliott Street, Caboolture | Elliott Street and Morayfield Rd between King Street and Caboolture River | MBRC | 2016 | \$2,050,000 |



| Item ID | Future infrastructure asset location | Future infrastructure asset description | Funding | Estimated year of completion | Estimated cost (\$) |
|----------|---|--|---------|------------------------------|---------------------|
| CabS1(a) | Morayfield Road, Morayfield | Caboolture River to Market Drive. Includes on-road bike lanes | MBRC | 2016 | \$270,297 |
| CabS1(b) | Morayfield Road, Morayfield | Caboolture River Road to Station Road | MBRC | 2016 | \$136,852 |
| 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 | MBRC | 2016 | \$2,420,000 |
| BE4 | Burpengary Road, Burpengary | On-road bike lanes from Crendon Street to Henderson Road. Associated with planned road improvements | MBRC | 2016 | \$460,718 |
| N1 | Omara Road, Narangba | Continuation of shared path along Omara Rd reserve, including crossing of New Settlement Road | MBRC | 2016 | \$264,994 |
| K1 | Anzac Ave, Kallangur | Boulevard Treatment from School Rd to Duffield Rd | MBRC | 2016 | \$424,395 |
| K2 | Narangba Road/Anzac Ave, Kallangur | On-Road bike lanes from Hanlon Road to Anzac Ave, including intersection improvements at Anzac Ave. | MBRC | 2016 | \$161,792 |
| NL2(a) | North Lakes Drive/Discovery Drive, North Lakes | New off-road path from North Lakes Drive to Discovery Drive. | MBRC | 2016 | \$200,042 |
| DB6 | Bay Ave, Deception Bay | Boulevard treatment, path widening and crossings | MBRC | 2016 | \$1,090,000 |
| St1 | South Pine Road Rail Crossing, Brendale | Improve facilities at rail crossing and approaches | MBRC | 2016 | \$75,788 |
| St3 | South Pine River Shared Path, Strathpine | Re-instate and upgrade flood affected sections of path | MBRC | 2016 | \$100,021 |
| St4(a) | Samsonvale Road, Bray Park | Upgraded shared path from Rail Crossing to Bland Street, including rationalisation of roadspace across bridge | MBRC | 2016 | \$101,594 |
| St5 | Bells Pocket Road, Bray Park | Gympie Road to Robel Street including intersection with Gympie Road and crossings | MBRC | 2016 | \$270,000 |
| HD4 | Chinook Street, Everton Hills | Provide off-road path linking existing Cabbage Tree Creek corridor with Old Northern Road pathway | MBRC | 2016 | \$74,362 |



| Item ID | Future infrastructure asset location | Future infrastructure asset description | Funding | Estimated year of completion | Estimated cost (\$) |
|---------|--|--|---------|------------------------------|---------------------|
| Cab5(b) | George Street, Caboolture | George Street between Hasking Street and Bertha Street. Includes on street bike lanes | MBRC | 2016 | \$70,032 |
| Cab2(c) | Bury Street, Caboolture | Lang Street to Manley Street | MBRC | 2021 | \$348,407 |
| Cab8 | Lynfield Dr/Warner Street, Caboolture | Lynfield Dr between Yaldara Ave and Warner Street, including Warner Street to Watt Street. including on-road bike lanes | MBRC | 2021 | \$758,458 |
| Cab9 | Lower King Street, Caboolture | Mewett Street to Bruce Highway. Includes on-road bike lanes | MBRC | 2021 | \$1,231,381 |
| CabS3 | Caboolture River Road, Morayfield | Cresthaven Drive to Morayfield Road. Includes on-road bike lane as part of planned road improvements | MBRC | 2021 | \$536,582 |
| CabE1 | Bribie Island Road, Caboolture | Highway crossing and access to airport industrial estate. Includes access to Beachmere Rd | MBRC | 2021 | \$379,590 |
| N2 | New Settlement Road, Narangba | New shared path between Young Road and Banyan Street, connecting to off-road facilities | MBRC | 2021 | \$284,503 |
| 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 | MBRC | 2021 | \$505,097 |
| K4 | Ogg Road/McCintock Drive, Murrumba Downs | New path on eastern side from Goodfellows Road to Brays Road | MBRC | 2021 | \$396,572 |
| K5 | Marsden Road, Kallangur | On-road bike lanes between Narangba Road and Anne Street | MBRC | 2021 | \$201,864 |
| P1 | Young Street, Petrie | Bicycle awareness marking | MBRC | 2021 | \$65,563 |
| P2 | Rue Montaigne, Petrie | On-road bike lanes between Frenchs Road to Woonara Drive (connects to off-road paths) | MBRC | 2021 | \$162,181 |
| P3 | Frenchs Road, Petrie | On-road bike lanes and intersection upgrades between Beeville Rd and Rue Montaigne | MBRC | 2021 | \$268,262 |
| G1 | Brays Road, Griffin | Wellington Road to Cairns Road including Bruce Highway overbridge | MBRC | 2021 | \$10,535,389 |



