

Moreton Bay Regional Council – Redcliffe City

Planning Scheme Policy

PSP4 Part 8.4.7 Development Contributions for Trunk
Infrastructure – Transport

Moreton Bay Regional Council – Redcliffe City

PSP4 Part 8.4.7 Development Contributions for Trunk Infrastructure – Transport

ADOPTION

Moreton Bay Regional Council adopted this planning scheme policy on 8 September 2009.

COMMENCEMENT

This planning scheme policy took effect from 29 October 2009.

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

A handwritten signature in black ink, appearing to read 'D. Hitzman', with a stylized flourish at the end.

Daryl Hitzman
A/Chief Executive Officer

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PSP4 Part 8.4.7 – DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE – TRANSPORT

Head Of Power

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

Objective

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

Definitions / Application

Application

This policy applies to all applications for development which have been made assessable against the *Redcliffe City Planning Scheme* and which will utilise any part of the Council Trunk Road and/or Pathways Infrastructure Network. For the purposes of this policy, the extent of the Council Trunk Road and Pathways Infrastructure Network within the former Redcliffe City for which the contributions will be levied is shown in Schedule C.

The policy outlines the basis of Council's Infrastructure Contributions Regime for Transport Trunk Infrastructure (Council Trunk Roads and Pathways) in the former Redcliffe City. It is to be read in conjunction with Planning Scheme Policy PSP4 Part 8.4.1 Development Contributions for Trunk Infrastructure – Administration Policy.

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

Definitions

The definitions of applicable terms are contained in PSP4 Part 8.4.1 Development Contributions for Trunk Infrastructure – Administration Policy. Where a term used in this policy is not defined in PSP4 Part 8.4.1, that term shall, unless the context indicates or requires otherwise, have the meaning assigned to it in the *Redcliffe City Planning Scheme* or in the *Integrated Planning Act 1997*.

Policy Statement

1 Scope

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

- is to be read in conjunction with Planning Scheme Policy PSP4 PART 8.4.1 Development Contributions for Trunk Infrastructure – Administration Policy;
- specifies the assumptions made in determining the rate of the contribution payable towards the cost of Transport trunk infrastructure within the former Redcliffe City;
- specifies the works, structures or equipment, which the Council determines to be Transport Trunk Infrastructure;
- establishes the estimated cost of construction and any required augmentation of the Transport Network in respect of which contributions are to be made; and
- lists the applicable Demand Factors and Schedules of Infrastructure Contribution Rates.

2 Background Information

The methodology used in establishing the amount of required Trunk Infrastructure Contributions under this policy is based on the methodology identified in the following reports and models commissioned by Council:

- (1) Cardno Eppel Olsen, "Redcliffe City PIP & Transport ICS, Working Paper 1: Planning Assumptions", March 2007;
- (2) Cardno Eppel Olsen, "Redcliffe City PIP & Transport ICS, Working Paper 2: Road Network Infrastructure", May 2007; and
- (3) Redcliffe Transport Network Charging Analysis, 2009.

3 Transport Methodology

3.1 Methodology used for the Council Trunk Road Network Component

Background

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

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

The method involves three broad aspects:-

- (1) determination of the costs of future trunk road infrastructure required to maintain Council's minimum "Desired Standards of Service" and directly attributable to anticipated future development;
- (2) calculation of the value of the existing trunk road infrastructure network; and
- (3) apportionment of the total cost of existing and future infrastructure provision between Council (for the existing population) and development proponents (for the future population).

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

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

Trunk Road Infrastructure Charging Methodology

A transport model was completed by Cardno Eppel Olsen (2008) to the year 2021, and involved the roads network being divided into 54 traffic zones. The model is based on the Brisbane Strategic Transport Model with particular focus on the Redcliffe City local government area. It shares the use of each of the roads by determining the number of trips per day that each user is expected to make.

The method used for determining what infrastructure is required to address the impacts of the anticipated future development and the means of calculating how such costs are apportioned utilises the following approach:-

- (1) identify the existing trunk road infrastructure network;
- (2) establish a system of discrete "traffic zones" which distinguishes between households and employment zones having different traffic generating characteristics;
- (3) identify the demographic data existing at the 2005 base date (i.e. households and jobs) by "traffic zone";
- (4) assign the traffic generated by such development to the existing road network;
- (5) identify any works proposed by the State Government and surrounding local authorities on roads in and adjacent to Redcliffe City;

- (6) develop the demographic (i.e. households and jobs) forecast data;
- (7) assign the traffic generated by the 2021 forecast development to the future road network (these networks include any anticipated improvements to the "State Controlled Road Network");
- (8) identify future deficiencies by conducting an assessment against the "Desired Standards of Service";
- (9) identify the minimum works required to maintain the "Desired Standards of Service" at all times;
- (10) determine the appropriate timing of each project from the base date, by interpolation, with due allowance for the time required for design and construction;
- (11) calculate the cost of each future project in 01 January 2009 dollar values (these costs include pre-construction activities, engineering design, land resumption where applicable, road construction, drainage, associated services, landscaping as appropriate, overheads and contingencies);
- (12) using the timing from step 10 calculate a net present value (NPV) of the project cost by indexing it by the anticipated inflation rates to the date of construction and discounting it by Council's weighted average cost of capital (WACC);
- (13) allocate to each trunk road infrastructure link in the traffic model the proportion of the NPV of each future project;
- (14) determine the replacement value in 01 July 2007 dollars of each trunk road infrastructure link;
- (15) add together the existing values and future NPV of each trunk road infrastructure link and apportion this against the traffic demand on that link. from each "traffic zone", based on their proportion of use on a per trip basis;
- (16) determine the value of road consumed by each trip travelling along links and between pairs of zones by adding the value consumed on each link of the route; and
- (17) calculate an infrastructure contribution rate per chargeable trip end for each "traffic zone". The charge is adjusted for anticipated annual increases in charges and discounted for WACC. This adjustment is displayed in the policy as NPV demand.

