4 Priority infrastructure plan

Click on the required section from the menu beside.

4.1 Preliminary

Click on the required section from the menu beside.

4.1.1 Introduction

1. This priority infrastructure plan (PIP) has been prepared in accordance with the requirements of the Sustainable Planning Act 2009.

2. The purpose of the priority infrastructure plan is to:

    a. integrate and coordinate land use planning and infrastructure planning;

    b. ensure that trunk infrastructure is planned and provided in an efficient and orderly manner.

3. The priority infrastructure plan:

    a. states in Section 4.2 (Planning assumptions) the projections of future urban growth and the assumptions of demand for each trunk infrastructure network, which have informed the preparation of the priority infrastructure plan;

    b. identifies in Section 4.3 (Priority infrastructure area) the prioritised area to accommodate future urban growth;

    c. states in Section 4.4 (Desired standards of service) for each network of development infrastructure the desired standard of performance;

    d. identifies in Section 4.5 (Plans for trunk infrastructure) the planned trunk infrastructure for the following networks:

        i. stormwater (quality and quantity);

        ii. transport (roads and active transport);

        iii. public parks and land for community infrastructure.

    e. identifies in Section 4.6 (Extrinsic material) the background material relevant to the priority infrastructure plan.

4.2 Planning assumptions

Click on the required section from the menu beside.

4.2.1 Purpose

1. Projections about residential and non-residential development and planning assumptions about the type, scale, locality and timing of development provide a basis for the PIP. The planning assumptions are used to derive the demand for each trunk infrastructure network, giving a consistent basis for network planning and the determination of the priority infrastructure area (PIA).

4.2.2 Population and employment

1. Projections of population and employment growth expected to occur within the PIA area are contained in Tables 4.2.10.1 and 4.2.11.1.

4.2.3 Dwellings, non-residential floor space and land area

1. The distribution and timing of future development (residential dwellings, non-residential floor space and land area) to accommodate projected population and employment growth have been estimated based on the following factors:
    - existing level of development;
    - physical constraints on the land;
    - land use planning provisions of the planning scheme;
    - current development applications and approvals;
    - development trends;
    - cost efficient provision of infrastructure;
    - average occupancy rate projections;
    - average floor space conversion rates.

4.2.4 Geographical areas

1. The projections about residential and non-residential development are prepared at a detailed level (lot basis) that enables aggregation into areas to reflect the service catchments of different trunk infrastructure networks.
2. To illustrate the projected growth at a summarised level, the projections about residential and non-residential development are expressed in the PIA localities referred to in Tables 4.2.10.1 to 4.2.11.2. The PIA localities generally align with the planning areas identified in the Strategic Framework on map 3.13.1 (found in Schedule 2).

4.2.5 Time periods

1. The planning assumptions have been prepared for the following time periods to align with the Australian Bureau of Statistics (ABS) census years:
    - mid 2011–mid 2016
    - mid 2016–mid 2021
    - mid 2021–mid 2026.

4.2.6 Existing level of development

1. The existing level of development (base year for PIP) has been estimated at 2011.

4.2.7 Development potential of land

1. The net developable area is land designated for urban purposes under the planning scheme minus land required for trunk and non-trunk infrastructure, easements which constrain development and is not affected by the following site constraints:
    - High risk flood hazard area
    - Medium risk flood hazard area
    - High risk storm tide inundation area
    - Medium risk storm tide inundation area
    - Environmental areas Class 1 and Class 2
    - Erosion prone area

4.2.8 Planned density

1. The planned density has been determined to reflect the realistic intensity of development having regard to the land use planning provisions of the planning scheme, site constraints and development trends.
2. The planned densities below are indicative of the average net residential densities expected to develop in each zone over the planning horizon. The planned densities are not reflective of site specific outcomes achievable under the planning scheme.
3. Table 4.2.8.1 identifies the planned density for residential zones expressed as a number of dwellings per net developable hectare.
4. Table 4.2.8.2 identifies the planned density for non-residential zones expressed as floor space per net developable hectare.

Table 4.2.8.1 Planned densities for residential zones

Planning scheme area identification		Planning scheme use type	Average net residential density by zone (dwellings per hectare)
Zone	**Precinct**		
General residential zone	Coastal communities Suburban	All allowable uses (refer to General Residential Zone Code)	15 dw/ha
	Next generation		15 - 25 dw/ha
	Urban		Minimum 30 dw/ha
Centre zone	Caboolture Morayfield Strathpine District centre	All allowable uses (refer to Centre Zone Code)	30 - 45 dw/ha
Emerging community zone	Interim	All allowable uses (refer to Emerging Community Zone Code)	1 dw/ha
	Transition		15 - 25 dw/ha
Rural zone	Agricultural Woodfordia and abbey surrounds	All allowable uses (refer to Rural Zone Code)	1 dw/ 100 ha
	Hamlets		10 - 15 dw/ha
	Cedarton Foresters Cooperative		4 dw/ha
Rural residential zone		All allowable uses (refer to Rural Residential Zone Code)	1 dw/ha
Township zone	Township residential Township centre	All allowable uses (refer to Township Zone Code)	5 - 15 dw/ha

Table 4.2.8.2 Planned densities for non-residential zones

Planning scheme area identification		Planning scheme use type	Planned density (floor space / net developable ha)
Zone	**Precinct**		
Industry zone	General industry	All allowable uses (refer to Industry Zone Code)	6000m^2 / ha
	Marine industry		4500m^2 / ha
	Mixed industry and business		4500m^2 / ha

	Restricted industry		5000m^2 / ha
	Light industry		4500m^2 / ha
Centres	Caboolture Morayfield Strathpine District centre Local centre Specialised centre	All allowable uses (refer to Centre Zone Code)	7000m^2 / ha
Township zone	Township industry Township centre Township convenience	All allowable uses (refer to Township Zone Code)	Not stated

4.2.9 PIP Projection Categories

1. To illustrate the projected growth in the PIA localities at a summarised level, Tables 4.2.9.1 and 4.2.9.2 list the residential and non-residential planning scheme land use types into PIP Projection Categories.

Table 4.2.9.1 PIP projection categories and residential planning scheme land uses

PIP projection category	Residential planning scheme use type
Single dwelling	Dwelling house(22) Dwelling unit(23)
Multiple dwelling	Community residence(16) Dual occupancy(21) Multiple dwelling(49) Relocatable home park(62) Retirement facility(67) Residential care facility(65)
Other dwelling	Caretaker's accommodation(10) Detention facility(20) Non-resident workforce accommodation(52) Rooming accommodation(69) Rural workers' accommodation(71) Short-term accommodation(77)

Table 4.2.9.2 PIP projection categories and non-residential planning scheme land uses

PIP projection category	Non-residential planning scheme use type
Retail	Adult store(1) Food and drink outlet(28) Garden centre(31) Hardware and trade supplies(32) Outdoor sales(54) Service station(74) Shop(75) Shopping centre(76) Showroom(78) Market(46)
Commercial	Agricultural supplies store(2) Brothel(8) Bulk landscape supplies(9) Car wash(11) Club(14) (including liquor licence) Home-based business(35) Hotel(37) Motor sport facility(48) Nightclub entertainment facility(51) Nature-based tourism(50) Office(53) Roadside stall(68) Sales office(72) Veterinary services(87) Wholesale nursery(89)
Industrial	High impact industry(34) Low impact industry(42) Marine industry(45) Medium impact industry(47) Renewable energy facility(63)