| Item ID | Future infrastructure asset location | Future infrastructure asset description | Funding | Estimated year of completion | Estimated cost (\$) |
|---------|---|--|---------|------------------------------|---------------------|
| NL1 | North Lakes Drive, North Lakes | Active transport priority and crossings from Memorial Drive to Kerr Road East | MBRC | 2021 | \$640,000 |
| NL2(b) | Discovery Drive/Halpine Drive, Mango Hill | Path upgrade and on-road bike lanes along Discovery Drive and Halpine Drive, including Anzac Ave intersection | MBRC | 2021 | \$6,150,000 |
| St2 | Railway Avenue, Strathpine | Upgrade path and provide bicycle awareness from Samsonvale Road to Hall Street | MBRC | 2021 | \$880,000 |
| St4(b) | Samsonvale Road, Bray Park | Upgrade substandard sections of path between Bland Street and Old North Road | MBRC | 2021 | \$808,406 |
| St6 | Dorothy Street Precinct, Strathpine | New link between Flynn Ln and Learmonth Street associated with a new road proposal | MBRC | 2021 | \$270,057 |
| 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 | MBRC | 2021 | \$616,878 |
| St7(b) | Leitchs Road, Brendale | New path and on-road bike lanes between South Pine Road and Cribb Road | MBRC | 2021 | \$882,045 |
| AC1 | Albany Creek Road, Albany Creek | Connection of off-road path on Albany Creek Road to Albany Creek Service Road (Keong Rd to Wruck Cres) | MBRC | 2021 | \$274,618 |
| 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 | MBRC | 2021 | \$274,618 |
| HD5 | Ferny Way, Ferny Hills | Provide on-road bike lanes | MBRC | 2021 | \$55,211 |
| 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. | MBRC | 2021 | \$408,000 |