3.2 Methodology used for the Pathways Network Component

Pathways included as Trunk Infrastructure are only those designated as of regional significance. It is therefore both reasonable and appropriate to distribute costs across all residential development in Redcliffe City (existing and future). Those costs allocated to existing residential development will need to be funded by Council, less any direct funding contributions to regional pathway projects from State or Federal sources as may arise.

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

Cost allocation for regional pathway infrastructure in the former Redcliffe City was undertaken using the following 4 steps:

- (a) Identify the total cost for regional pathway infrastructure in the former Redcliffe City;
- (b) Identify the total number of existing residential trips in the former Redcliffe City and those anticipated up to the planning horizon; and
- (c) Determine the pathway charge per trip.

3.3 Trunk Road Service Catchments

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

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

- (a) combine traffic zones into service catchments;

- (b) multiply each zone's future demand by the zone's contribution rate;
- (c) add together the resulting contributions for the zones within each service catchment; and
- (d) divide that sum by the total demand for that service catchment.

The adopted Service Catchments for charging purposes are shown in Table 3.3A, and their extent is shown on the maps in Schedule C.

Table 3.3A – Transport Catchments

Service Catchment
L1
L2
L3
L4
L5
L6
L7

3.4 Demand Assumptions for Council Trunk Road and Pathway Network Planning

Transport demand for this policy is expressed in Chargeable Trip Ends (CTE). The population and employment projections shown in Tables 3.3A to 3.4A in PSP4 Part 8.4.1 have been used by the Transport Model to produce the projected demand. Pathways Demand is also expressed in Chargeable Trip Ends (CTE). As indicated in Table 3.4A, Council trunk roads have internal and external components. The internal component comprises only those vehicle trips which commence and/or end in the Redcliffe City local government area, while the external component comprises all other trips. Only that proportion of the infrastructure cost directly attributable to the internal component (the local trips), has been used for determining infrastructure contribution rates. A similar philosophy has been used for determining contribution rates for the pathways network.

Table 3.4A – Growth in Council Trunk Road Demand by Service Catchment

Service Catchment	Chargeable Trips		NPV Demand
	2006	2021	
L1	26,958	27,248	27,228
L2	37,722	40,854	40,644
L3	65,044	64,836	64,850
L4	46,268	62,946	61,830
L5	29,210	29,626	29,599
L6	7,828	6,782	6,852
L7	6,512	7,076	7,038
Redcliffe City internal	219,540	239,366	238,041
Total include external	306,482	359,200	355,676

3.5 Calculation of the Contribution for a Particular Development Application

The calculation of the contribution to be applied to an individual development approval is based upon the basic unit contribution rate and the expected trip generation for the proposal. Demand factors vary according to the type of development and/or land use proposed. A tabulation of applicable demand factors is provided in Schedule A. The factors take into account that many single trips have a multi-purpose function involving one or more intermediate or "drop-in" destinations and incorporate appropriate reductions based on 'drop-in' trips. The following sources have been used in the development of these factors:-

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

4 Plan for Transport Trunk Infrastructure

4.1 Transport Trunk Infrastructure Network

The following items constitute Council Trunk Road and Pathway Network Infrastructure for the purpose of planning and funding of the Network but, in relation to trunk roads, are limited to new infrastructure which is yet to be constructed or existing infrastructure that has an identified level of Spare Capacity which will be utilised by future users:-

- Collector roads;
- Council administered Sub-arterial roads;
- Council administered Arterial roads;
- The foreshore tourist drive;
- Car Parking; and
- Pathways.

Plans for Transport Trunk Infrastructure have been prepared based on the demand generated by the existing and anticipated future development within the former Redcliffe City and are shown on the maps in Schedule C.

4.2 Valuations of the Existing Transport Network

Table 4.2A shows the unit rates for pavement costs per m² for different items in the Road Hierarchy and the valuations across Redcliffe City at the base year.

Table 4.2A – Existing Trunk Road Valuations

Hierarchy/Width	Length (m)		Unit Value (\$ m ²)	width (m)	Total Value
	Current (2006)	Future (2021)			
Collector/District	4,366	71,740	160	8	5,588,124.16
2-lane Sub/Arterial	58,299	41,800	170	10	99,108,300.00
4-lane Sub/Arterial	37,139	49,440	180	14	93,590,280.00

Table 4.2B – Existing Pathway Valuations

Type	Length (m)	Cost m ²	Replacement Pathway Width (m)	Total
Bikeways adjacent to Trunk roads	21,684	\$112.5 / m ²	2.5	\$6,098,625
Footpaths adjacent to Trunk roads	134,467	\$112.5 / m ²	2.5	\$37,818,844
Bikeways in residential areas (over 2m)	8,708	\$112.5 / m ²	2.5	\$2,449,125
Footpaths in residential areas (over 2m)	110	\$112.5 / m ²	2.5	\$30,938
				\$46,397,531

4.3 Future Pathways Trunk Infrastructure

The unit rate including an allowance for contingency and drainage to cost pathway construction based on Council's current costs for construction is presented in Table 4.3A.

Table 4.3A – Pathways Unit Rates for Construction as at 01 January 2009

Pathways Type	Unit Rate
Shared Pathway	\$112.5/m ²

The schedule of works and the associated costs for pathways is shown in Table 4.3B.