PIP projection category	Non-residential planning scheme use type
	Research and technology industry(64) Service industry(73) Special industry(79) Transport depot(85) Warehouse(88)
Community purposes	Cemetery(12) Child care centre(13) Club(14) (not including liquor licence) Community care centre(15) Community use(17) Crematorium(18) Educational establishment(24) Emergency services(25) Environment facility(26) Function facility(29) Funeral parlour(30) Health care services(33) Hospital(36) Indoor sport and recreation(38) Outdoor sport and recreation(55) Park(57) Place of worship(60)
Other	Air services(3) Animal keeping(5) Landing(41) Major electricity infrastructure(43) Major sport, recreation and entertainment facility(44) Parking station(58) Port services(61) Resort complex(66) Substation(80)

PIP projection category	Non-residential planning scheme use type
	Telecommunications facility(81) Theatre(82) Tourist attraction(83) Tourist park(84) Utility installation(86)
Other - Rural	Animal husbandry(4) Aquaculture(6) Cropping(19) Extractive industry(27) Intensive animal industry(39) Intensive horticulture(40) Permanent plantation(59) Rural industry(70) Winery(90)

4.2.10 Existing and projected population

Table 4.2.10.1 Existing and projected population

Locality	Dwelling type	Existing and projected population (persons)				Average household size (persons/dwelling)				Existing and projected dwellings			
		2011	**2016**	**2021**	**2026**	**2011**	**2016**	**2021**	**2026**	**2011**	**2016**	**2021**	**2026**
Bribie and coastal communities	Single dwelling	21,340	22,455	23,519	23,509	2.15	2.12	2.12	2.11	9,918	10,575	11,094	11,120
	Multiple dwelling	5,435	5,807	5,932	6,058	1.27	1.32	1.33	1.36	4,283	4,406	4,451	4,451
	Total	***26,775***	***28,262***	***29,451***	***29,567***					***14,201***	***14,981***	***15,545***	***15,571***
Caboolture City	Single dwelling	38,139	48,467	51,956	52,810	2.69	2.69	2.69	2.67	14,190	17,985	19,279	19,788
	Multiple dwelling	7,037	10,148	12,695	13,699	1.98	1.78	1.78	1.76	3,562	5,701	7,126	7,763
	Total	***45,176***	***58,615***	***64,651***	***66,508***					***17,752***	***23,686***	***26,405***	***27,551***
North Lakes, Redcliffe and MBRL	Single dwelling	118,923	128,050	131,908	132,662	2.68	2.66	2.64	2.63	44,412	48,084	49,875	50,389
	Multiple dwelling	22,914	28,363	33,172	37,965	1.59	1.60	1.57	1.57	14,389	17,781	21,153	24,156
	Total	***141,837***	***156,413***	***165,080***	***170,627***					***58,801***	***65,865***	***71,028***	***74,545***
Strathpine City	Single dwelling	73,254	77,614	78,971	80,417	2.85	2.80	2.77	2.74	25,681	27,733	28,510	29,345
	Multiple dwelling	*5,102*	*6,372*	*7,156*	*7,691*	1.52	1.57	1.60	1.61	*3,346*	*4,049*	*4,483*	*4,781*
	Total	***78,356***	***83,986***	***86,127***	***88,107***					***29,027***	***31,782***	***32,993***	***34,126***

Western Rural and Mountains	Single dwelling	3,270	3,656	3,775	3,879	2.71	2.68	2.68	2.67	1,207	1,365	1,410	1,455
	Multiple dwelling	75	75	157	157	1.48	1.48	1.25	1.25	51	51	126	126
	Total	***3,345***	***3,731***	***3,932***	***4,036***					***1,258***	***1,416***	***1,536***	***1,581***
Total inside PIA	Single dwelling	254,926	280,241	290,130	293,276					95,408	105,742	110,168	112,097
	Multiple dwelling	40,563	50,765	59,112	65,569					25,631	31,988	37,339	41,277
	Total	***295,489***	***331,006***	***349,242***	***358,846***					***121,039***	***137,730***	***147,507***	***153,374***
Total outside PIA	Single dwelling	76,435	94,197	107,924	120,887	2.91	2.87	2.87	2.85	26,275	32,803	37,624	42,399
	Multiple dwelling	5,265	8,793	13,057	16,918	2.28	1.79	1.62	1.59	2,305	4,915	8,077	10,615
	Total	***81,699***	***102,990***	***120,981***	***137,805***					***28,580***	***37,718***	***45,701***	***53,014***
Total	Single dwelling	***331,361***	***374,438***	***398,054***	***414,164***					***121,683***	***138,545***	***147,792***	***154,496***
	Multiple dwelling	***45,828***	***59,558***	***72,169***	***82,488***					***27,936***	***36,903***	***45,416***	***51,892***
	Total	***377,188***	***433,996***	***470,223***	***496,651***					***149,619***	***175,448***	***193,208***	***206,388***

4.2.11 Existing and projected employment

Table 4.2.11.1 Existing and projected employment

PIA locality	PIP projection category	Existing and projected employees				
		2011	2016	2021	2026	2031
Bribie & Coastal communities	Commercial	918	1,096	1,260	1,372	1,455
	Community	1,274	1,390	1,492	1,564	1,636
	Construction	827	863	623	598	603
	Industry	448	476	501	521	541
	Retail	1,100	1,186	1,292	1,329	1,367
	Rural resource	0	0	0	0	0
	Work from home	833	880	913	915	916
	Total	**5,400**	**5,891**	**6,081**	**6,299**	**6,517**
Caboolture City	Commercial	4,325	6,373	8,362	9,953	11,377
	Community	3,821	4,514	5,089	5,575	6,078
	Construction	2,609	2,453	1,962	2,372	2,533
	Industry	3,570	4,124	4,382	4,581	4,778
	Retail	5,325	6,682	8,543	9,821	10,797
	Rural resource	13	6	3	3	2
	Work from home	1,047	1,341	1,508	1,572	1,655
	Total	**20,710**	**25,493**	**29,849**	**33,876**	**37,221**
North Lakes, Redcliffe, MBRL	Commercial	5,267	6,845	8,121	8,983	10,579
	Community	8,473	9,632	10,691	11,665	12,567
	Construction	4,657	5,290	4,858	4,774	5,015
	Industry	7,052	8,251	9,628	10,401	10,725
	Retail	5,927	6,671	7,517	8,336	9,147
	Rural resource	0	0	0	0	0
	Work from home	3,449	3,806	4,114	4,319	4,445
	Total	**34,825**	**40,495**	**44,929**	**48,478**	**52,478**
Strathpine City	Commercial	4,249	5,190	6,129	7,002	8,218
	Community	3,673	4,114	4,484	4,849	5,200
	Construction	2,086	1,887	1,998	2,109	2,209
	Industry	7,999	9,290	9,944	10,340	10,727