| Item ID | Future infrastructure asset location | Future infrastructure asset description | Funding | Estimated year of completion | Estimated cost (\$) |
|----------|---|--|---------|------------------------------|---------------------|
| CabS4 | Walkers Road, Morayfield | Creek Crossing upgrade and on-road bike lane between Fennell Ct and Koala Drive | MBRC | 2026 | \$1,829,401 |
| CabS5 | Grogan Road, Morayfield | Path upgrade to Aquatic Centre. Including bicycle awareness on Grogan Road | MBRC | 2026 | \$183,155 |
| CabS6 | Wimbledon Drive, Morayfield | Provide short-cut to school | MBRC | 2026 | \$75,788 |
| CabE2(a) | Coach Road East, Burpengary East | Path upgrade and on-road bike lanes Between North East Business Park and Eastern Service Road | MBRC | 2026 | \$4,010 |
| CabE2(b) | Buckley Road, Burpengary East | Path upgrade and on-road bike lanes Between North East Business Park and Eastern Service Road | MBRC | 2026 | \$3,000,000 |
| NL3 | Memorial Drive/Discovery Drive, North Lakes | Formalise on-road bike lanes from North Lakes Drive to Davenport Parade, addressing conflict points | MBRC | 2026 | \$172,533 |
| NL4 | Saltwater Creek Connection, North Lakes | Upgrade path on Bounty Bvd Provide new shared path across Saltwater Creek between Bounty Bvd to Moreton Downs Drive (Deception Bay) | MBRC | 2026 | \$3,170,000 |
| DB1 | Moreton Downs Drive, Deception Bay | Path widening and on-road bike lanes between Arina Place and Deception Bay Road | MBRC | 2026 | \$596,935 |
| 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 | MBRC | 2026 | \$544,879 |
| 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 | MBRC | 2026 | \$526,315 |
| St7(c) | Leitchs Road, Albany Creek | New river crossing and approaches to Leitchs Rd S | MBRC | 2026 | \$12,271,077 |
| BE3(a) | Station Road/Progress Road, Burpengary | Intersection improvements at Station Road and path across Old Gympie Road and Bruce Highway | MBRC | 2031 | \$14,720,000 |



| Item ID | Future infrastructure asset location | Future infrastructure asset description | Funding | Estimated year of completion | Estimated cost (\$) |
|-----------------------|--|--|---------|------------------------------|---------------------|
| BE3(b) | Arthur Drewett Drive, Burpengary | Bruce Highway overbridge to Old Bay Road | MBRC | 2031 | \$530,352 |
| BR1 | Bestmann Road East/Bribie Island Road, Sandstone Point | Upgrade footpaths and provide on-road bike lanes along Bestmann Road and Bribie Island Road approaches to Bribie Island Bridge | MBRC | 2031 | \$58,362 |
| Total estimated costs | | | | | \$78,744,333 |

Table S7.5 Schedule of works – parks network

| Local Catchment | PIP ID | Park Name | Park Type | Solution | Timing | Cost (Embellishments) | Cost (Land) |
|-------------------------------|--------|--------------------------------------|---------------------|--------------------------|-----------|-----------------------|-------------|
| Dayboro | OS-09 | Dayboro District Civic | District Civic | New Land & Embellishment | 2017-2021 | \$732,820 | \$325,297 |
| Caboolture Central | OS-23 | Caboolture Civic District | District Civic | New Land & Embellishment | 2012-2016 | \$368,872 | \$472,595 |
| Burpengary | OS-61 | Burpengary District Civic | District Civic | New Land & Embellishment | 2017-2021 | \$732,820 | \$239,443 |
| Strathpine North | OS-62 | Warner District Civic | District Civic | New Land & Embellishment | 2017-2021 | \$732,820 | \$275,177 |
| Albany Creek | OS-63 | Albany Creek District Civic | District Civic | New Land & Embellishment | 2017-2021 | \$732,820 | \$101,806 |
| Kallangur | OS-49 | Reserve (Anzac Avenue) - Kallangur | District Civic | Upgrade | 2017-2021 | \$732,820 | \$0 |
| Bongaree | OS-60 | Brennan Park | District Civic | Upgrade | 2017-2021 | \$732,820 | \$0 |
| Bongaree | OS-14 | Bellara District Foreshore | District Foreshore | Upgrade | 2017-2021 | \$593,136 | \$0 |
| Bongaree | OS-15 | Solander Esplanade Park | District Foreshore | Upgrade | 2017-2021 | \$483,655 | \$0 |
| Kallangur | OS-50 | Murrumba Downs District Recreation | District Recreation | New Land | 2022-2031 | \$0 | \$322,178 |
| Strathpine North | OS-10 | Bray Park District Recreation | District Recreation | New Land & Embellishment | 2017-2021 | \$1,365,390 | \$5,529,340 |
| Strathpine North | OS-11 | Warner District Recreation | District Recreation | New Land & Embellishment | Await DA | \$1,365,390 | \$396,404 |
| Caboolture South / Morayfield | OS-21 | Morayfield District Recreation | District Recreation | New Land & Embellishment | Await DA | \$1,365,390 | \$160,112 |
| Caboolture South / Morayfield | OS-22 | Caboolture South District Recreation | District Recreation | New Land & Embellishment | Await DA | \$1,365,390 | \$655,604 |
| Dakabin | OS-35 | Dakabin District Recreation | District Recreation | New Land & Embellishment | Await DA | \$1,365,390 | \$114,363 |
| Narangba | OS-36 | Narangba District Recreation | District Recreation | New Land & Embellishment | 2022-2031 | \$1,365,390 | \$3,705,142 |
| Caboolture North | OS-43 | Caboolture District Recreation | District Recreation | New Land & Embellishment | 2012-2016 | \$1,365,390 | \$3,705,142 |