Table 4.3B – Pathways Plan for Trunk Infrastructure NPV as at 01 January 2009

Project ID	Pathways - Roads	Locality	Length (m)	Cost (incl contingency and drainage)
RPIPSP0200	Klingner Road	Kippa-Ring	3560	\$373,724.05
RPIPSP0201	Klingner Road	Redcliffe	3090	\$324,384.08
RPIPSP0202	Oxley Avenue	Redcliffe & Scarborough	2900	\$304,438.13
RPIPSP0203	Scarborough Road	Redcliffe & Scarborough	5000	\$524,893.33
RPIPSP0204	Griffith Road	Newport	6000	\$629,872.00
RPIPSP0205	Boardman Road	Kippa-Ring	2500	\$262,446.67
RPIPSP0206	Ashmole Road	Redcliffe	1600	\$167,965.87
RPIPSP0207	Recreation Street	Redcliffe	1080	\$113,376.96
RPIPSP0208	Victoria Avenue	Margate	6000	\$629,872.00
RPIPSP0209	MacDonnell Road	Clontarf & Margate	5500	\$577,382.66
RPIPSP0210	Duffield Road	Clontarf & Margate	5500	\$577,382.66
RPIPSP0211	Maine Road	Clontarf	4800	\$503,897.60
RPIPSP0212	King Street	Clontarf & Woody Point	2700	\$283,442.40
RPIPSP0213	Duffield Road	Clontarf	1000	\$104,978.67
RPIPSP0214	MacDonnell Road	Clontarf	830	\$87,132.29
RPIPSP0215	Elizabeth Avenue	Clontarf	900	\$94,480.80
RPIPSP0216	Bell Street	Clontarf & Woody Point	750	\$78,734.00
RPIPSP0217	Cornelius Street	Clontarf	750	\$78,734.00
RPIPSP0218	Georgina Street	Woody Point	1250	\$131,223.33
RPIPSP0219	Lilla Street	Woody Point	230	\$24,145.09
RPIPSP0220	Earnest Street	Margate	950	\$99,729.73
RPIPSP0221	Kate Street	Woody Point	630	\$66,136.56
RPIPSP0222	Dover Road	Margate	820	\$86,082.51
RPIPSP0223	Balmoral Street	Margate	350	\$36,742.53
RPIPSP0224	Magnolia Street	Margate	480	\$50,389.76
RPIPSP0225	Kirkwood Street	Margate	400	\$41,991.47
RPIPSP0226	Trilby Street	Redcliffe	610	\$64,036.99
RPIPSP0227	Plume Street	Redcliffe	750	\$78,734.00
RPIPSP0228	Porter Street	Redcliffe	750	\$78,734.00
RPIPSP0229	Portwood Street	Redcliffe	540	\$56,688.48
RPIPSP0230	Shields Street	Redcliffe	460	\$48,290.19
RPIPSP0231	Eversleigh Road	Scarborough	1250	\$131,223.33
RPIPSP0232	Ashmole Road	Newport	1530	\$160,617.36
RPIPSP0233	George Street	Kippa-Ring	1610	\$169,015.65
RPIPSP0234	Oxley Avenue	Scarborough	700	\$73,485.07
RPIPSP0235	Donkin Street	Scarborough	400	\$41,991.47
RPIPSP0236	Sunnyside Road	Scarborough	1000	\$104,978.67
RPIPSP0237	Michel Road	Scarborough	670	\$70,335.71
RPIPSP0238	Jeays Street	Scarborough	530	\$55,638.69
RPIPSP0239	Scarborough Road	Scarborough	1070	\$112,327.17
RPIPSP0240	Rock Street	Scarborough	420	\$44,091.04
RPIPSP0241	Miller Street	Kippa-Ring	890	\$93,431.01
RPIPSP0242	Cascade Street	Kippa-Ring	530	\$55,638.69
RPIPSP0243	Ballina Street	Kippa-Ring	310	\$32,543.39
RPIPSP0244	Hercules Road	Kippa-Ring	1500	\$157,468.00
RPIPSP0245	Euston Street	Kippa-Ring	380	\$39,891.89
RPIPSP0246	Nottingham Street	Kippa-Ring	550	\$57,738.27
RPIPSP0247	Regency Street	Kippa-Ring	340	\$35,692.75
RPIPSP0248	Chelsea Street	Kippa-Ring	540	\$56,688.48
RPIPSP0249	Nathan Road	Kippa-Ring	280	\$29,394.03

Project ID	Pathways - Roads	Locality	Length (m)	Cost (incl contingency and drainage)
RPIPSP0250	Morris Road	Rothwell	1850	\$194,210.53
RPIPSP0251	Cambridge St	Rothwell	890	\$93,431.01
RPIPSP0252	Kelliher Street	Rothwell	410	\$43,041.25
RPIPSP0253	Drysdale Street	Rothwell	500	\$52,489.33
RPIPSP0254	Dobell Street	Rothwell	480	\$50,389.76
RPIPSP0255	Gynther Road	Rothwell	430	\$45,140.83
RPIPSP0256	Wattle Road	Rothwell	430	\$45,140.83
				\$8,626,097

4.4 Future Council Trunk Road Infrastructure

Future Council Trunk Road Upgrades are identified in Table 4.4A and shown on the maps in Schedule C.

Table 4.4A –Planned Road Capacity Improvements as at 01 January 2009

Council Trunk Road Upgrades			
Project ID	Description	Construction Commencement Year	Cost (NPV)
RPIPRD0001	Redcliffe Sea Side Village one-way Street Scheme Redcliffe Pde-Sutton St	2009	1,964,811
RPIPRD0002	New 2-lane Road adjacent to rail corridor	2018	18,428,187
RPIPRD0003	Buchanan Rd extension Bremner Rd to Gynther Road	2018	2,403,507
RPIPRD0004	Hercules Road link MacDonnell Road to Southwell	2017	2,037,653
			\$24,834,159

Future Trunk Road Intersection Upgrades are identified in Table 4.4B and are shown on the maps in Schedule C.