PIA locality	PIP projection category	Existing and projected employees				
		2011	2016	2021	2026	2031
	Retail	3,464	4,182	4,930	5,657	6,418
	Rural resource	23	14	6	6	5
	Work from home	1,719	1,867	1,936	1,999	2,046
	Total	**23,213**	**26,544**	**29,428**	**31,962**	**34,823**
Western rural & mountains	Commercial	432	494	549	593	634
	Community	275	314	348	379	417
	Construction	120	110	65	204	220
	Industry	214	359	361	374	386
	Retail	468	497	527	556	586
	Rural resource	0	0	0	0	0
	Work from home	74	85	91	93	103
	Total	**1,582**	**1,859**	**1,940**	**2,201**	**2,345**
Total PIA	Commercial	15,191	19,998	24,421	27,903	32,263
	Community	17,516	19,963	22,104	24,033	25,897
	Construction	10,299	10,603	9,506	10,057	10,580
	Industry	19,283	22,499	24,816	26,218	27,157
	Retail	16,283	19,219	22,808	25,699	28,315
	Rural resource	37	20	9	8	7
	Work from home	7,121	7,979	8,563	8,898	9,164
	Total	**85,730**	**100,282**	**112,228**	**122,816**	**133,385**
Total outside PIA	Commercial	4,032	5,156	6,654	8,750	9,623
	Community	3,367	4,091	4,782	5,408	6,082
	Construction	4,315	5,700	8,081	8,849	9,642
	Industry	1,537	2,791	4,100	6,011	8,374
	Retail	2,287	3,570	5,628	7,968	9,315
	Rural resource	3,045	2,972	2,900	2,836	2,751
	Work from home	1,746	2,241	2,695	3,099	3,538
	Total	**20,329**	**26,521**	**34,841**	**42,922**	**49,324**
Total planning scheme area	Commercial	19,223	25,154	31,075	36,653	41,886
	Community	20,882	24,054	26,887	29,441	31,979

PIA locality	PIP projection category	Existing and projected employees				
		2011	2016	2021	2026	2031
	Construction	14,614	16,303	17,587	18,906	20,222
	Industry	20,820	25,291	28,916	32,229	35,531
	Retail	18,570	22,788	28,436	33,667	37,630
	Rural resource	3,082	2,992	2,909	2,844	2,757
	Work from home	8,868	10,220	11,258	11,997	12,702
	Total	**106,059**	**126,803**	**147,068**	**165,738**	**182,708**

Table 4.2.11.2 Existing and projected Gross Floor Area

PIA locality	PIP projection category	Existing and projected Gross Floor Area (GFA)				
		2011	2016	2021	2026	2031
Bribie & Coastal Communities	Commercial	14,229	21,920	25,200	27,440	29,100
	Community	38,220	41,700	44,760	46,920	49,080
	Construction	0	0	0	0	0
	Industry	61,376	65,212	68,637	71,377	74,117
	Retail	49,500	35,580	38,760	39,870	41,010
	Rural resource	0	0	0	0	0
	Work from home	0	0	0	0	0
	Total	**163,325**	**164,412**	**177,357**	**185,607**	**193,307**
Caboolture City	Commercial	67,038	127,460	167,240	199,060	227,540
	Community	114,630	135,420	152,670	167,250	182,340
	Construction	0	0	0	0	0
	Industry	489,090	564,988	600,334	627,597	654,586
	Retail	239,625	200,460	256,290	294,630	323,910
	Rural resource	0	0	0	0	0
	Work from home	0	0	0	0	0
	Total	**910,383**	**1,028,328**	**1,176,534**	**1,288,537**	**1,388,376**
North Lakes, Redcliffe, MBRL	Commercial	81,639	136,900	162,420	179,660	211,580
	Community	254,190	288,960	320,730	349,950	377,010
	Construction	0	0	0	0	0
	Industry	966,124	1,130,387	1,319,036	1,424,937	1,469,325
	Retail	266,715	200,130	225,510	250,080	274,410

	Rural resource	0	0	0	0	0
	Work from home	0	0	0	0	0
	Total	**1,568,668**	**1,756,377**	**2,027,696**	**2,204,627**	**2,332,325**
Strathpine City	Commercial	65,860	103,800	122,580	140,040	164,360
	Community	110,190	123,420	134,520	145,470	156,000
	Construction	0	0	0	0	0
	Industry	1,095,863	1,272,730	1,362,328	1,416,580	1,469,599
	Retail	155,880	125,460	147,900	169,710	192,540
	Rural resource	0	0	0	0	0
	Work from home	0	0	0	0	0
	Total	**1,427,793**	**1,625,410**	**1,767,328**	**1,871,800**	**1,982,499**
Western rural & mountains	Commercial	6,696	9,880	10,980	11,860	12,680
	Community	8,250	9,420	10,440	11,370	12,510
	Construction	0	0	0	0	0
	Industry	29,318	49,183	49,457	51,238	52,882
	Retail	21,060	14,910	15,810	16,680	17,580
	Rural resource	0	0	0	0	0
	Work from home	0	0	0	0	0
	Total	**65,324**	**83,393**	**86,687**	**91,148**	**95,652**
Total PIA	Commercial	235,462	399,960	488,420	558,060	645,260
	Community	525,480	598,920	663,120	720,960	776,940
	Construction	0	0	0	0	0
	Industry	2,641,771	3,082,500	3,399,792	3,591,729	3,720,509
	Retail	732,780	576,540	684,270	770,970	849,450
	Rural resource	0	0	0	0	0
	Work from home	0	0	0	0	0
	Total	**4,135,493**	**4,657,920**	**5,235,602**	**5,641,719**	**5,992,159**
Total outside PIA	Commercial	62,496	103,120	133,080	175,000	192,460
	Community	101,010	122,730	143,460	162,240	182,460
	Construction	0	0	0	0	0
	Industry	210,569	382,367	561,700	823,507	1,147,238
	Retail	102,915	107,100	168,840	239,040	279,450

	Rural resource	0	0	0	0	0
	Work from home	0	0	0	0	0
	Total	**476,990**	**715,317**	**1,007,080**	**1,399,787**	**1,801,608**
Total planning scheme area	Commercial	297,958	503,080	621,500	733,060	837,720
	Community	626,490	721,650	806,580	883,200	959,400
	Construction	0	0	0	0	0
	Industry	2,852,340	3,464,867	3,961,492	4,415,236	4,867,747
	Retail	835,695	683,640	853,110	1,010,010	1,128,900
	Rural resource	0	0	0	0	0
	Work from home	0	0	0	0	0
	Total	**4,612,483**	**5,373,237**	**6,242,682**	**7,041,506**	**7,793,767**

Note - The GFA has been calculated based on the employees in Table 4.2.11.1 and standard conversion factors.

4.2.12 Planned infrastructure demand rates

1. The planned densities in Tables 4.2.8.1 and 4.2.8.2 have been converted into the planned infrastructure demand rates for each trunk infrastructure network provided in Tables 4.2.12.2 (Stormwater), 4.2.12.2 (Open Space), 4.2.12.3 (Land for Community Infrastructure) and 4.2.12.4 (Transport).