| Local Catchment | PIP ID | Park Name | Park Type | Solution | Timing | Cost (Embellishments) | Cost (Land) |
|-------------------------------|--------|--|---------------------|--------------------------|-----------|-----------------------|--------------|
| Caboolture South / Morayfield | OS-45 | Morayfield District Recreation | District Recreation | New Land & Embellishment | 2022-2031 | \$1,365,390 | \$3,705,146 |
| Caboolture South / Morayfield | OS-05 | Brodies Park (North) | District Recreation | Upgrade | 2017-2021 | \$37,412 | \$0 |
| Petrie Village | OS-13 | Sweeney Reserve | District Recreation | Upgrade | 2012-2016 | \$250,000 | \$0 |
| Deception Bay / Rothwell | OS-16 | Deception Bay Community Centre | District Recreation | Upgrade | 2022-2031 | \$629,056 | \$0 |
| Kallangur | OS-20 | Blatchford Sporting & Recreation Reserve | District Recreation | Upgrade | 2022-2031 | \$865,412 | \$0 |
| Caboolture South / Morayfield | OS-46 | Parkridge Estate Park | District Recreation | Upgrade | 2012-2016 | \$905,856 | \$0 |
| Caboolture South / Morayfield | OS-47 | Platypus Creek Environmental Reserve | District Recreation | Upgrade | 2012-2016 | \$236,856 | \$0 |
| Caboolture West | OS-03 | Wamuran District Sport | District Sport | New Land & Embellishment | 2022-2031 | \$4,800,000 | \$2,836,755 |
| North Lakes / Mango Hill | OS-08 | North Lakes District Sport | District Sport | New Land & Embellishment | Await DA | \$1,900,000 | \$26,285,714 |
| Caboolture South / Morayfield | OS-26 | Morayfield District Sport | District Sport | New Land & Embellishment | 2017-2021 | \$5,000,000 | \$5,000,000 |
| Dayboro | OS-27 | Dayboro District Sport | District Sport | New Land & Embellishment | Await DA | \$5,544,000 | \$3,416,000 |
| Woodford | OS-28 | Woodford District Sport | District Sport | New Land & Embellishment | 2022-2031 | \$7,872,742 | \$68,619 |
| Dakabin | OS-07 | Bob Brock Park | District Sport | Upgrade | 2017-2021 | \$500,000 | \$0 |
| Caboolture South / Morayfield | OS-18 | Petersen Road Sportsgrounds | District Sport | Upgrade | 2012-2016 | \$420,000 | \$0 |
| The Hills District | OS-19 | James Drysdale Reserve | District Sport | Upgrade | 2017-2021 | \$12,208,000 | \$0 |
| Samford | OS-41 | Samford Parklands | District Sport | Upgrade | 2017-2021 | \$15,000,000 | \$0 |
| Narangba | OS-52 | Harris Avenue Sportsgrounds | District Sport | Upgrade | 2012-2016 | \$5,848,200 | \$0 |
| Bongaree | OS-64 | Bribie Island Sports Complex | District Sport | Upgrade | 2012-2016 | \$600,000 | \$0 |
| Samford | OS-02 | Alan Cash Park | District Sport | Upgrade | 2022-2031 | \$400,000 | \$0 |
| Coastal Lowlands | OS-12 | Toorbul Community And Sports Centre | District Sport | Upgrade | 2012-2016 | \$500,000 | \$0 |
| Deception Bay / Rothwell | OS-30 | Zammit Street Sportsgrounds | District Sport | Upgrade | 2017-2021 | \$500,000 | \$0 |
| Beachmere | OS-33 | Beachmere Sportsgrounds | District Sport | Upgrade | 2012-2016 | \$1,296,000 | \$0 |
| Strathpine North | OS-54 | Rob Akers Reserve | District Sport | Upgrade | 2017-2021 | \$1,100,000 | \$0 |
| Strathpine North | OS-57 | Strathpine Civic Regional | Regional Civic | Upgrade | 2017-2021 | \$2,132,858 | \$0 |