Table 4.4B – Planned Intersection Upgrades as at 01 January 2009

Project ID	Project Title	Description	Construction Commencement Year	Cost (NPV)
RPIPRD0010	Eversleigh Road/Oxley Avenue	Signals	2009	\$250,000
RPIPRD0011	Duffield Road/Elizabeth Avenue	Signals	2009	\$400,000
RPIPRD0012	Klingner Road/Boardman Road Intersection	Signals	2010	\$1,164,151
RPIPRD0013	Klingner Road/Prince Edward Parade	Signals	2011	\$1,153,864
RPIPRD0014	Griffith Road/Newport Drive	Signals	2011	\$1,153,864
RPIPRD0015	MacDonnell Road/Victoria Ave Roundabout	Provision for on-road cycling	2012	\$289,536
RPIPRD0016	Klingner Road/Scarborough Road Roundabout	Provision for on-road cycling	2013	\$286,978
RPIPRD0017	Duffield Road/Victoria Avenue	Signals	2013	\$1,133,562
RPIPRD0018	Duffield Road/Maine Road Roundabout	Provision for on-road cycling	2014	\$284,442
RPIPRD0019	Victoria Avenue/King Street	Signals	2014	\$1,123,546
RPIPRD0020	Klingner Road/Ashmole Road Roundabout	Provision for on-road cycling	2015	\$281,929
RPIPRD0021	Morris Road/Cambridge Street	R'about upgrade	2015	\$281,929
RPIPRD0022	Hercules Rd northern connection to Anzac Av	Signals	2016	\$1,103,778
				\$8,907,578

The proportion of future infrastructure expenditure being funded through infrastructure contributions at the base date of 1 January 2009 is equivalent to 85%. The remaining 15% of future embellishment costs will be funded directly by Council so that costs associated with 'deficiencies' within the existing network are not passed to proponents of development approved after 1 January 2009. The total value of the network attributed to the future development is 12%.

Schedule A: Demand Factors

Table A: Demand Factors for Transport Infrastructure Contributions

DEMAND FACTORS FOR Material Change of Use – Redcliffe City Planning Scheme		
Redcliffe City Planning Scheme Land Use	Chargeable Trip Ends (CTE)	Per Assessment Unit
Accommodation unit	2.5	Available Bed
Aerodrome	Assess impact on application	
Business premises	16	100m ² GFA
Car park	4	Employee
Caravan park	2	Site
Caretaker's residence	6.5	Dwelling
Club	40	100m ² Total Floor Area
Community well-being facilities		
- Child Care Centre	2.2	Enrolment
- Hospital and other	Assess impact on application	
Community well-being infrastructure		
Display home /Estate sales office	6.5	Dwelling
Duplex dwelling	5	Dwelling
Education centre	1.8	Enrolment
Employment related storage	N/A	N/A
Entertainment outdoor		
- Swimming Pool/ Skating Rink	7.5	100m ² Total Floor Area
- Golf Course	7.5	Hole
- Tennis/Squash	30	Court
- Lawn Bowls	30	Green
- Clubhouse	40	100m ² Total Floor Area
Food service	40	100m ² Total Floor Area
General industry	5	100m ² Total Floor Area
Government Infrastructure	N/A	N/A
Home based business	16	100m ² GFA
Hotel	40	100m ² Total Floor Area
House	6.5	Dwelling
Indoor entertainment, sport or recreation		
- Theatre/Cinema	1.3	Seat
- Other	40	100m ² Total Floor Area
Industry with substantial impacts		
-Batching plant	250	Batching Plant
- Other	5	100m ² Total Floor Area
Market	Assess impact on application	
Multiple dwelling	4	Dwelling
Outdoor sales premises		
- Office	16	100m ² Total Floor Area
- Display Area	4	100m ² Total Floor Area
Park	Assess impact on application	
Relative's accommodation	6.5	Dwelling unit
Rural activities	Assess impact on application	
Service station		
- Pumps	8	Pump
- Service Bays	12	100m ² Total Floor Area
- Shop/Restaurant	8	100m ² Total Floor Area
Service trade	12	100m ² Total Floor Area
Shop	40	100m ² Total Floor Area
Showroom/super store	20	100m ² Total Floor Area
Special needs housing	0.5	Bed
Sport and recreation outdoor		
- Swimming Pool/ Skating Rink	7.5	100m ² Total Floor Area
- Golf Course	7.5	Hole
- Tennis	30	Court

DEMAND FACTORS FOR Material Change of Use – Redcliffe City Planning Scheme		
Redcliffe City Planning Scheme Land Use	Chargeable Trip Ends (CTE)	Per Assessment Unit
- Lawn Bowls	30	Green
- Clubhouse	40	100m ² Total Floor Area
- Other/assess impact on application		
Stable	Assess impact on application	
Transport interchange	Assess impact on application	
Utility installation	N/A	N/A
Warehouse	5	100m ² Total Floor Area
DEMAND FACTOR FOR Reconfiguring a Lot – Redcliffe City Planning Scheme		
Redcliffe City Planning Scheme Zone	Chargeable Trip Ends (CTE)	Per Assessment Unit
Low Density Residential	6.5	Per lot
Mixed Residential	6.5	Per lot
Medium Density Residential	4	Per lot
Community Purpose (excluding education uses)	10	100m ² GFA
Community Purpose (Education Uses only)	3	Staff Member & Student
Frame Business	10	100m ² site area
Health Services	20	100m ² GFA
Industry	2.5	100m ² GFA
Natural Values	0	Per lot
Open Space and Recreation	6.5	Per lot
Retail Core	10	100m ² GFA