Table 4.2.12.1 Planned infrastructure demand rates for stormwater infrastructure networks

Catchment	Area (ha)	Population		Land Use	
		2010	2031	Urban	Rural
Bribie Island	10,710	17,133	21,830	10%	90%
Pumicestone passage	18,480	11,415	21,183	15%	85%
Redcliffe	2,661	49,638	72,858	56%	44%
Mary River	3,541	0	0	3%	97%
Caboolture River (not including Caboolture West investigation area)	10,710	69,546	112,227	33%	67%
Burpengary Creek	8,435	42,766	64,396	25%	75%
Hays Inlet	7,599	63,613	111,641	33%	67%
Brisbane Coastal	1,530	22,601	24,058	78%	22%
Byron Creek	369	0	0	0%	100%
Neurum Creek	10,510	0	0	0.1%	99.9%
Sideling Creek	5,267	1,397	2,609	18%	82%
Lower Pine River	28,280	90,695	132,974	11%	89%
Upper Pine River	34,890	2,014	3,223	2%	98%
Stanley River	31,830	4,073	8,642	2%	98%
TOTAL	**202,543**	**374,890**	**566,642**		

Table 4.2.12.2 Planned infrastructure demand rates for public open space infrastructure networks

Strategic Framework districts	2011	2016	2021	2026	2031
Caboolture City	68,901	82,510	90,263	95,828	109,892
Bribie and Coastal communities	31,238	32,895	34,054	34,173	34,333
MBRL Corridor	163,184	192,076	214,760	230,474	237,468
Western Rural and Mountains	31,620	34,340	35,578	36,536	38,088
Strathpine City	86,709	94,627	100,466	105,115	108,990
Total	**381,651**	**436,448**	**475,122**	**502,125**	**528,770**

Table 4.2.12.3 Planned infrastructure demand rates for land for community infrastructure network

Local area	2011	2016	2021	2026	2031
Clontarf & Margate-Woody Point	18,797	19,220	19,641	19,911	20,332
Redcliffe-Scarborough & Rothwell-Kippa-Ring	37,773	40,009	41,698	42,851	43,934
Bray Park, Lawnton, Petrie & Strathpine-Brendale	35,861	38,127	39,902	41,186	42,182
Dakabin-Kallangur-Murrumba Downs	28,860	35,347	39,912	42,094	42,373
Griffin-Mango Hill	21,491	33,035	40,562	48,851	51,257
The Hills District	20,745	22,274	22,312	22,639	23,198
Albany Creek & Central Pine West	39,356	43,801	48,214	51,445	53,786
Moreton Bay Balance	20,513	21,753	21,891	21,921	22,134
Bribie Island & Caboolture East	35,358	37,161	38,387	38,408	38,474
Burpengary-Narangba	27,320	31,204	36,470	40,360	46,533
Caboolture Central	25,770	32,218	35,947	37,667	40,818
Caboolture Hinterland & Midwest	23,738	26,970	30,080	32,915	36,245
Morayfield	24,157	30,689	33,777	35,610	40,873
Deception Bay	21,912	25,259	26,949	26,889	27,251
Grand Total	**381,651**	**437,068**	**475,742**	**502,746**	**529,391**

Table 4.2.12.4 Planned infrastructure demand rates for transport infrastructure

	Home to Work Trips	Home to School trips	Home to tertiary education trips	Home to shops	Home to 'other' locations	Non Home Based trips	Work to Work Trips	All Car Trips (Sum of all)	Active transport	Public transport	All trips
Activity Centre	0.7	0.2	0	0.7	0.8	4.9	0.6	8	3.1	1.2	12.4
Enterprise/Employment	1.1	0.7	0.1	1.6	1.3	1.1	1.2	7	0.5	0.7	8.3
Urban	1	0.3	0	1.1	1	0.9	0.1	4.5	1.3	0.9	6.7
Next Gen Suburban	1	0.4	0	1.2	1.1	0.8	0.1	4.6	0.9	0.7	6.2
Suburban	1.2	0.6	0	1.5	1.3	0.9	0.1	5.7	0.7	0.9	7.3
Special Area	1.4	0.8	0.1	1.6	1.4	2.4	0.4	8.1	0.2	0.6	8.9
Key Resource Area	1.6	0.8	0.1	1.8	1.5	0.8	0.4	7	0.1	0.4	7.5
Rural / Coastal	1.6	1	0.1	1.9	1.6	1	0.2	7.2	0.3	0.5	8.0
Policy Trip Rate Avg.	**1.1**	**0.5**	**0**	**1.3**	**1.2**	**1.3**	**0.2**	**5.7**	**1.0**	**0.8**	**7.5**

2. Full details of population and employment projections and how these were converted to dwelling units, floor space, land area and demand units are identified in the extrinsic material.

4.3 Priority infrastructure area

1. The priority infrastructure area is the area where suitable and adequate development infrastructure exists, or where it can be provided most efficiently.

2. The priority infrastructure area identifies the area where Moreton Bay Regional Council gives priority to provide trunk infrastructure for urban development up to 2026.

3. The priority infrastructure area is identified on Map series PIP map - Priority infrastructure area PIP-01 - PIP-76 PIA.

4.4 Desired standards of service

Click on the required section from the menu beside.

4.4.1 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;

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.

4.4.2 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 Moreton Bay Regional Council Planning Scheme. The "place types" for the Planning Scheme have been grouped into three categories/types to reflect the broad type of access and transport integration intended for each of the areas across the Moreton Bay Regional Council area. This will assist in achieving key strategic outcomes for the Moreton Bay Regional Council area including integrated movement networks, streets that prioritise the needs for pedestrians and cyclists, embracing more sustainable travel behaviour, as well as ensuring a transport network that meets the required needs of other road users in appropriate locations. The "place type" groupings include:

    a. Category Type 1: Principal, Major and District Activity Centres;

    b. Category Type 2: Urban Neighbourhoods, Next Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Communities;

    c. Category Type 3: Suburban Neighbourhoods, Rural Residential areas, Rural areas, and Mountain Ranges, Forests and Waterways.

Table 4.4.2.1 Transport standards

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Road network design/ planning standards	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. 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.	• Local government road design and development manual/ standards/ codes in planning scheme and planning scheme policy • Road Planning and Design Manual (2nd edition) developed by the Department of Transport and Main Roads • Australian Standards • AUSTROADS guides • Level of Service for local government road links and intersections refer to table 4.4.2.2. • Desired standard of service for functional local government road elements refer to tables 4.4.2.3, 4.4.2.4, 4.4.2.5 and 4.4.2.6 for speed, access, 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. Promotes the provision of public transport infrastructure consistently across the movement network that is compatible with land uses, demand and is fully accessible.	• Local government design and development manual/standards/ codes in planning scheme and planning scheme policy • Design accords with the performance criteria set by Department of Transport and Main Roads • Design accords with the performance criteria and guidance set out in TransLink's Public Transport Infrastructure Manual (PTIM) • AUSTROADS guides for road-based public transport and high-occupancy vehicles.
Cycleway and pathway design/ planning standards	Cycle ways and pathways provide a safe and convenient network that encourages walking and cycling as acceptable and attractive alternatives. 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.	• 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.

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
		• Complete Streets • Desired Standard of Service for Pathways: refer to table 4.4.2.7. • Desired Standard of Service for cycling provision: refer to table 4.4.2.8. • Desired Standard of Service for Pedestrian Crossings: refer to table 4.4.2.9. • Desired Standard of Service for Active Transport: refer to table 4.4.2.10

Table 4.4.2.2 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, Next Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Communities	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 4.4.2.3 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, Next Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Communities	3 Rural Residential areas and Suburban Neighbourhoods
Hierarchy	State	State	State	State
	Arterial	Note 1	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 - 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 4.4.2.4 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, Next Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Communities	3 Rural Residential areas and Suburban Neighbourhoods
Hierarchy	State	State	State	State
	Arterial	Note 1	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 - Level of access provided to be commensurate with the environmental context of the road link in Place Type 1.