| Local Catchment | PIP ID | Park Name | Park Type | Solution | Timing | Cost (Embellishments) | Cost (Land) |
|-------------------------------|--------|---|---------------------|--------------------------|-----------|-----------------------|--------------|
| North Lakes / Mango Hill | OS-58 | North Lakes Town Common | Regional Civic | Upgrade | 2017-2021 | \$2,558,298 | \$0 |
| Woorim | OS-29 | Woorim Foreshore | Regional Foreshore | Upgrade | 2022-2031 | \$1,000,000 | \$0 |
| Strathpine North | OS-56 | Strathpine Regional Recreation | Regional Recreation | New Land & Embellishment | 2022-2031 | \$1,135,530 | \$373,460 |
| Caboolture Central | OS-04 | Caboolture Sports Centre | Regional Recreation | Upgrade | 2017-2021 | \$2,100,000 | \$0 |
| Strathpine North | OS-37 | Pine Rivers Park | Regional Recreation | Upgrade | 2022-2031 | \$1,089,512 | \$0 |
| Samford | OS-42 | Samford Parklands | Regional Recreation | Upgrade | 2012-2016 | \$5,301,040 | \$0 |
| Caboolture South / Morayfield | OS-48 | CREEC | Regional Recreation | Upgrade | 2017-2021 | \$1,885,410 | \$0 |
| Caboolture Central | OS-59 | 94 Lower King Street, Caboolture | Regional Recreation | Upgrade | 2022-2031 | \$1,062,800 | \$0 |
| Petrie Village | OS-66 | Old Petrie Town | Regional Recreation | Upgrade | 2012-2016 | \$672,273 | \$0 |
| Caboolture South / Morayfield | OS-39 | Moreton Bay Central Leisure And Sports Centre | Regional Sport | Upgrade | 2017-2021 | \$40,596,327 | \$0 |
| Strathpine North | OS-44 | South Pine Sporting Complex | Regional Sport | Upgrade | 2012-2016 | \$40,000,000 | \$0 |
| Rural South | OS-38 | Kurwongbah Specific Use Sport | Specific Use Sport | New Land & Embellishment | 2017-2021 | \$0 | \$2,500,000 |
| Strathpine North | OS-40 | Nolan Park | Specific Use Sport | Upgrade | 2012-2016 | \$4,633,849 | \$0 |
| Griffin | OS-67 | Elizabeth Road Park | District sport | Upgrade | 2022-2031 | \$12,000,000 | \$0 |
| Total estimated cost | | | | | | \$199,347,131 | \$60,188,296 |