Schedule B: Infrastructure Contribution Rates

Table B1 – Trunk Road Infrastructure Contribution Rates

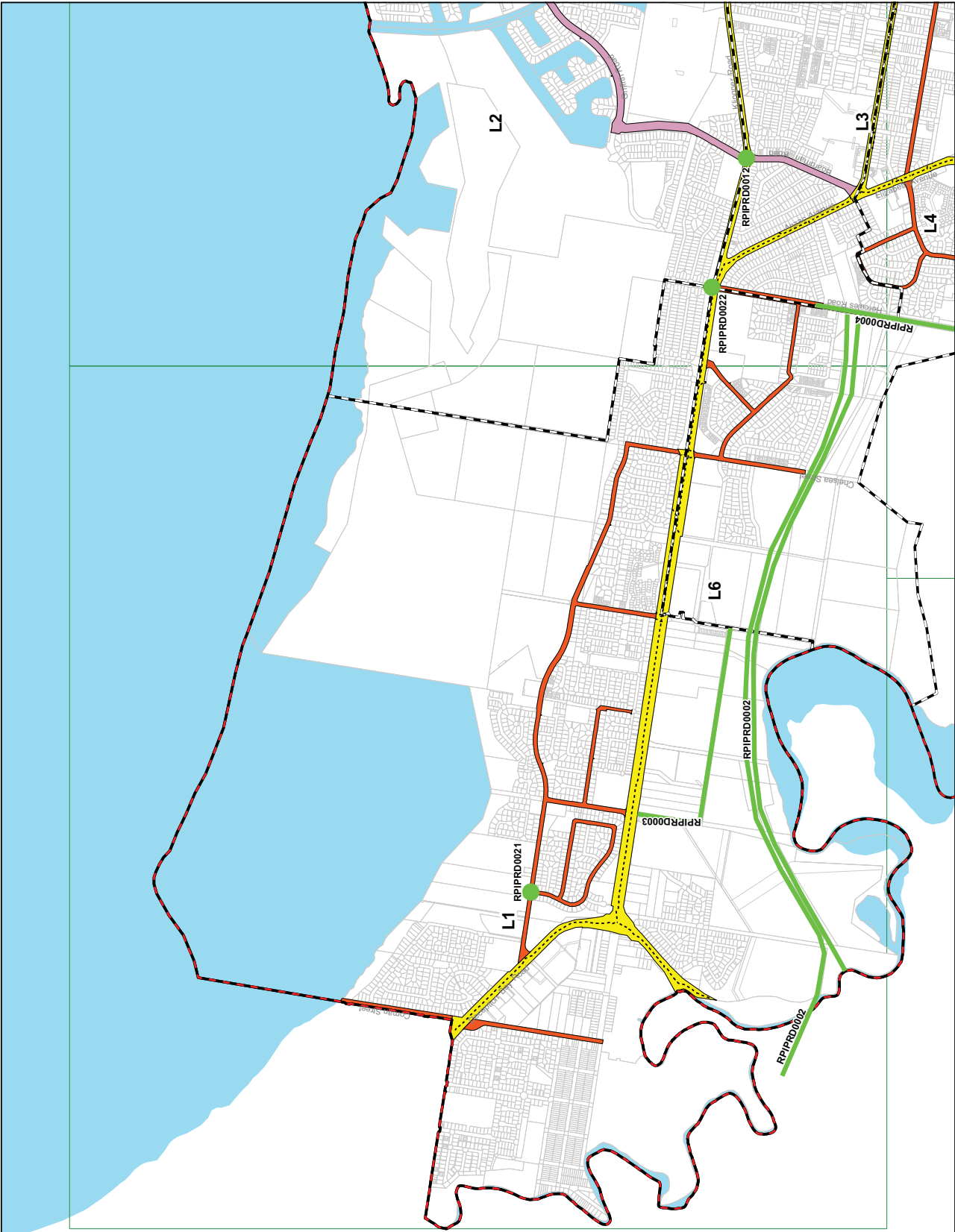
SERVICE CATCHMENT	Rate per Chargeable Trip End (CTE)
L1	\$739
L2	\$1,410
L3	\$628
L4	\$1,417
L5	\$792
L6	\$2,077
L7	\$369

Table B2 – Pathways Infrastructure Contribution Rate

Rate per Chargeable Trip End (CTE)
\$171.00

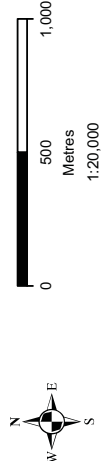
Schedule C: Service Catchments and Network Assets

Transport Network



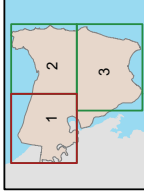
Legend

- Trunk Road Catchments
- DISA Boundary
- FUTURE INFRASTRUCTURE**
- Future Intersection Upgrades
- Future Trunk Road Upgrades
- EXISTING INFRASTRUCTURE**
- State Controlled Road
- Foreshore / Tourist / CBD Roads
- Arterial Roads
- Sub-Arterial Roads
- Collector Roads