Table 4.4.2.5 Functional Trunk Road Planning Provisions in the Hierarchy per Place Type – for Intersections and Turning Traffic Provisions

Desired standard of service		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 4.4.2.6 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, Next Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Communities	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 4.4.2.7 Desired Standard of Service for Pathways

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

		3.0m (or greater) both sides Off-road (separated) 2.5m	3.0m (or greater) both sides Off-road (separated) 2.5m	3.0m (or greater) both sides
	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 4.4.2.8 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, Next Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Communities**	**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*	On-road: 1.5m 60kph, 2.0m 80kph (4.0-4.5m with parking 60-80kph),	On-road: 1.5m 60kph, 2.0m 80kph (4.0-4.5m with parking 60-80kph)

		where unavoidable) Off-Road (shared): 2.0m to 2.5m both sides (or greater) Bicycle awareness zones or shared zones	Off-Road (shared): 3.0m both sides (or greater) Off Road (Separated): 2.0m	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 4.4.2.9 Desired Standard of Service for Crossings

Desired standard of service (Crossings)		Place type category		
		1 Principal, Major and District Activity centres	2 Urban Neighbourhoods, Next Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, and Coastal Communities	3 Rural Residential areas and Suburban Neighbourhoods
Hierarchy	State	State	State	State
	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.

Table 4.4.2.10 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)	On-road facility: • where located on a District Collector Road or higher order road as per Table 4.4.2.7; Off-road facility: • where located on a District Collector Road or higher order road as per Table 4.4.2.7; or • any other circumstance off-road pathway, minimum width 3.0m. Width (Clear of obstructions)
	<3km from major or principal centre	On-road facility: • where located on a District Collector Road or higher order road as per Table 4.4.2.7; Off-road facility: • where located on a District Collector Road or higher order road as per Table 4.4.2.7 widened by an additional 0.3m; or • any other circumstance off-road pathway, minimum width 3.5m

4.4.3 Public parks and land for community infrastructure

a. Provide an accessible network of parks, open space, and community infrastructure that meets the needs of residents and visitors in accordance with the standards in table 4.4.3.4, accessibility standards in Table 4.4.3.1 and 4.4.3.5 and rates of provision identified in Tables 4.4.3.2 and 4.4.3.6. 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:

   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 4.4.3.2 are intended to be flexible, as many parks provide a number of functions to the community and service varying areas however the minimum land area of the park is to be maintained.

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

   i. minimum land size as identified in Table 4.4.3.2 and Table 4.4.3.7;

   ii. configuration, slope, and acceptable level of flood immunity in accordance with the standards below 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 4.4.3.3:

   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 4.4.3.1 Accessibility standards for public parks

Park Type	Place Type													Accessibility Standard
	AC	UN	NGN	SN	RR	RT	CT	RA	MFW	KER	CR	EEA	SA	
Local Recreational Park	■	■	■	■										400m
						■	■							800m
					■			■	■	■	■	■	■	No Standard
District Recreation Park	■	■	■	■		■	■							2.5km
					■									3.5km
								■	■	■	■		■	No Standard
Regional Recreation Park	■	■	■	■	■	■	■	■	■	■	■	■	■	10 km
District Sports Park	■	■	■	■										3 km
					■	■	■					■		5 km
								■	■	■	■		■	No Standard
Regional Sports Park	■	■	■	■	■	■	■	■	■	■	■	■	■	15 km
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 4.4.3.2 Rate of land provision for public parks

Park Type	Place Type													Provision Target	Minimum Land Area
	AC	UN	NGN	SN	RR	RT	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 uncontrained land.

Table 4.4.3.3 Standard facilities/embellishments for public parks

Opportunities/Facilities	LR	DR	RR	DS	RS	D C	RC
Private vehicle movement and internal parking							
Play areas (large)							
Play areas (small)							
Cycling & walking opportunities							
Nature appreciation opportunities							
Multi-use activity spaces							
Performance/community/festival event space							
Formal sports fields/courts/surface (lighting & irrigation)							
Picnic areas							
Gateway statement (public art)							
Kick-a-bout spaces							
Passive recreation nodes							
BMX/skate opportunities							
Youth spaces							
Seating opportunities							
Outdoor recreation opportunities							
Dog off leash areas							
Social gathering spaces							
Paddle and recreational boating facilities							
Fitness nodes							
Public amenities (toilets)							
Changing facilities (sports)							
Natural areas							
Drinking fountains							

Table 4.4.3.4 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.	• Land for community facilities is provided at a local, district and regional level. • Land for community facilities provides for development of community facilities.
Accessibility	Land for community facilities is located to ensure adequate pedestrian, cycle and vehicle access. New land for community facilities is located within an appropriate place type in the Draft Strategic Framework.	• Accessibility design standards are identified in Table 4.4.3.5.
Rate of provision Minimum size Land quality/suitability • 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.	• The rate of provision for community facilities is identified in Table 4.4.3.6. • The size of land/GFA for community facilities is identified in Table 4.4.3.7. • 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.	• Local government standards in planning scheme and planning scheme policies. • Australian Standards.

Table 4.4.3.5 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 4.4.3.6 Rate of provision for land for community facilities

Infrastructure type	Rate of provision (facility / people)		
	Local	District	Regional
Community Centre	1/10,000	1/30,000	-
Youth Centre	-	1/50,000	-
Library	-	1/30,000	-
Art Gallery	-	1/150,000	1/150,000
Cultural/Performing Arts Centre	-	1/50,000	Site or community specific
Museum	-	1/50,000	-
Cemetery	-	1/200,000	1/200,000

Table 4.4.3.7 Minimum size of land for community facilities

Infrastructure type	Minimum size of land (ha) / gross floor area (GFA)		
	Local	District	Regional
Community Centre	GFA - 800m² / Land - 5,000m²	GFA - 1,000m² /Land - 10,000m²	-
Youth Centre	-	GFA - 1,000m² /Land - 10,000m² or adjoining open space	-
Library	-	QLD State Library Guidelines	-
Art Gallery	-	GFA - 1,500m² / Land - 5,000m²	
Cultural/Performing Arts Centre	-	Site or community specific	
Museum		Site or community specific	-
Cemetery	-	1,500m² per 1000 people	

4.5 Plans for trunk infrastructure

1. The plans for trunk infrastructure (PFTI) identify the existing and proposed trunk infrastructure networks intended to service the assumed development at the desired standard of service stated in the PIP.

