

Moreton Bay Regional Council

Infrastructure Charges Resolution (No 2)

1 July 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

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; 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 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) where the premises is not subject to a credit under paragraphs (a), (b) or (c), 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 financial contribution that has been paid in respect of the premises for a particular trunk infrastructure network under a previous charging regime, a credit will be applied under Section 14 as credit against the levied charge.

The amount of the credit will be determined by converting the previous payment to an equivalent adopted charge as determined by Council and only relates to the amount over and above the standard credit applied under section 14 (b), (c) or (d).

The onus remains with the applicant to provide full details and evidence of any payments of contributions under a previous charging regime.

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, 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 (Moreton Bay Regional Council Infrastructure Charges Resolution (No 2) 2015).

“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



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>Department of Transport and Main 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	>2 lanes: 200 metres spacing Signalised crossing 2 Lanes: 200 metres spacing Signalised crossing, zebra or refuge	>2 lanes: 400 metres spacing Signalised crossing 2 Lanes: 400 metres spacing Signalised crossing, zebra or refuge	>2 lanes: Up to 600 metres (max 800m) spacing Signalised crossing 2 Lanes: 600 metres (max 800 m) spacing, signalised crossing, zebra or refuge
	Sub-arterial	>2 lanes: 200 metres spacing Signalised crossing 2 Lanes: 200 metres spacing Signalised crossing, zebra or refuge, raised platform or shared zone	>2 lanes: 400 metres spacing Signalised crossing 2 Lanes: 400 metres spacing Signalised crossing, zebra or refuge, raised platform or shared zone	>2 lanes: Up to 600 metres (max 800m) spacing Signalised crossing 2 Lanes: 600 metres (max 800 m) spacing, signalised crossing, zebra or refuge
	Collector	200 metres spacing, zebra or refuge, raised platform or shared zone. Uncontrolled crossing where sightlines are adequate Sub-collector: 200 metres spacing, zebra or refuge, raised platform or shared zone. Uncontrolled crossing where sightlines are adequate.	400 metres spacing, zebra or refuge, raised platform or shared zone. Uncontrolled crossing where sightlines are adequate Sub-collector: 400 metres spacing, zebra or refuge, raised platform or shared zone. Uncontrolled crossing where sightlines are adequate.	Up to 600 metres (max 800m) spacing, zebra or refuge, raised platform or shared zone. Uncontrolled crossing where sightlines are adequate Sub-collector: Up to 600 metres (max 800m) spacing, zebra or refuge, raised platform or shared zone. Uncontrolled crossing where sightlines are adequate.



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,	2017-18	256,000



Item ID	Future infrastructure asset description	Estimated year of completion	Estimated cost (\$)
	Warner		
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, Fernando 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, Vistentin 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



Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost (\$)
INT13	Oakey Flat Road/Burbury Road, Morayfield	Localised widening and intersection signalisation	MBRC	2031	\$7,143,400
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	MBRC	2016	\$2,050,000



Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost (\$)
		River			
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	MBRC	2016	\$74,362



Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost (\$)
		pathway			
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/McCilintock 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



Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost (\$)
G1	Brays Road, Griffin	Wellington Road to Cairns Road including Bruce Highway overbridge	MBRC	2021	\$10,535,389
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
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	MBRC	2026	\$183,155



Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost (\$)
		awareness on Grogan Road			
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
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	MBRC	2031	\$58,362



Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost (\$)
		Bribie Island Road approaches to Bribie Island Bridge			
Total estimated costs					\$78,336,333

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



Local Catchment	PIP ID	Park Name	Park Type	Solution	Timing	Cost (Embellishments)	Cost (Land)
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
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
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	District Sport	Upgrade	2012-2016	\$5,848,200	\$0



Local Catchment	PIP ID	Park Name	Park Type	Solution	Timing	Cost (Embellishments)	Cost (Land)
		Sportsgrounds					
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
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	Regional Sport	Upgrade	2012-2016	\$40,000,000	\$0



Local Catchment	PIP ID	Park Name	Park Type	Solution	Timing	Cost (Embellishments)	Cost (Land)
		Complex					
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.