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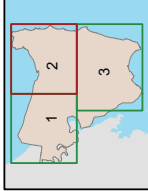
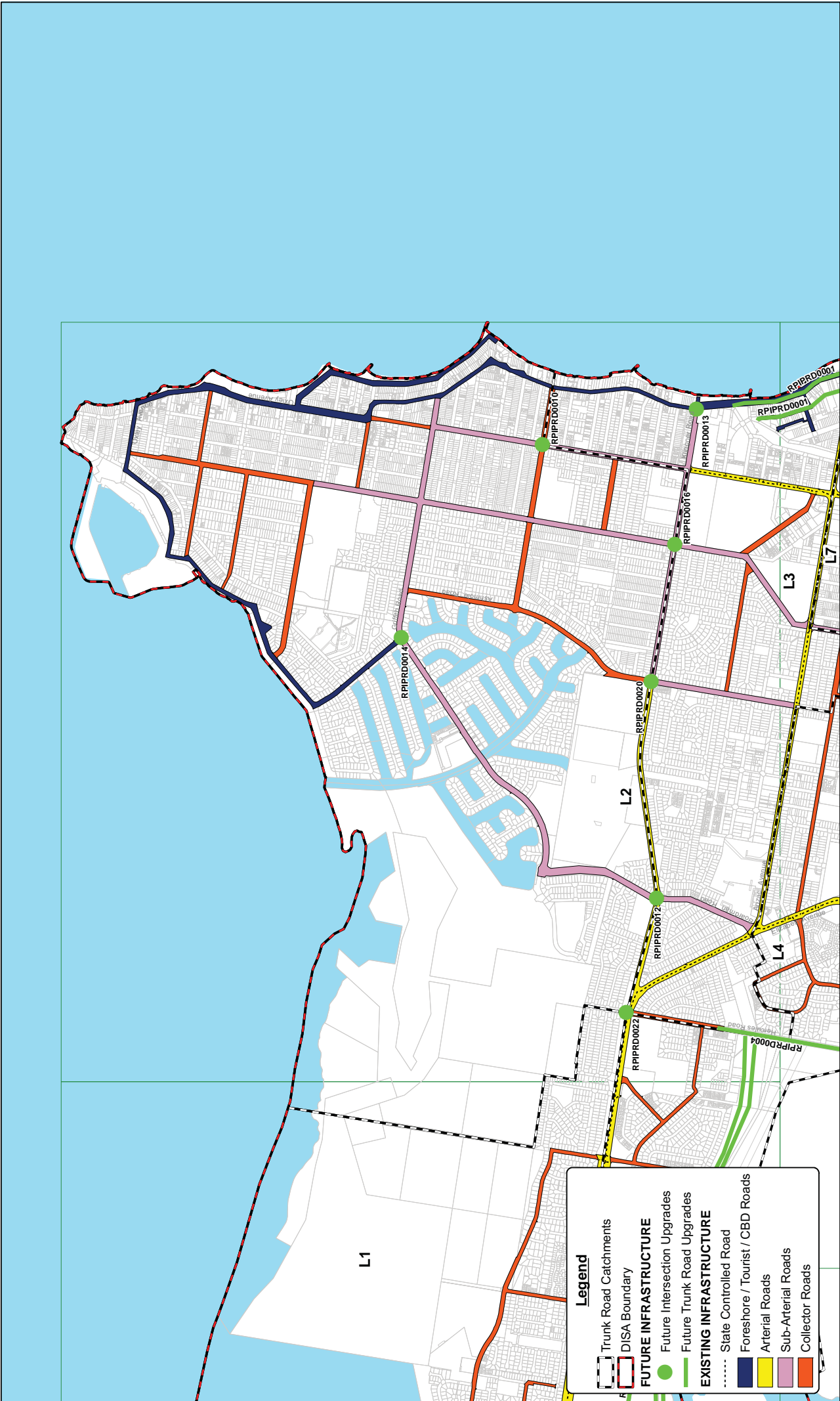


MORETON BAY REGIONAL COUNCIL
Redcliffe City

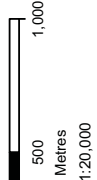
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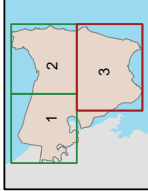
Transport Network



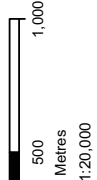
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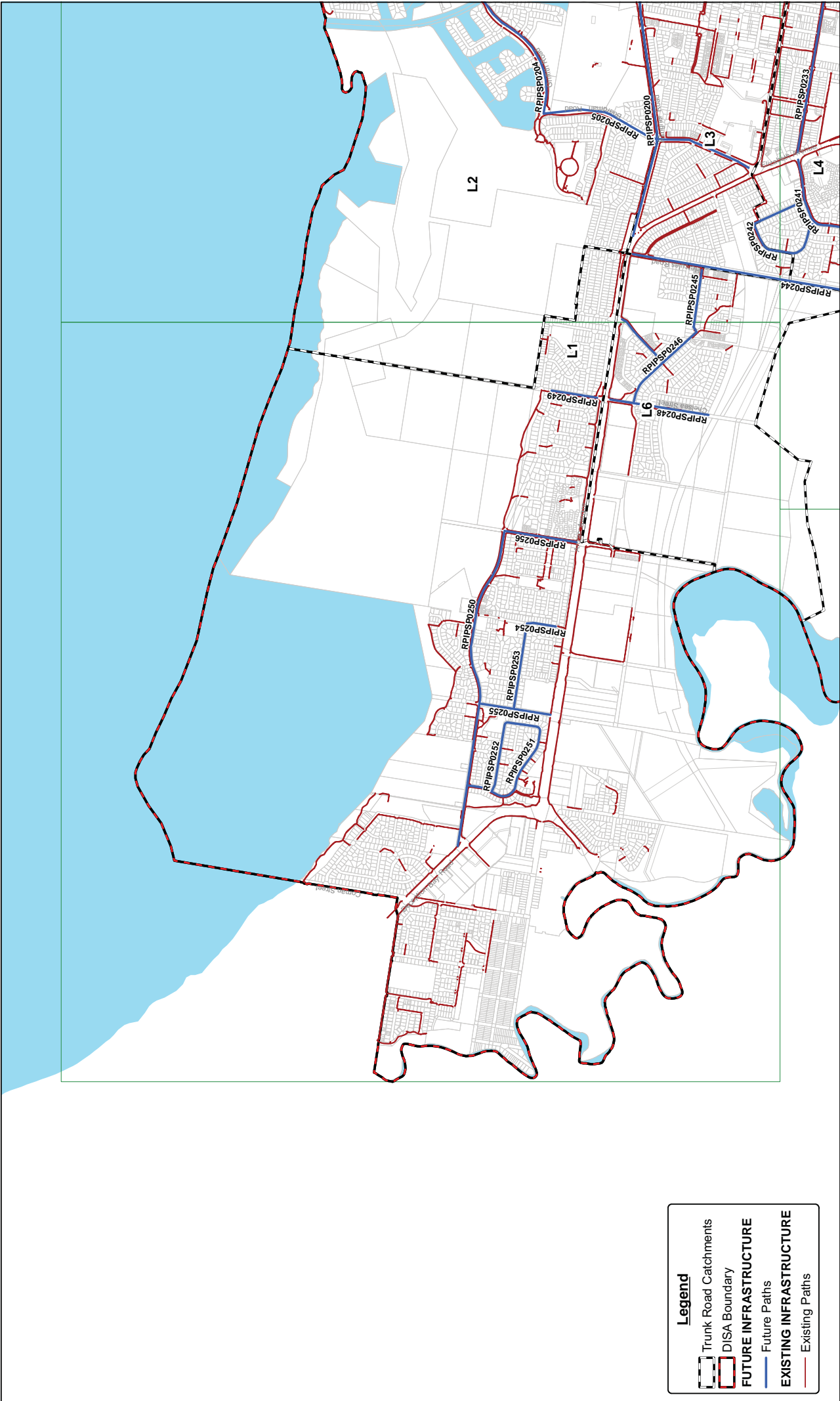
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Transport Network - Paths