4.5.1 Trunk infrastructure networks, systems and items

1. Table 4.5.1.1 broadly outlines the trunk infrastructure networks, systems and items covered by the PIP.

Table 4.5.1.1 Trunk infrastructure networks, systems and items

Column 1 Network	Column 2 Planning scheme area	Column 3 Trunk items
Trunk Water Supply Network	All areas	• As defined in NetServ Plan
Trunk Sewerage Network	All areas	• As defined in NetServ Plan
Trunk Stormwater Network (Quantity)	All areas	1. River level components include the following items located within the PIA along mapped river corridors: • 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. 2. Creek level components include the following items located within the PIA along mapped creek corridors: • 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. 3. Excludes all stormwater infrastructure required to meet the internal requirements for the site as required by the relevant Planning Scheme.
Trunk Stormwater Network (Quality)	All areas	1. River level components include the following items located within the PIA along mapped river corridors: • Land for stormwater conveyance purposes that captures the 1% AEP flows or a thirty (30) metre riparian buffer from 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). 2. Creek level components include the following items located within the PIA along mapped creek corridors:

Column 1 Network	Column 2 Planning scheme area	Column 3 Trunk items
		• Land for stormwater conveyance purposes that captures the 1% AEP flows or a thirty (30) metre riparian buffer from 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). 3. Excludes all stormwater infrastructure required to meet the internal requirements for the site as required by the relevant Planning Scheme.
Trunk Roads and Strategic Pathways Network	All areas	1. The road network comprises: • District collector roads carrying greater than 3,500 vehicles per day; • Sub-arterial roads; • Arterial roads (excluding State Controlled Roads) including Arterial Main Streets. 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.
Parks	All areas	1. Sporting facilities: • Regional level; • District level; • Embellishments including sports fields, shade structures, car parking. 2. Recreational Park: • Regional level including Civic Park and Regional Foreshore Park; • District level, including Civic Park and District Foreshore Park;

Column 1 Network	Column 2 Planning scheme area	Column 3 Trunk items
		• 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.
Land for community facilities	All areas	1. Land for Community Facilities: • 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.

4.5.2 Plans for trunk infrastructure

1. Plans identifying the trunk infrastructure, as well as the service catchments, for each infrastructure network are shown in Schedule 3 - Priority infrastructure plan mapping on the following maps:

- PIP map - Stormwater network PIP01-PIP76 SW;
- PIP map - Transport network PIP01-PIP76 TN;
- PIP map - Active transport network PIP01-PIP76 AT;
- PIP map - Open space and land for community infrastructure PIP01-PIP76 OC.

4.5.3 Schedule of works

1. Tables 4.5.3.1, 4.5.3.2, 4.5.3.3, 4.5.3.4, 4.5.3.5, 4.5.3.6 identify the future trunk infrastructure items to service anticipated growth.

2. The schedules of works for future assets identify the estimated establishment cost of each asset, the service catchment(s) to which it relates and the estimated time of completion. The location of these future assets are cross referenced and identified in the plans for trunk infrastructure.

3. The full schedule of works, including details of existing and future trunk infrastructure, is provided as extrinsic material.

Table 4.5.3.1 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 Rehabilitation Revegetation	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

Item ID	Future infrastructure asset description	Estimated year of completion	Estimated cost ($)
HAY_WR06	WSUD Retrofit HAY_WR06, Reg Crouch Park	2017-18	$261,000
LPR_WR05	WSUD Retrofit LPR_WR05, Brownwell Street Park, Warner	2017-18	$256,000
LPR_WR18	WSUD Retrofit LPR_WR18, Branch Creek Road Park	2017-18	$386,000
CAB_WR12	WSUD Retrofit CAB_WR12, Lynfield Dr Park	2023-24	$992,500
CAB_WR21	WSUD Retrofit CAB_WR21, Beech Drive Park	2023-24	$1,121,000
BUR_CW06	Constructed Wetland BUR_CW06, Claverton Drive Park & Reserve Burpengary	2023-24	$990,000
BUR_WR06a	WSUD Retrofit BUR_WR06a, Femando Street	2023-24	$1,040,000
BUR_WR01	WSUD Retrofit BUR_WR01, Crendon Street	2023-24	$696,000
LPR_CW07	Constructed Wetland LPR_CW07, Henry Road Griffin	2023-24	$3,938,000
LPR_WR09	WSUD Retrofit LPR_WR09, Gary Fulton Park	2023-24	$1,155,000
LPR_WR21	WSUD Retrofit LPR_WR21, Versace Avenue Drainage Reserve	2023-24	$672,000
BUR_WR12	WSUD Retrofit BUR_WR12, Matterhorn Dr Park, Narangba	2023-24	$1,444,000
LPR_WR20	WSUD Retrofit LPR_WR20, Karrajong Drive Park 2, Warner	2023-24	$528,000
CAB_CW04	Constructed Wetland CAB_CW04, King Street Caboolture	2023-24	$4,515,000
CAB_CW06	Constructed Wetland CAB_CW06, Buchanans Road Morayfield	2023-24	$1,575,000
UPR_CW01	Constructed Wetland UPR_CW01, Tullamore Park Dayboro	2023-24	$946,000
HAY_WR09	WSUD Retrofit HAY_WR09, Penson Park	2023-24	$2,021,000
CAB_CW11	Constructed Wetland CAB_CW11, Darley Road Park Caboolture	2028-29	$1,260,000
LPR_CW02	Constructed Wetland LPR_CW02, Piggott Reserve Strathpine	2028-29	$440,000
LPR_CW03	Constructed Wetland LPR_CW03, Normanby Way Strathpine	2028-29	$6,720,000
CAB_CW07	Constructed Wetland CAB_CW07, 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

Item ID	Future infrastructure asset description	Estimated year of completion	Estimated cost ($)
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 / Weier Road Morayfield	2030-31	$2,090,000
CAB_CW13	Constructed Wetland CAB_CW13, Cobb Rd Burpengary	2030-31	$462,000
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 Rd Brendale	2030-31	$1,320,000
CAB_CW02	Constructed Wetland CAB_CW02, Limburg Ave Caboolture	2030-31	$2,835,000
CAB_CW10	Constructed Wetland CAB_CW10, Coach Rd 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 4.5.3.2 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
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

Project ID	Future infrastructure asset description	Estimated year of completion	Total cost
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_DB_7	Caboolture River Detention Basin	2022	1,400,000
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

Project ID	Future infrastructure asset description	Estimated year of completion	Total cost
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_4	Griffin Bank Stabilisation	2017	$11,000
GR_CU_1	Griffin Crossing Upgrade	2026	$246,355
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

Project ID	Future infrastructure asset description	Estimated year of completion	Total cost
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

Project ID	Future infrastructure asset description	Estimated year of completion	Total cost
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
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
MGT_PD_1	Margate Balance Pipe Drainage	2017	$18,069,519
MGT_PD_2	Margate Balance Pipe Drainage	2018	$10,273,438
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

Project ID	Future infrastructure asset description	Estimated year of completion	Total cost
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
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
SSC_CU_8	Sheepstation Creek Crossing Upgrade	2020	$30,000
SSC_CU_9	Sheepstation Creek Crossing Upgrade	2021	$30,000
SSC_DB_3	Sheepstation Creek Detention Basin	2015	$1,528,800
SSC_DB_4	Sheepstation Creek Detention Basin	2025	$480,000

Project ID	Future infrastructure asset description	Estimated year of completion	Total cost
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
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			$139,856,662

Table 4.5.3.3 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 Rd, Brendale	Realignment Kremzow Road to Stanley Street, 2 lanes, undivided	MBRC	2016	$27,512,281
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	$2,358,000
INT30	Victoria Avenue/King Street, Woody Point	Upgrade of the priority intersection to signals to improve safety	MBRC	2017	$1,140,000
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

Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost ($)
RD33	Eastern Collector Road, Strathpine	Learmonth Street to Flynn Lane Corridor	MBRC	2018	$650,000
RD08	Old North Road, Warner	Duplication of Old North Road and intersection upgrades – Lavarak to Kremzow	MBRC	2019	$6,290,000
RD30	Old North Road, Warner	Duplication of Old North Road and intersection upgrades – Lavarak 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
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 Road, Morayfield	Lomandra Drive to Buchanan Road Duplication	MBRC	2021	$5,040,693
RD10	Buchanan Road, Morayfield	Morayfield to Bruce Highway intersection upgrade and localised widening, including new rail bridge	MBRC	2021	$87,840,000
RD11	Caboolture River Road , 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

Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost ($)
INT32	Griffith Road/Newport Drive, Newport	Upgrade of the priority intersection to signals to improve safety and capacity	MBRC	2022	$1,155,000
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 Road, Morayfield, Intersection and Corridor Upgrade	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 St/Lee St/Summerfields Drive, Caboolture	Reconfiguration and signalisation of intersection	MBRC	2031	$374,000
INT13	Oakey Flat Road/Burbury Road, Morayfield	Localised widening and intersection signalisation	MBRC	2031	$7,143,400
INT20	Klinger Road/Boardman Road, Kippa Ring	Intersection signalisation subject to Kippa Ring/Redcliffe Transport Integration Project	MBRC	2031	$1,800,000
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 cost					$629,515,080

Table 4.5.3.4 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 St and Hayes St. Provide path along Bury Street drain	MBRC	2016	$1,045,637
Cab2(b)	McKean Street, Caboolture	Beerburrum Rd to Manley St. 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 St George Street (between Hasking St and King St). 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 St and Elliott St	MBRC	2016	$174,901
Cab7	Elliott Street, Caboolture	Elliott Street and Morayfield Rd between King Street and Caboolture River	MBRC	2016	$2,050,000
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

Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost ($)
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
DB2	Morris Road, Rothwell	Deception Bay Road to Gynther Road, on-road bike lanes. New and upgraded paths.	MBRC	2016	$539,903
DB3	Gynther Road, Rothwell	New path and on-road bike lanes. Includes crossing of Anzac Ave	MBRC	2016	$470,137
Red1	Sutton Street, Redcliffe	Continuation of Boulevard Treatment Anzac Ave to Mall Way	MBRC	2016	$480,000
Red4	Esplanade, Redcliffe	Path upgrade and connection to cross streets between Klinger Road and Shields St	MBRC	2016	$190,000
Red 5	Anzac Ave/Boardman Road, Kippa-Ring	Boulevard Treatment and upgrade of Boardman Rd/Elizabeth Ave intersection between Klinger Rd and Kappella St	MBRC	2016	$481,858
Red 6	Nottingham Street, Kippa-Ring	New path and bicycle awareness zone between Chelsea Street and Fleet Drive	MBRC	2016	$584,081
Red8	Duffield Road, Margate	On-road bike lane marking (lanes already exist) between Margate Parade and Victoria Ave	MBRC	2016	$170,808
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

Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost ($)
St5	Bells Pocket Road, Bray Park	Gympie Road to Robel Street including intersection with Gympie Road and crossings	MBRC	2016	$270,000
HD4	Chinook Street, Everton Hills	Provide off-road path linking existing Cabbage Tree Creek corridor with Old Northern Road pathway	MBRC	2016	$74,362
Cab5(b)	George Street, Caboolture	George Street between Hasking St and Bertha St. Includes on street bike lanes	MBRC	2016	$70,032
Cab2(c)	Bury Street, Caboolture	Lang St to Manley St	MBRC	2021	$348,407
Cab8	Lynfield Dr/Warner St, Caboolture	Lynfield Dr between Yaldara Ave and Warner St, including Warner Sreet 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/McClintock Drive, Murrumba Downs	New path on eastern side from Goodfellows Road to Brays Road	MBRC	2021	$396,572
K5	Marsden Road, Kallangur	On-road bike lanes between Narangba Road and Anne Street	MBRC	2021	$201,864
P1	Young Street, Petrie	Bicycle awareness marking	MBRC	2021	$65,563
P2	Rue Montaigne, Petrie	On-road bike lanes between Frenchs Road to Woonara Drive (connects to off-road paths)	MBRC	2021	$162,181
P3	Frenchs Road, Petrie	On-road bike lanes and intersection upgrades between Beeville Rd and Rue Montaigne	MBRC	2021	$268,262
G1	Brays Road, Griffin	Wellington Road to Cairns Road including Bruce Highway overbridge	MBRC	2021	$10,535,389

Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost ($)
NL1	North Lakes Drive, North Lakes	Active transport priority and crossings from Memorial Drive to Kerr Road East	MBRC	2021	$640,000
NL2(b)	Discovery Drive/Halpine Drive, Mango Hill	Path upgrade and on-road bike lanes along Discovery Drive and Halpine Drive, including Anzac Ave intersection	MBRC	2021	$6,150,000
St2	Railway Avenue, Strathpine	Upgrade path and provide bicycle awareness from Samsonvale Road to Hall Street	MBRC	2021	$880,000
St4(b)	Samsonvale Road, Bray Park	Upgrade substandard sections of path between Bland Street and Old North Road	MBRC	2021	$808,406
St6	Dorothy Street Precinct, Strathpine	New link between Flynn Ln and Learmonth St associated with a new road proposal	MBRC	2021	$270,057
St7(a)	Leitchs Road, Brendale	On-road bike lanes and new path on western side between Kremzow Road to South Pine Road, including South Pine Road Crossing	MBRC	2021	$616,878
St7(b)	Leitchs Road, Brendale	New path and on-road bike lanes between South Pine Road and Cribb Road	MBRC	2021	$882,045
AC1	Albany Creek Road, Albany Creek	Connection of off-road path on Albany Creek Road to Albany Creek Service Road (Keong Rd to Wruck Cres)	MBRC	2021	$274,618
HD3	Dawson Parade/Pimelia Street, Arana Hills	Formalise footpaths, connect to off-road links, provide on-road bike lanes and/or awareness zones between Patricks Road to South Pine Road	MBRC	2021	$274,618
HD5	Ferny Way, Ferny Hills	Provide on-road bike lanes	MBRC	2021	$55,211
HD6	Cabbage Tree Creek to Bunya Road, Everton Hills	Path along the Cabbage Tree Creek corridor parallel to Collins Road from the James Street road reserve to opposite Cooloola Court, a bridge over Cabbage Tree Creek and an off-road path from Cabbage Tree Creek to Bunya Road, Everton Hills.	MBRC	2021	$408,000
CabS4	Walkers Road, Morayfield	Creek Crossing upgrade and on-road bike lane bweteen Fennell Ct and Koala Drive	MBRC	2026	$1,829,401

Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost ($)
CabS5	Grogan Road, Morayfield	Path upgrade to Aquatic Centre. Including bicycle awareness on Grogan Road	MBRC	2026	$183,155
CabS6	Wimbledon Drive, Morayfield	Provide short-cut to school	MBRC	2026	$75,788
CabE2(a)	Coach Road East, Burpengary East	Path upgrade and on-road bike lanes Between North East Business Park and Eastern Service Road	MBRC	2026	$4,010
CabE2(b)	Buckley Road, Burpengary East	Path upgrade and on-road bike lanes Between North East Business Park and Eastern Service Road	MBRC	2026	$3,000,000
NL3	Memorial Drive/Discovery Drive, North Lakes	Formalise on-road bike lanes from North Lakes Drive to Davenport Parade, adressing 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 Bouty 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 Arena Place and Deception Bay Road	MBRC	2026	$596,935
Red2	John Street Precinct, Redcliffe	Connecting Anzac Ave to Humpybong Creek Paths	MBRC	2026	$640,000
Red7(a)	Porter Street, Redcliffe	New path and on-road bike lane	MBRC	2026	$503,404
Red7(b)	Portwood Street, Redcliffe	New path on south side and on-road bike lanes	MBRC	2026	$263,580
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