Table S7.6 Schedule of works – land community facilities network

| Map no | Item ID | Future infrastructure asset description | Estimated year of completion | Estimated cost (\$) |
|----------------------------------|---------|---|------------------------------|---------------------|
| Morayfield | CI-1 | Land for a new Local Community Centre (5,000m ²). | 2014/15 | \$375,000 |
| Albany Creek & Central Pine West | CI-4 | Land for a new Youth Centre (10,000m ² or adjoining open space). | 2018/19 | \$850,000 |
| Caboolture Central | CI-5 | Land for a new Youth Centre (10,000m ² or adjoining open space). | 2018/19 | \$750,000 |
| Total estimated cost | | | | \$1,975,000 |



Schedule 8: Method for re-calculating establishment cost (Land Contribution)

The following methodology will be followed when recalculating the value of a Land Contribution.

(1) The establishment cost of trunk infrastructure that is land must be determined using the before and after method for estimating the current market value of land (the before and after method of valuation). The before and after method of valuation must be given effect through the following procedural requirements:

- a. The applicant, at their own cost, must provide to the Local Government a valuation of the specified land undertaken by a certified practicing valuer using the before and after method of valuation (the valuation).
- b. The Local Government may accept the valuation.
- c. If the Local Government accepts the valuation, the valuation is the establishment cost of the infrastructure.
- d. If the Local Government does not accept the valuation provided by the applicant, it must, at its own cost, have a valuation undertaken by a certified practicing valuer.
- e. If the Local Government rejected the valuation provided by the applicant, it must provide written notice to the applicant and propose a new valuation and its reasons for doing so.
- f. Where a written notice of the Local Government's proposed valuation has been given, the applicant may negotiate and agree with the Local Government regarding a valuation. The agreed valuation is the establishment cost of the infrastructure.
- g. If agreement cannot be reached, the Local Government must have a valuation undertaken by an independent, certified practicing valuer to assess the market value of the specified land.

The independent, certified practicing valuer is to be appointed by the Local Government, in its discretion, in consultation with the applicant. The Local Government will request the applicant provide two valuers for the Local Government's consideration. The cost of this independent assessment is to be equally shared between the Local Government and the applicant.

The amended valuation determined by the independent certified practicing valuer is the establishment cost of the infrastructure.

- h. The Local Government must give an amended ICN to the applicant stating:
 - i. the value of the establishment cost of the infrastructure which has been indexed to the date it is stated in the amended ICN.



- ii. that the establishment cost of the infrastructure stated in the amended ICN is indexed from the date that it is stated in the amended ICN to the date it is to be offset against the levied charge.
- (2) The specific inclusions for determining the establishment cost of the land component of an infrastructure contribution are limited to the value of the land:
- (a) Registration fees
 - (b) Stamp Duty;
 - (c) Legal fees associated with preparing a registration documents.
- (3) The specific exclusions for determining the establishment cost of the land component of an infrastructure item are:
- (a) Application fees to Council or any other entity;
 - (b) Valuation fees;
 - (c) Costs associated with the preparation of a survey plan including actual survey;
 - (d) Applicant's Project Management or negotiation costs;
 - (e) Costs associated with having the land comply with statutory obligations such as being free of noxious weeds prior to the transfer / dedication;
 - (f) Costs associated with having the land cleared of waste (construction / domestic or non-domestic) on the land prior to the transfer / dedication; and
 - (g) Contingency;
 - (h) Goods and Services Tax.



Schedule 9: Method for re-calculating establishment cost (Work Contribution)

- (1) The following methodology will be followed when recalculating the value of a Work Contribution:
 - a. The Local Government must provide to the applicant the scope of works including the standard to which the trunk infrastructure is to be provided and the location of the trunk infrastructure (the scope of works).
 - b. The applicant must, at their cost, provide to the Local Government:
 - i. a bill of quantities for the design, construction and commissioning of the trunk infrastructure in accordance with the scope of works (the bill of quantities).
 - ii. a first principles estimate prepared by a qualified and registered Quantity Surveyor or RPEQ for the cost of designing, constructing and commissioning the trunk infrastructure specified in the bill of quantities (the cost estimate).
 - c. The Local Government may accept the bill of quantities and cost estimate provided by the applicant.
 - d. The Local Government may negotiate with the applicant prior to accepting the bill of quantities and cost estimate provided by the applicant.
 - e. If the Local Government accepts the bill of quantities and the cost estimate, the cost estimate is the establishment cost of the infrastructure.
 - f. If the Local Government does not accept the bill of quantities and cost estimate provided by the applicant it must, at its cost, have an assessment undertaken by an appropriately qualified person to:
 - i. determine whether the bill of quantities is in accordance with the scope of works;
 - ii. determine whether the cost estimate is consistent with current market costs calculated by applying a first principles estimating approach to the bill of quantities; and
 - iii. provide a new cost estimate using a first principles estimating approach.
 - g. If the Local Government rejected the bill of quantities and the cost estimate provided by the applicant, it must provide written notice to the applicant and propose the new bill of quantities and cost estimate and its reasons for doing so.
 - h. Where a written notice of the Local Government's proposed bill of quantities and cost estimate has been given, the applicant may negotiate and agree with the Local Government regarding a cost estimate. The agreed cost estimate is the establishment cost of the infrastructure.



- i. If agreement cannot be reached, the Local Government must refer the bill of quantities and the cost estimate to an independent, suitably qualified person (the independent assessor) to:
 - i. assess whether the bill of quantities is in accordance with the scope of works;
 - ii. assess whether the cost estimate is consistent with current market costs calculated by applying a first principles estimating approach to the bill of quantities; and
 - iii. provide an amended cost estimate using a first principles estimating approach.

The independent assessor is to be appointed by the Local Government, at its discretion, in consultation with the applicant. The cost of this independent assessment is to be equally shared between the Local Government and the applicant.

The amended cost estimate determined by the independent assessor is the establishment cost of the infrastructure.

- j. The Local Government must give an amended ICN to the applicant stating:
 - i. the value of the establishment cost of the infrastructure which has been indexed to the date it is stated in the amended ICN using the Producer Price Index – Road and bridge construction index for Queensland.
 - ii. that the establishment cost of the infrastructure stated in the amended ICN is indexed from the date that it is stated in the amended ICN to the date it is to be offset against the levied charge in accordance with the Producer Price Index – Road and bridge construction index for Queensland.
- (2) The specific inclusions for determining the value of the work component (works contribution) of an infrastructure contribution are:
- a. Limited to the construction of the trunk infrastructure to the standard of the network provider, without any associated works;
 - b. the cost of pre-construction and construction period professional services including planning, survey, geotechnical investigations, design, project management, contract administration and environmental. The maximum allowance for the professional services shall be:
 - i. Planning 2%;
 - ii. Survey 2%;
 - iii. Geotechnical Investigation 2%;
 - iv. Design 8%;
 - v. Project management and contract administration 6%;
 - vi. Environmental 1%.
 - c. any cost under a construction contract (excluding for latent conditions, provisional items and sums) for the work not covered by any of the other inclusions listed herein;
 - d. contingency of no more than 10% of the value of the supply and installation/construction components of the works;



- e. a portable long service leave payment for a construction contract;
 - f. any insurance premium for the work; and
 - g. the cost of the development or compliance approvals for the work.
- (3) The specific exclusions for determining the value of the work component of an infrastructure item are:
- a. Professional fees not associated with planning, survey, geotechnical investigations, design, project management, contract administration and environmental studies;
 - b. the cost of carrying out any necessary temporary infrastructure;
 - c. the cost of carrying out any other infrastructure which is not part of the required trunk infrastructure item;
 - d. the cost of the decommissioning, removal and rehabilitation of infrastructure identified in (a) and (b);
 - e. any part of the required Trunk Infrastructure Contribution provided at no cost to the claimant; and
 - f. the GST component of the costs for the required trunk infrastructure item.