Legend

- Trunk Road Catchments
- DISA Boundary
- FUTURE INFRASTRUCTURE**
- Future Paths
- EXISTING INFRASTRUCTURE**
- Existing Paths

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Redcliffe City

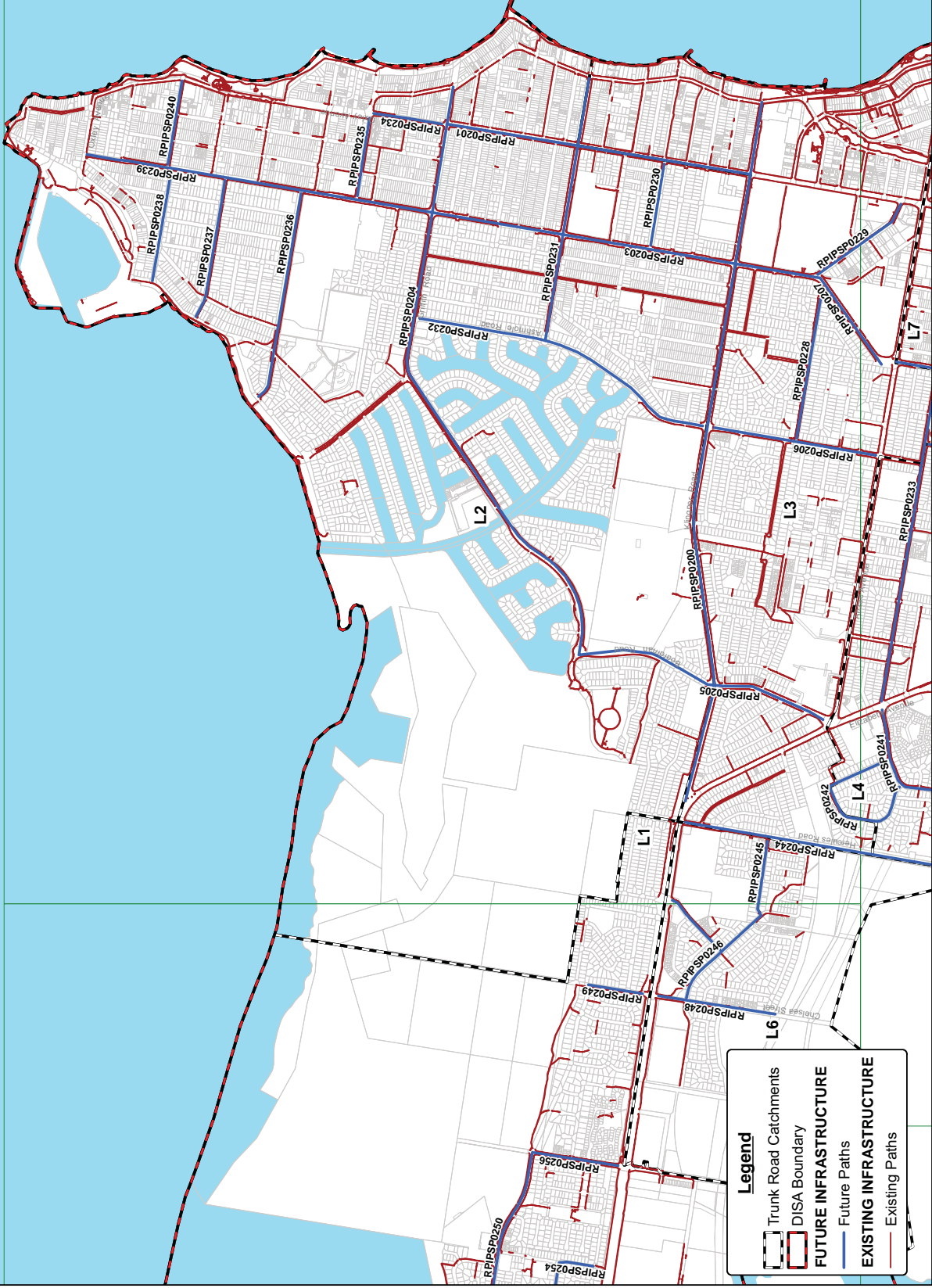
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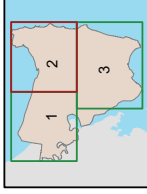
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Transport Network - Paths