Item ID	Future infrastructure asset location	Future infrastructure asset description	Funding	Estimated year of completion	Estimated cost ($)
BR1	Bestmann Road East/Bribie Island Road, Sandstone Point	Upgrade footpaths and provide on-road bike lanes along Bestmann Road and Bribie Island Road approaches to Bribie Island Bridge	MBRC	2031	$58,362
Total estimated costs					$83,068,104

Table 4.5.3.5 Schedule of works—open space 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
Redcliffe Peninsula	OS-25	Margate District Civic	District Civic	New Land & Embellishment	Await DA	$732,820	$366,231
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
Redcliffe Peninsula	OS-01	Barry Bolton Park	District Recreation	Upgrade	2022-2031	$966,232	$0
Caboolture South / Morayfield	OS-05	Brodies Park (North)	District Recreation	Upgrade	2017-2021	$37,412	$0
Redcliffe Peninsula	OS-06	Kroll Gardens	District Recreation	Upgrade	2022-2031	$1,071,932	$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

Local Catchment	PIP ID	Park Name	Park Type	Solution	Timing	Cost (Embellishments)	Cost (Land)
Dakabin	OS-07	Bob Brock Park	District Sport	Upgrade	2017-2021	$500,000	$0
Deception Bay / Rothwell	OS-17	Boama Park	District Sport	Upgrade	2017-2021	$6,000,000	$0
Caboolture South / Morayfield	OS-18	Petersen Road Sportsgrounds	District Sport	Upgrade	2012-2016	$420,000	$0
The Hills District	OS-19	James Drysdale Reserve	District Sport	Upgrade	2017-2021	$12,208,000	$0
Samford	OS-41	Samford Parklands	District Sport	Upgrade	2017-2021	$15,000,000	$0
Redcliffe Peninsula	OS-51	Redcliffe Showgrounds	District Sport	Upgrade	2012-2016	$600,000	$0
Narangba	OS-52	Harris Avenue Sportsgrounds	District Sport	Upgrade	2012-2016	$5,848,200	$0
Bongaree	OS-64	Bribie Island Sports Complex	District Sport	Upgrade	2012-2016	$600,000	$0
Samford	OS-02	Alan Cash Park	District Sport	Upgrade	2022-2031	$400,000	$0
Coastal Lowlands	OS-12	Toorbul Community And Sports Centre	District Sport	Upgrade	2012-2016	$500,000	$0
Redcliffe Peninsula	OS-24	Ray Frawley Fields	District Sport	Upgrade	2012-2016	$1,662,057	$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
Deception Bay / Rothwell	OS-34	Rothwell Park	District Sport	Upgrade	2012-2016	$500,000	$0
Redcliffe Peninsula	OS-53	Langdon Park	District Sport	Upgrade	2012-2016	$800,000	$0
Strathpine North	OS-54	Rob Akers Reserve	District Sport	Upgrade	2017-2021	$1,100,000	$0
Redcliffe Peninsula	OS-55	Redcliffe Civic Regional	Regional Civic	New Land & Embellishment	2022-2031	$2,862,719	$2,402,233

Local Catchment	PIP ID	Park Name	Park Type	Solution	Timing	Cost (Embellishments)	Cost (Land)
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
Redcliffe Peninsula	OS-31	Endeavour Park	Regional Foreshore	Upgrade	2012-2016	$1,000,000	$0
Redcliffe Peninsula	OS-32	Scarborough Beach Park	Regional Foreshore	Upgrade	2012-2016	$1,000,000	$0
Strathpine North	OS-56	Strathpine Regional Recreation	Regional Recreation	New Land & Embellishment	2022-2031	$1,135,530	$373,460
Caboolture Central	OS-04	Caboolture Sports Centre	Regional Recreation	Upgrade	2017-2021	$2,100,000	$0
Strathpine North	OS-37	Pine Rivers Park	Regional Recreation	Upgrade	2022-2031	$1,089,512	$0
Samford	OS-42	Samford Parklands	Regional Recreation	Upgrade	2012-2016	$5,301,040	$0
Caboolture South / Morayfield	OS-48	CREEC	Regional Recreation	Upgrade	2017-2021	$1,885,410	$0
Caboolture Central	OS-59	94 Lower King Street, Caboolture	Regional Recreation	Upgrade	2022-2031	$1,062,800	$0
Petrie Village	OS-66	Old Petrie Town	Regional Recreation	Upgrade	2012-2016	$672,273	$0
Caboolture South / Morayfield	OS-39	Moreton Bay Central Leisure And Sports Centre	Regional Sport	Upgrade	2017-2021	$40,596,327	$0
Strathpine North	OS-44	South Pine Sporting Complex	Regional Sport	Upgrade	2012-2016	$40,000,000	$0
Rural South	OS-38	Kurwongbah Specific Use Sport	Specific Use Sport	New Land & Embellishment	2017-2021	$0	$2,500,000
Strathpine North	OS-40	Nolan Park	Specific Use Sport	Upgrade	2012-2016	$4,633,849	$0
Griffin	OS-67	Elizabeth Road Park	District sport	Upgrade	2022-2031	$12,000,000	$0
Total estimated cost						$216,542,891	$62,956,760

Table 4.5.3.6 Schedule of works - land for 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 (5,000m²).	2014/15	$375,000
Redcliffe-Scarborough & Rothwell-Kippa-Ring	CI-2	Land for a new Local Community Centre (5,000m²).	2014/15	$375,000
Albany Creek & Central Pine West	CI-4	Land for a new Youth Centre (10,000m² or adjoining open space).	2018/19	$850,000
Caboolture Central	CI-5	Land for a new Youth Centre (10,000m² or adjoining open space).	2018/19	$750,000
Total estimated cost				$2,350,000

4.6 Extrinsic Material

1. The following material provides detailed background information relevant to the preparation of this priority infrastructure plan. Copies of this material are available for viewing.

Table 4.6.1 Extrinsic material

Network	Extrinsic material document name
General	• Assumptions Specification Document, MBRC, 2013
Stormwater	• Total Water Cycle Management Strategy for Moreton Bay Regional Council, BMT WBM, December, 2010
Transport	• MBRC Infrastructure Strategy – Transport Forecast Modelling to 2021 Review of Factors affecting Trip Generation Rates – Technical Note, Arup 2012 • TOD Traffic Generation Study, McCormick Rankin Cagney, 2011 • MBRC Network and Corridor Planning Technical note for Priority Infrastructure Planning for Transport, Arup, May 2013 • MBRC Active Transport Strategy 2012-2031, MBRC, 2015 • MBRC Active Transport Strategy 2012-2031 Background Paper, MBRC, 2015
Public parks and land for community infrastructure	• Open Space Strategy 2012 – 2031, MBRC, 2015 • Urban Recreation Park Plan 2012-2031, MBRC, 2015 • Community Infrastructure Strategy 2012 – 2031, MBRC, 2015 • Interim Community Facilities Plan 2012-2031, MBRC, 2015