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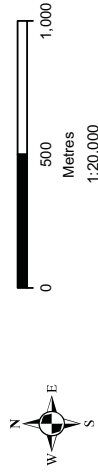
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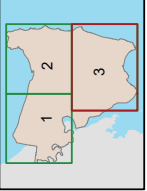
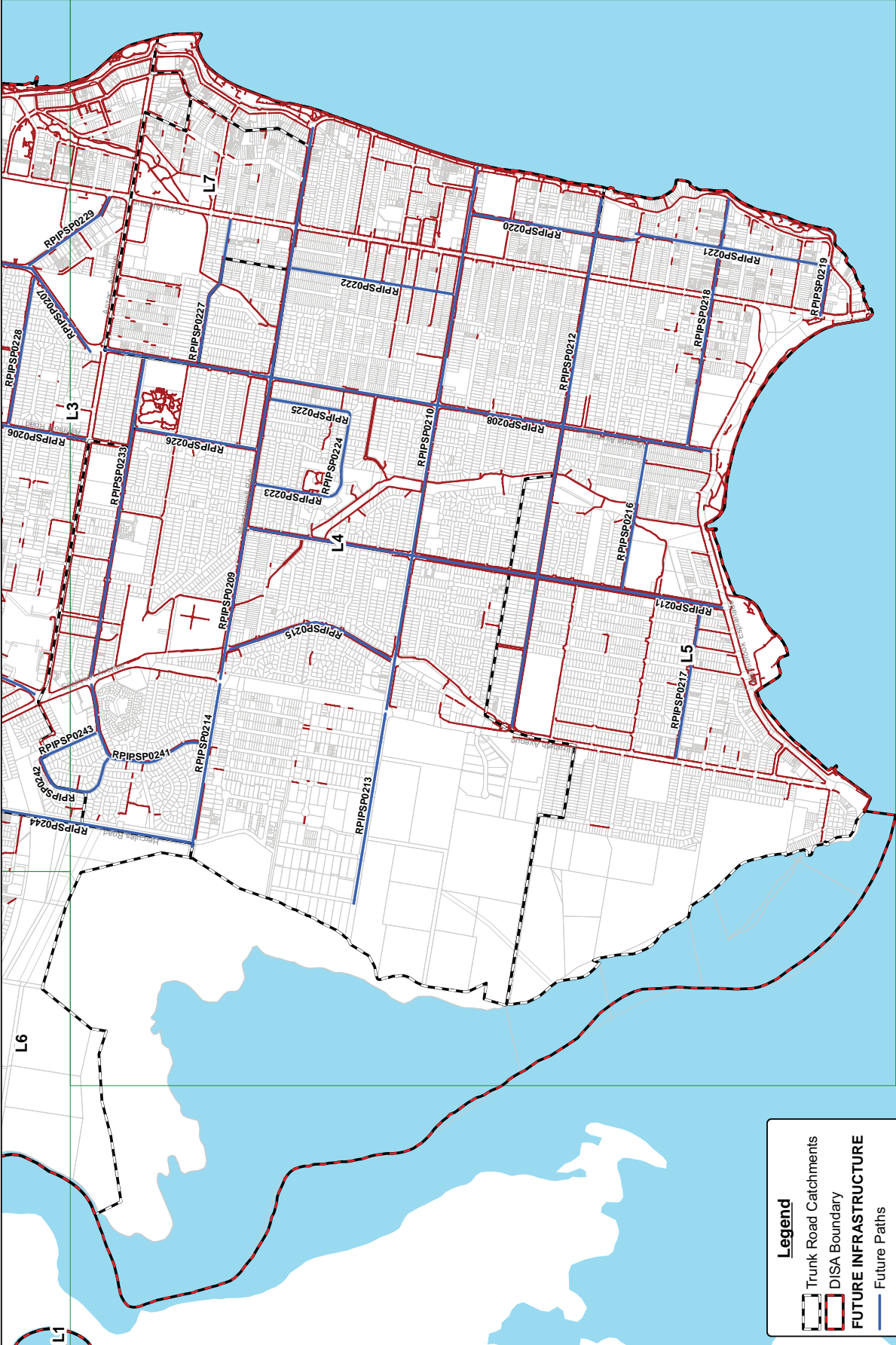
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Redcliffe City

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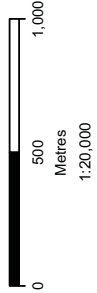
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Transport Network - Paths



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Schedule D: Desired Standards of Service

The Desired Standards of Service for Transport Trunk Infrastructure seek to implement the purpose of the *Integrated Planning Act* and satisfy the relevant requirements of the *Environmental Protection Act* as well as the objectives of Council's Corporate Plan.

For purposes of trunk road planning under this policy, the Desired Standard of Service (DSS) provided by any element or combination of elements making up the trunk road system in the former Redcliffe City is assessed against service measures such as speed and travel time, freedom to manoeuvre, traffic interruptions, comfort and convenience within any traffic stream. It is calculated by comparing the anticipated traffic volume of each section of roadway to the maximum rate (capacity) of which vehicles can reasonably be expected to traverse a uniform section of that same section of roadway during a given time period under prevailing roadway, traffic and control conditions.

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

Table D1 – Council Trunk Road Desired Standards of Service

COUNCIL TRUNK ROAD DESIRED STANDARDS OF SERVICE
Promote safety within the road network by minimising conflicts of a variety of road users.
Maintain efficiency in the network to minimise travel times – "DSS C"
Reduce the dependence on car-based transport by developing the path/bike lane networks.

Table D2 – Strategic Pathway Network Planning Criteria

MEASURE	PLANNING OBJECTIVES
<ul style="list-style-type: none"> Provide an integrated, highly interconnected and efficient pathway system that encourages use of fuel-efficient modes of transport. 	<ul style="list-style-type: none"> Reduce dependence on the private car and encourage the use of more sustainable transport modes. Minimise the potential conflict for pedestrians and off-road cyclists at major roads.
<ul style="list-style-type: none"> Plan a convenient, safe and attractive walking and cycling system that links catchments to major activity nodes, public transport interchanges and residential areas. 	<ul style="list-style-type: none"> Reduce congestion and emissions in activity centres and residential areas. Reduce dependence on the private car and encourage the use of more sustainable transport modes.

Table D3 – Strategic Pathway Network Design Criteria

MEASURE	DESIGN OBJECTIVES
Provide safe and effective pathways in urban areas designed in accordance with CPTED principles including safe and efficient road crossing facilities.	<ul style="list-style-type: none"> Reduce the vulnerability of cyclists with safe and appropriate facilities. Minimise conflict between cyclists and pedestrians. Encourage improvements in health and well-being by removing barriers to walking and cycling.
Provision of end of trip facilities.	<ul style="list-style-type: none"> Austroads Part 14; For retail uses, at least 2 bicycle parking bays for each 600m² GFA, or part thereof; For commercial uses, at least 2 bicycle parking bays for each 500m² GFA, or part thereof; One locker for every 4 bicycle parking bays, or part thereof; and One shower cubicle with ancillary change rooms per 10 bicycle-parking bays, or part thereof. Adequate provision is required for both men and women.

REVIEW TRIGGERS

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

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

RESPONSIBILITY

This policy is to be:

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

VERSION CONTROL

CEO Approval Date	15/09/2009
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Related Links:
