

Pine Rivers Shire Council

Planning Scheme Policy

PSP25 Development Contributions for Trunk Infrastructure
– Council Trunk Roads

Planning Scheme Policy for Pine Rivers Shire

PSP25 Development Contributions for Trunk Infrastructure – Roads

ADOPTION

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

COMMENCEMENT

This planning scheme policy took effect from 15 December 2006.

Amendment 2/2008

ADOPTION OF AMENDMENT

Moreton Bay Regional Council adopted this amendment to the planning scheme policy on 19 August 2008.

COMMENCEMENT OF AMENDMENT

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

I, John Rauber, Chief Executive Officer, of the Moreton Bay Regional Council, hereby certify that this document is a true copy of the original.

A handwritten signature in dark ink, appearing to read 'J. Rauber', is written over a faint, circular official stamp.

John Rauber
Chief Executive Officer

PSP 25 - PLANNING SCHEME POLICY ON DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE – COUNCIL TRUNK ROADS

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

Head of Power

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

Objective

The objective of this policy is to establish a mechanism for funding of Council Trunk Road infrastructure, (existing and proposed), commensurate with the adverse impacts of development on that infrastructure and which ensures a reasonable and equitable distribution of the costs of Council Trunk Road infrastructure works between Council and developers of land in Council's Local Government area.

Definitions / Application

Application

This policy applies to all applications for development which have been made assessable by Council's Planning Scheme and which will utilise any part of Council's Trunk Road Infrastructure Network. For the purposes of this policy, the extent of Council's Trunk Road Infrastructure Network within the Shire is shown in Schedule D.

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

Payment of any monetary contribution under this policy will in no way relieve the development proponent from any requirement under a condition of development approval to undertake road and associated infrastructure works not on a Council Trunk Road or necessary to access a trunk road.

Nothing contained in this policy precludes Council and the development proponent from entering into an infrastructure agreement in regard to the matters dealt with by this policy.

Definitions

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

Policy Statement

1 Scope

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

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

2 Background Information

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

- (1) Part 1 - The Infrastructure Charges Summary (June 2008);
- (2) Part 2 - Main Report (June 2008);
- (3) Part 3 - Detailed Maps (June 2008); and
- (4) Part 4 - Calculations and Supporting Data (June 2008).

3 Methodology for Council Trunk Roads

3.1 Methodology

3.1.1 Background

The methodology used for determining the rate of infrastructure charges for Council trunk roads under this policy is based upon the method set out in the Department of Local Government and Planning's IPA Guidelines 1/04 and 2/04 (dated 4th October 2004).

The method involves four broad aspects:-

- Determination of the costs of future trunk road infrastructure required to maintain Council's minimum "Desired Standards of Service" resulting from anticipated future development;
- Calculation of the value of spare capacity in the existing trunk road infrastructure network and apportionment of the use of this against anticipated future development;
- Apportionment of the total cost of infrastructure provision between Council (for the existing population) and development proponents (for the future population); and
- Application of the infrastructure contribution rates to actual development applications.

Road network planning for the Pine Rivers Local Government Area has been based on the best planning information available at the time. The roads program shown in this policy currently represents the preferred delivery approach of capacity related road network projects for the Pine Rivers Shire trunk network to 2026.

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

3.1.2 Future Trunk Road Infrastructure Charging Method

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

- (1) Identify the existing trunk road infrastructure network;
- (2) Establish a system of discrete "service catchments" which represent the location of households and employment zones with different traffic generating characteristics;
- (3) Identify the demographic data existing at the 2006 base date (i.e. households and jobs) by "service catchment";
- (4) Assign the traffic generated by such development to the existing road network;
- (5) Identify the existing deficiencies created by such traffic against Council's and the State's "Desired Standards of Service";
- (6) Identify the minimum works necessary to address such deficiencies at the base date of 2006. (These works are not charged to future development, except for their spare capacity component);
- (7) Identify any works proposed by the State Government and surrounding local authorities to roads in and

adjacent to Pine Rivers Shire;

- (8) Identify the forecast 2011, 2016, 2021 and 2026 demographic (i.e. households and jobs) data;
- (9) Assign the traffic generated by the forecast 2011, 2016 and 2021 and 2026 development to the 2011, 2016, 2021 and 2026 road network. (These networks include any anticipated improvements to the "State Controlled Road Network");
- (10) Identify future deficiencies 2011, 2016, 2021 and 2026 created by such traffic against the "Desired Standards of Service";
- (11) Identify the minimum works in an attempt to maintain the "Desired Standards of Service" to 2011, 2016, 2021 and 2026;
- (12) Determine the appropriate timing of each project from the 2006 base date, by interpolation, with due allowance for the time required for design and construction;
- (13) Identify the cost of each future project at the base date of 2006 (these costs include pre-construction activities, engineering design, land resumption where applicable, road construction, drainage, associated services, landscaping as appropriate, overheads and contingencies);
- (14) Apportion the cost of each project against the demand growth from each "service catchment", based on their proportion of use on a per trip basis and apportion the total cost of works between development proponents within the Shire over the Planning Horizon from the 2006 base date;
- (15) Calculate an infrastructure contribution rate per residential demand unit and per non-residential demand unit for each "service catchment"; and
- (16) Determine a suitable system for escalating infrastructure contribution rates to match inflationary effects on land and construction costs.

3.1.3 Existing Trunk Road Infrastructure Spare Capacity Charging Method

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

- (1) Determine the 2006 cost of each trunk road infrastructure link at current replacement value;
- (2) Identify the value of spare capacity on a per trip basis, based on the total capacity of the infrastructure at the 2006 base date; and
- (3) Calculate an infrastructure contribution rate per residential demand unit and per non-residential demand unit for each service catchment for the consumption of this spare capacity.

3.1.4 Aggregating For Particular "Service Catchments"

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

3.1.5 Calculation of the Contribution for a Particular Development Application

The calculation of the contribution to be applied to an individual development approval is based upon the basic unit contribution rate and the expected trip generation. Factors have been applied to the basic unit contribution rate to further break it down by the type of use that can be expected and are given in Schedule A. The factors take into account reductions based on 'drop-in' trips and contribution to the peak periods. The following sources have been used in the development of these factors:-

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

3.2 Transport Service Catchments

For the purposes of determining infrastructure contribution rates under this policy, the Shire has been divided into a number of discrete service catchments which were established having regard to the internal vehicle access networks leading to the sections of Council Trunk Road providing access to those service catchments. The extent of each of these service catchments is shown on the maps in Schedule C.

Using Australian Bureau of Statistics Statistical Local Area and Census Collection District boundaries and Council's Digital Cadastral Database as a base, these service catchments have generally been confined to separate areas where access to the road network differs significantly or where land uses differ markedly.

3.3 Demand Assumptions for Council Trunk Road Network Planning

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

The Demand Unit for Transport for charging purposes is either a Residential Demand Unit (ResDU) or Non-Residential Demand Unit (NonResDU). Separate Infrastructure Contribution Rates in each Service Catchment for Residential and Non-Residential Demand Units will be established.

4 Plan for Council Trunk Road Infrastructure

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

- (a) Pine Rivers Shire Council Arterial Roads;
- (b) Pine Rivers Shire Council Arterial Main Streets;
- (c) Traffic Distributor Roads;
- (d) Controlled Distributor Roads;
- (e) Sub Arterial Main Streets; and
- (f) Major (Trunk) Collector Roads.

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

4.1 Valuations of the Existing Trunk Roads Network

Table 4.1A – Existing Trunk Road Infrastructure Unit Rates by Road Hierarchy

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

Table 4.1B – Existing Trunk Road Valuations

Existing Trunk Road Valuations	Current Replacement Value
Council - Collector	\$25,332,976.94
Council - Trunk Collector	\$115,289,421.27
Council - Sub Arterial	\$134,602,611.32
Council - Arterial	\$5,348,402.13
COUCNIL TRUNK ROADS TOTAL	\$280,573,411.66

4.2 Future Transport Infrastructure

Future Trunk Road Projects are identified in Tables 4.2A and 4.2B and are shown on the maps in Schedule D.

Table 4.2A –Road Capacity Improvements (2006-2026)

Project ID	Project Name	Location	Description	Total Cost \$M (2006 dollars)	Year
PIPRD70001	Youngs Crossing Road Realignment	Protheroe Road to Dayboro Road	New alignment, 4 lanes undivided	\$17.0 M	2007–2011
PIPRD70002	Beeville Road	Dayboro Road to Frenchs Road	Upgrade to 4 lanes undivided	\$2.2 M	2016–2021
PIPRD70003	Beeville Road	Frenchs Road to Torrens Road	Upgrade to 4 lanes undivided	\$2.7 M	2021–2026
PIPRD70004	Torrens Road	Beeville Road to Narangba Road	Upgrade to 4 lanes undivided	\$4.3 M	2021–2026
PIPRD70015	Francis Road Overpass	Gympie Road to Tarandi Street	New alignment, 2 lanes divided	\$15.1 M	2011–2016
PIPRD70016	Patricks Road	Leslie Street to Ferny Way	Upgrade to 4 lanes undivided	\$2.2 M	2021–2026
PIPRD70017	South Pine Road	Camelia Avenue to Buckland Road	Upgrade to 4 lanes divided	\$1.2 M	2007
PIPRD70018	South Pine Road	Dawson Parade to Plucks Road	Upgrade to 4 lanes undivided	\$1.8 M	2007

Project ID	Project Name	Location	Description	Total Cost \$M (2006 dollars)	Year
PIPRD70019	Dohles Rocks Road	Goodrich Road West to Ogg Road	Upgrade to 4 lanes divided	\$7.3 M	2007
PIPRD70022	Old North Road	South Pine Road to Stanley Street	Upgrade to 4 lanes divided	\$14.7 M	2007
PIPRD70023	Old North Road	Stanley Street to Samsonvale Road	Upgrade to 4 lanes divided	\$4.3 M	2007–2011
PIPRD70024	Boundary Road	Bruce Highway N/B Ramps to Old Gympie Road	Upgrade to 4 lanes divided	\$3.2 M	2007
PIPRD70025	Dakabin Connection Road	Old Gympie Road to Bruce Highway	New alignment, 2 lanes undivided	\$8.8 M	2011–2016
PIPRD70028	South Pine Road	Buckland Road to Queens Road	Upgrade to 4 lanes undivided	\$1.4 M	2007–2011
PIPRD70029	South Pine Road	Plucks Road to Bunya Road	Upgrade to 4 lanes undivided	\$0.9 M	2021–2026
PIPRD70030	Old Gympie Road	Anzac Avenue to Boundary Road	Upgrade to 4 lanes divided	\$43.7 M	2007–2011
PIPRD70034	Leitchs Road Realignment	Kremzow Road to Stanley Street	New alignment, 2 lanes undivided	\$5.2 M	2016–2021
PIPRD70047	Mango Hill Ring Road	North South Arterial to North South Arterial	New alignment, 2 lanes undivided	\$16.6 M	2011–2016
PIPRD70063	Queens Road	South Pine Road to Shire Boundary	Upgrade to 4 lanes undivided	\$3.4 M	2007–2011
PIPRD70065	Narangba Road	Torrens Road to Boundary Road	Upgrade to 4 lanes undivided	\$12.9 M	2011–2016
PIPRD70074	Youngs Crossing Road	Samsonvale Road to Protheroe Road	Upgrade to 4 lanes undivided	\$8.4 M	2007–2011
PIPRD70075	Dohles Rocks Road	East Petrie Local Bypass to School Road	Upgrade to 4 lanes divided	\$4.2 M	2007–2011
PIPRD70081	Narangba Road	Boundary Road to School Street	Upgrade to 4 lanes undivided	\$4.6 M	2021–2026
PIPRD70082	Camelia Avenue	Nymphaea Street to Illawarra Street	Upgrade to 4 lanes undivided	\$1.4 M	2007–2011
PIPRD70091	South Pine Road	Queens Road to Lily Street	Upgrade to 4 lanes undivided	\$0.7 M	2016–2021
PIPRD70094	Patricks Road / Dawson Parade Intersection	Patrick Road / Dawson Parade Intersection	Upgrade existing signals	\$0.5 M	2016
				\$188.7 M	

**Table 4.2B –Road Capacity Improvements (2006-2026)
subject of Infrastructure Agreements**

Project Name	Location	Description	Total Cost \$M (2006 dollars)	Year
Commercial Drive	2 lane divided	Anzac Avenue to Discovery Drive	-	2006 - 2010
North Lakes Drive	2 lane divided	From Memorial Drive	-	2006 - 2010
North South Arterial	4 lane divided	Anzac Avenue to North Lakes Drive	-	2006 - 2010
Dakabin Connection Road	2 lane undivided	Bruce Highway to North Lakes	-	2011 - 2015
North Lakes Drive	4 lane divided	Anzac Avenue to Memorial Drive	-	2011 - 2015
North South Arterial	4 lane divided	North Lakes Drive to Boundary Road	-	2011 - 2015
Freshwater Creek Road	2 lane undivided	Topaz Drive to North South Arterial	-	2011 - 2015

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

Schedule A: Demand Factors

Table A: Demand Factors for Trunk Roads Infrastructure Charges

		DEMAND FACTOR	COMMENT
		ROADS	
	DEMAND FACTORS FOR MCUS - PineRiversPlan Landuse		
1	Accommodation Units	0.15 ResDU /unit	Community Dwelling, Accommodation Units, Resort
2	Adult Product Shop		Refer Shop
3	Agriculture		Assess Impact on Application
4	Airstrip		Assess Impact on Application
5	Animal Accommodation		Assess Impact on Application
6	Aquaculture		Assess Impact on Application
7	Associated Unit	0.8 ResDU / du	
8	Bed and Breakfast Accommodation	0.15 ResDU /bed	Community Dwelling, Accommodation Units, Resort
9	Bulk Garden Supplies	0.5 NonResDU / 100m2GFA	Warehousing and Storage
10	Camping Grounds		Assess Impact on Application
11	Car Depot		Assess Impact on Application
12	Car Park	0.5 NonResDU / Parking Space	Public Car Park
13	Caravan/Transportable Home Park	0.4 ResDU / Site	Caravan Park/Transportable Home Village
14	Caretaker's Residence	1 ResDU / du	Refer Detached House
15	Cattery		Assess Impact on Application
16	Cemetery		Assess Impact on Application
17	Child Care Centre	0.4 NonResDU / Licensed Enrolment	
18	Commercial Services		Assess Impact on Application
	Video Store	12 NonResDU / 100 m2GFA	
19	Community Facilities		Assess Impact on Application
20	Concrete Batching Plant	0.5 NonResDU / 100m2GFA	Manufacturing / Factories
21	Contractor's Depot	0.5 NonResDU / 100m2GFA	Manufacturing / Factories
22	Crematorium		Assess Impact on Application
23	Dairy		Assess Impact on Application
24	Detached House	1 ResDU / du	
25	Display Home	1 ResDU / du	
26	Domestic Storage	N/A	
27	Duplex Dwelling	2 ResDU / Duplex	
28	Educational Establishment	0.1 NonResDU / student and staff at planned capacity	
29	Environmental Park	N/A	
30	Estate Sales Office		Refer Office
31	Extractive Industry		Assess Impact on Application
32	Farm Forestry		Assess Impact on Application
33	Fast Food Delivery Service		Assess Impact on Application
34	Food Outlet - Restaurant	5 NonResDU / 100 m2GFA	
	Drive Through	42.5 NonResDU / 100 m2GFA	
35	Funeral Parlour		Assess Impact on Application
36	General Industry	0.5 NonResDU / 100 m2GFA	Manufacturing / Factories
37	Hardware Shop		Refer Shop
38	Hazardous and Offensive Industry	0.5 NonResDU / 100 m2GFA	Manufacturing / Factories
	Oil Depot & Refinery		Assess Impact on Application
39	High Density Multiple Dwelling Units (0.8 floor area ratio)	0.8 ResDU / du	
40	Home Business		Assess Impact on Application
41	Hospital	1.6 NonResDU / 100 m2GFA	
42	Hotel		Assess Impact on Application

		DEMAND FACTOR	COMMENT
43	Indoor Entertainment and Sport		Assess Impact on Application
	Squash Courts	1.5 NonResDU / Court	Squash Courts
	Tennis Courts	2.0 NonResDU / Court	Tennis Courts
	Gymnasiums & Other	3 NonResDU / 100m2GFA	Gymnasiums & Other
44	Infill Housing	1 ResDU / du	
45	Institution	0.15 ResDU / unit	Institution / Housing for Aged & Disabled
46	Intensive Animal Husbandry		Assess Impact on Application
47	Kennels		Assess Impact on Application
48	Local Utilities		Assess Impact on Application
49	Low Density Multiple Dwelling Units	1 ResDU / du	
50	Major Telecommunication Facility		Assess Impact on Application
51	Market	4.0 NonResDU / Stall	Markets-permanent
52	Medium Density Multiple Dwelling Units (0.5 floor area ratio)	0.8 ResDU / du	
53	Motel	0.4 ResDU / Unit	
54	Motor Sport		Assess Impact on Application
55	Night Club		Assess Impact on Application
56	Non-Intensive Animal Husbandry		Assess Impact on Application
57	Office	3.4 NonResDU / 100 m2GFA	
	Bank	3.4 NonResDU / 100 m2GFA	
	Doctor / Dentist Surgery	3.4 NonResDU / 100 m2GFA	
	Medical Centre	11.6 NonResDU / 100 m2GFA	
58	Outdoor Recreation		Assess Impact on Application
	Sports Club / Facilities	2.0 NonResDU / Court	Tennis Courts
	Sportsground and Racecourse		Assess Impact on Application
	Tennis Courts		Assess Impact on Application
59	Outdoor Sales		Assess Impact on Application
	Car Yards / Motor Show Rooms	0.7 NonResDU / 100 m2GFA	Car Yards / Motor Show Rooms
60	Park	N/A	
61	Passenger Terminal	1 NonResDU / 100 m2GFA	Transport Terminal
62	Pensioner Units	0.6 ResDU / du	
63	Place of Worship		Assess Impact on Application
64	Public Utilities		Assess Impact on Application
65	Radio Station		Assess Impact on Application
66	Recycling Depot		Assess Impact on Application
67	Retail Nursery		Refer Shop
68	Retirement Village	0.6 ResDU / du	
69	Road Purposes	N/A	
70	Rural Industry		Assess Impact on Application
71	Salvage Yard		Assess Impact on Application
72	Service Industry	1.0 NonResDU / 100 m2 GFA	Tyre and Mechanical
		0.9 NonResDU / 100 m2GFA	Light
73	Service Station	33 NonResDU / 100 m2GFA	
74	Shooting		Assess Impact on Application
75	Shop		
a	Standalone Retail Shop / Convenience Store	3.6 NonResDU / 100 m2GLFA	
b	Local Shopping Centre (Convenience Shopping Centre)	3.6 NonResDU / 100 m2GLFA	
c	Central Business Shopping Centre (incl Supermarket)	3.6 NonResDU / 100 m2GLFA	
d	Major Shopping Centre	4.7 NonResDU / 100 m2GLFA	
76	Showroom	1.2 NonResDU / 100 m2 GLFA	Retail Warehouse / Showroom
	Fruit and Vegetable store >300m2		Refer Shop
77	Simulated Conflict		Assess Impact on Application
78	Special Use		Assess Impact on Application

		DEMAND FACTOR	COMMENT
79	Stock Sales Yard		Assess Impact on Application
80	Tourist Cabins		Refer Accommodation Units
81	Vehicle Sales	0.7 NonResDU / 100 m2GFA	Car Yards / Motor Show Rooms
82	Veterinary Clinic		Assess Impact on Application
83	Veterinary Hospital		Assess Impact on Application
84	Warehouse	0.5 NonResDU / 100 m2GFA	Warehousing and Storage
	DEMAND FACTOR FOR RALS		
	Residential A & Future Urban		
	Lot Size >1200m2 - per lot - can accommodate Duplex	2 ResDU / Lot	
	Lot Size < 1200m2 - to accommodate Associated Unit	1.8 ResDU / Lot	
	Lot Size < 1200m2 - single dwelling	1 ResDU / Lot	
	Residential B & Future Urban		
	Residential B <600m2	2 ResDU / Lot	
	Residential B lots >600m2	35 ResDU / ha developable area	
	Special Residential Urban (1250m2)	1.8 ResDU / Lot	
	Special Residential Non-Urban	1.8 ResDU / Lot	
	Park Residential	1.8 ResDU / Lot	
	Rural Residential	1.8 ResDU / Lot	
	Future Urban		Refer Residential A & B
	Central Business		Charge at Assumptions
	Commercial		Charge at Assumptions
	Local Business		Charge at Assumptions
	Neighbourhood Facilities		Charge at Assumptions
	Urban Village		Charge at Assumptions
	Village Centre		Charge at Assumptions
	Home Industry		Charge at Assumptions
	Service Industry		Charge at Assumptions
	General Industry		Charge at Assumptions
	Extractive Industry		Charge at Assumptions
	Rural (Coast & Riverlands L.)		Charge at Assumptions
	Rural (U., MEC, C., R. L., V., M.S. & F. L.)**		Charge at Assumptions
	Conservation		Charge at Assumptions
	Park & Open Space		Charge at Assumptions
	Sports & Recreation		Charge at Assumptions
	Special Purposes		Charge at Assumptions

Schedule B: Council Trunk Roads Infrastructure Contribution Rates

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

Table B – Trunk Roads Infrastructure Contribution Rates

Service Catchment	Res Contribution Rate	NonRes Contribution Rate
1	\$775.41	\$988.72
2	\$2,067.92	\$2,302.91
3	\$1,709.81	\$1,570.38
4	\$1,485.34	\$3,912.19
5	\$1,256.34	\$1,397.49
6	\$1,251.28	\$3,551.20
7	\$1,406.16	\$1,989.20
8	\$1,232.12	\$1,219.09
9	\$1,109.20	\$3,023.21
10	\$975.65	\$1,797.76
11	\$1,084.88	\$2,997.54
12	\$1,016.21	\$1,155.19
13	\$1,298.00	\$2,124.62
14	\$1,399.22	\$3,488.05
15	\$1,423.90	\$2,076.89
16	\$1,496.48	\$2,139.27
17	\$1,666.56	\$1,573.39
18	\$1,840.81	\$1,606.83
19	\$2,802.14	\$5,955.55
20	\$2,716.56	\$5,427.61
21	\$12,950.44	\$7,974.47
22	\$9,166.61	\$7,846.67
23	\$5,459.90	\$5,173.39
24	\$8,087.06	\$6,315.90
25	\$10,721.89	\$8,728.49
26	\$1,061.63	\$3,014.18
27	\$4,171.44	\$4,036.46
28	\$526.51	\$559.72
29	\$783.35	\$996.12
30	\$359.43	\$2,108.21
31	\$614.39	\$717.68
32	\$1,474.99	\$3,919.56
33	\$6,583.45	\$4,102.62
34	\$1,748.21	\$2,282.80
35	\$10,744.72	\$7,211.73
36	\$7,614.98	\$6,747.15
37	\$8,523.24	\$7,715.93
38	\$8,608.03	\$6,361.15
39	\$8,846.97	\$7,503.02
40	\$9,104.43	\$6,509.59
41	\$10,471.81	\$6,949.95
43	\$10,608.50	\$6,713.58
44	\$12,897.69	\$8,941.64
45	\$13,965.48	\$7,822.14
46	\$2,528.51	\$4,757.20
47	\$1,393.49	\$2,113.08
48	\$3,003.16	\$2,281.86
49	\$3,152.39	\$2,505.30
50	\$3,150.14	\$6,694.23
51	\$2,111.52	\$2,530.69
52	\$7,216.47	\$8,001.42

Service Catchment	Res Contribution Rate	NonRes Contribution Rate
53	\$2,070.64	\$4,421.38
54	\$2,982.04	\$2,050.63
55	\$12,934.28	\$8,601.56
56	\$9,492.55	\$7,685.91
57	\$8,237.44	\$5,466.94
58	\$9,290.88	\$5,892.50
59	\$12,391.03	\$7,044.52
60	\$11,090.97	\$8,492.06
61	\$3,133.23	\$2,813.89
62	\$12,525.02	\$8,545.25
63	\$7,939.36	\$7,030.35
64	\$8,022.70	\$7,156.23
65	\$8,410.63	\$5,953.23
66	\$6,376.11	\$6,520.87
67	\$5,951.89	\$5,432.38
68	\$8,142.40	\$6,974.35
69	\$6,055.02	\$5,896.41
70	\$5,474.90	\$4,145.63
71	\$6,331.35	\$6,231.36
72	\$4,981.14	\$6,233.04
73	\$6,795.12	\$7,077.68
74	\$5,520.27	\$5,192.40
75	\$6,771.22	\$4,764.33
76	\$6,047.53	\$4,073.13
77	\$6,707.09	\$6,075.31
78	\$6,517.03	\$12,107.76
79	\$8,298.46	\$7,801.99
80	\$8,377.53	\$5,754.63
81	\$5,228.00	\$5,873.92
82	\$7,811.69	\$5,310.03
83	\$7,614.65	\$5,403.83
84	\$8,772.64	\$5,725.46
85	\$11,783.92	\$6,867.43
86	\$12,020.78	\$7,092.28
87	\$11,550.74	\$8,858.59
88	\$6,808.40	\$4,575.90
89	\$13,227.06	\$7,955.13
90	\$13,922.36	\$7,871.30
92	\$12,091.90	\$7,950.38
93	\$10,597.51	\$7,337.14
94	\$11,155.42	\$7,307.59
95	\$10,004.99	\$8,628.48
96	\$11,621.14	\$7,071.99
97	\$11,572.34	\$7,146.56
98	\$9,227.12	\$6,050.01
99	\$13,136.72	\$7,878.78
100	\$900.38	\$3,168.50
101	\$12,480.86	\$8,182.02
102	\$10,928.46	\$8,966.57
103	\$8,537.95	\$6,668.14
104	\$2,694.84	\$2,737.12

Service Catchment	Res Contribution Rate	NonRes Contribution Rate
105	\$2,692.46	\$2,812.11
106	\$2,120.91	\$2,686.97
107	\$2,414.94	\$2,730.71
108	\$1,362.98	\$4,548.87
109	\$735.59	\$961.30
110	\$2,069.16	\$1,778.37
111	\$2,244.18	\$1,045.71
112	\$1,639.35	\$2,205.22
113	\$522.47	\$1,276.66
114	\$1,238.27	\$986.03
115	\$1,369.17	\$2,506.48
116	\$1,327.80	\$1,741.88
117	\$1,601.45	\$2,151.45
118	\$1,510.52	\$1,057.44
119	\$1,611.74	\$1,540.64
120	\$896.06	\$216.75
121	\$1,094.69	\$1,366.92
122	\$1,160.55	\$1,897.29
123	\$1,582.64	\$1,523.79
124	\$1,149.68	\$1,279.19
125	\$1,650.95	\$2,427.29
126	\$6,817.99	\$6,340.29
127	\$837.03	\$463.25
128	\$913.94	\$1,431.31
129	\$1,417.28	\$1,935.40
130	\$1,133.08	\$1,027.64
131	\$1,095.59	\$1,268.30
132	\$849.79	\$1,548.19
133	\$728.10	\$912.74
134	\$969.33	\$1,133.19
135	\$974.81	\$2,741.49
136	\$978.85	\$1,206.55
137	\$1,772.03	\$2,237.21
138	\$1,881.42	\$691.85
139	\$2,306.06	\$2,313.51
140	\$2,377.47	\$3,280.73
141	\$3,688.71	\$4,180.59
142	\$4,214.29	\$4,962.10
143	\$3,455.08	\$2,976.18
144	\$2,969.19	\$2,686.06
145	\$7,646.04	\$5,674.41
146	\$10,873.17	\$8,059.60
147	\$8,197.33	\$5,361.72
148	\$14,384.87	\$7,956.07
150	\$1,937.93	\$4,197.22
151	\$1,879.27	\$692.35
201	\$931.63	\$790.88
202	\$978.52	\$790.74
203	\$862.26	\$697.71
204	\$1,278.26	\$913.80
205	\$973.03	\$822.86
206	\$664.62	\$554.74
207	\$1,408.70	\$872.68
208	\$1,567.47	\$3,060.13
209	\$662.16	\$387.03
210	\$3,139.10	\$2,098.13

Service Catchment	Res Contribution Rate	NonRes Contribution Rate
211	\$1,832.53	\$1,454.51
212	\$1,416.90	\$928.90
213	\$1,165.25	\$824.82
214	\$2,493.67	\$2,157.24
215	\$3,218.61	\$2,193.46
216	\$1,688.17	\$1,458.70
217	\$3,406.72	\$3,307.83
218	\$3,268.82	\$6,969.01
219	\$2,396.75	\$2,196.51
220	\$2,848.47	\$2,569.77
221	\$2,372.00	\$2,680.26
222	\$3,998.40	\$3,511.94
223	\$3,091.99	\$2,732.22
224	\$2,747.05	\$2,695.95
225	\$3,211.23	\$2,200.54
226	\$2,916.99	\$2,565.48
227	\$2,100.14	\$2,005.13
228	\$781.67	\$571.51
229	\$861.99	\$501.41
230	\$623.93	\$375.76
231	\$644.01	\$377.69
232	\$487.32	\$890.45
233	\$2,808.32	\$1,969.21
234	\$543.12	\$332.86
235	\$544.91	\$1,012.67
237	\$756.28	\$562.52
238	\$1,992.31	\$2,013.69
239	\$1,130.81	\$3,457.63
240	\$2,680.73	\$5,308.66
241	\$3,200.76	\$2,272.99
242	\$2,829.95	\$5,158.14
243	\$3,387.14	\$2,829.55
244	\$3,178.90	\$2,565.80
245	\$3,558.38	\$2,840.83
246	\$5,310.48	\$3,157.63
247	\$3,567.05	\$2,824.96
248	\$3,546.17	\$2,412.32
249	\$3,378.25	\$2,331.34
250	\$5,080.65	\$4,148.42
251	\$5,326.45	\$4,144.41
252	\$3,156.39	\$2,656.59
253	\$4,129.17	\$3,388.01
254	\$3,753.28	\$3,228.57
255	\$4,124.98	\$8,323.67
256	\$4,171.99	\$8,338.09
257	\$3,981.87	\$8,239.28
258	\$3,735.21	\$3,589.18
259	\$4,772.67	\$3,932.03
260	\$4,694.79	\$3,297.12
261	\$3,457.22	\$2,932.14
262	\$3,339.99	\$2,703.42
263	\$3,394.01	\$2,928.95
264	\$2,841.54	\$2,228.20
265	\$4,681.31	\$2,793.67
266	\$2,435.18	\$1,588.66
267	\$3,328.78	\$2,058.80

Service Catchment	Res Contribution Rate	NonRes Contribution Rate
268	\$2,866.52	\$2,199.62
269	\$3,481.46	\$2,528.19
270	\$6,444.50	\$3,719.74
271	\$2,797.38	\$2,428.60
272	\$2,738.37	\$2,473.72
273	\$5,953.09	\$3,362.82
274	\$5,785.55	\$3,101.96
275	\$2,970.45	\$1,990.93
276	\$2,979.41	\$2,035.28
277	\$3,784.81	\$3,530.32
278	\$5,072.51	\$4,841.12
279	\$3,904.13	\$2,820.83
280	\$5,845.40	\$3,019.37
281	\$6,168.95	\$3,109.17
282	\$3,617.18	\$1,673.25
283	\$3,232.19	\$1,523.26
284	\$2,836.23	\$2,419.50
285	\$3,329.76	\$2,628.30
286	\$2,421.12	\$1,654.85
287	\$2,042.79	\$4,565.79
288	\$4,080.42	\$2,554.27
289	\$6,684.53	\$7,227.42
290	\$3,424.02	\$2,190.87
351	\$696.94	\$608.41
352	\$597.62	\$296.46
353	\$560.30	\$331.39
354	\$662.15	\$339.77
355	\$742.70	\$696.68
356	\$395.00	\$222.44
357	\$507.67	\$262.15
358	\$491.51	\$283.87
359	\$489.45	\$394.89
360	\$240.18	\$156.13
361	\$205.64	\$135.18
362	\$488.53	\$287.96
363	\$488.59	\$274.40
364	\$447.95	\$253.72
365	\$417.96	\$397.31
366	\$453.67	\$568.30
367	\$306.55	\$237.16
368	\$410.22	\$448.96
369	\$383.96	\$560.24
370	\$3,794.82	\$2,752.31
371	\$649.47	\$435.63
372	\$4,914.53	\$2,257.85
373	\$471.66	\$305.73
374	\$479.76	\$1,264.84
375	\$621.43	\$1,525.81
376	\$2,047.25	\$3,179.23
377	\$843.16	\$1,615.04
378	\$997.18	\$1,920.09
379	\$404.37	\$260.50
380	\$447.97	\$263.15
381	\$397.49	\$243.67
382	\$1,241.86	\$567.84
383	\$5,131.92	\$2,272.34

Service Catchment	Res Contribution Rate	NonRes Contribution Rate
384	\$446.91	\$258.29
385	\$1,114.32	\$516.53
386	\$1,277.78	\$582.88
387	\$474.70	\$273.61
388	\$449.20	\$268.23
389	\$481.10	\$288.43
390	\$2,144.87	\$1,937.29
391	\$2,472.73	\$1,423.66
392	\$1,385.32	\$642.31
393	\$1,370.51	\$1,004.11
394	\$1,710.78	\$811.34
395	\$1,385.37	\$609.71
396	\$1,110.76	\$518.35
397	\$1,210.19	\$577.27
398	\$808.15	\$2,060.10
399	\$1,451.99	\$644.55
400	\$4,897.82	\$2,268.68
401	\$1,359.35	\$645.47
451	\$1,179.53	\$761.28
452	\$1,116.75	\$971.53
453	\$325.77	\$347.36
454	\$234.31	\$819.35
455	\$333.00	\$394.08
456	\$807.10	\$711.29
457	\$1,291.14	\$705.92
458	\$1,363.17	\$775.88
459	\$969.52	\$593.83
460	\$1,127.22	\$920.97
461	\$1,064.59	\$925.70
462	\$1,041.74	\$928.45
463	\$1,246.22	\$713.42
464	\$942.38	\$602.49
465	\$781.29	\$807.99
466	\$1,480.09	\$992.51
467	\$1,665.48	\$806.36
468	\$891.56	\$566.44
469	\$1,260.71	\$917.85
470	\$1,527.31	\$774.11
471	\$1,687.97	\$934.73
472	\$832.56	\$551.10
473	\$1,314.61	\$900.94
474	\$1,654.39	\$933.78
475	\$1,023.31	\$781.51
476	\$1,219.18	\$1,672.32
477	\$1,188.75	\$744.97
478	\$930.37	\$563.95
479	\$1,098.17	\$1,355.32
480	\$1,079.90	\$1,519.05
481	\$1,084.07	\$558.75
482	\$1,151.16	\$625.79
483	\$1,236.53	\$646.99
484	\$1,129.33	\$608.84
485	\$1,297.24	\$656.74
486	\$1,103.92	\$676.28
487	\$937.97	\$636.40
488	\$1,054.84	\$769.11

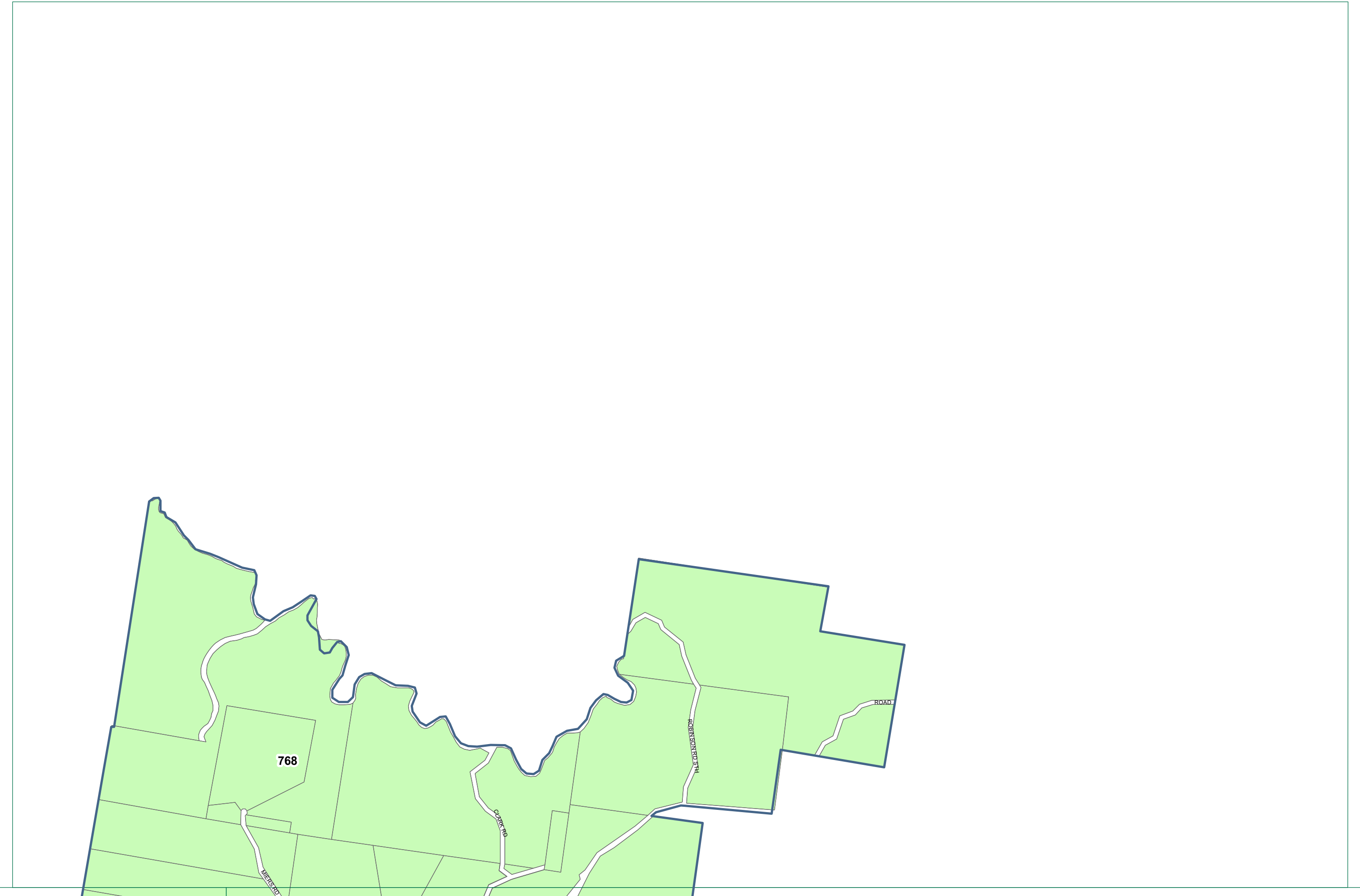
Service Catchment	Res Contribution Rate	NonRes Contribution Rate
489	\$1,024.55	\$605.32
490	\$1,084.38	\$649.32
491	\$1,848.69	\$1,134.54
492	\$2,656.03	\$1,562.36
493	\$2,551.93	\$1,493.90
494	\$2,725.13	\$1,227.75
495	\$2,467.31	\$1,448.64
496	\$2,746.35	\$1,237.05
497	\$2,455.87	\$1,438.15
499	\$949.30	\$793.86
500	\$993.13	\$884.95
501	\$1,361.65	\$1,006.42
502	\$1,406.18	\$742.07
503	\$1,030.91	\$703.25
504	\$790.37	\$669.53
505	\$1,178.25	\$759.40
506	\$1,200.03	\$1,131.92
507	\$1,958.12	\$1,327.47
551	\$492.09	\$577.00
552	\$470.87	\$453.13
553	\$476.51	\$461.36
554	\$452.01	\$443.80
555	\$413.07	\$672.08
556	\$676.22	\$700.44
557	\$410.37	\$662.59
558	\$380.05	\$1,189.21
559	\$349.49	\$541.15
560	\$502.04	\$772.52
561	\$437.97	\$532.02
562	\$438.59	\$500.37
563	\$708.51	\$677.75
564	\$412.73	\$1,482.58
565	\$673.04	\$1,040.90
566	\$462.24	\$606.91
567	\$510.62	\$634.94
568	\$696.91	\$684.83
569	\$740.12	\$707.07
570	\$571.27	\$659.18
571	\$407.60	\$963.65
572	\$552.87	\$652.71
573	\$490.37	\$637.92
574	\$459.57	\$634.75
575	\$438.21	\$1,379.99
576	\$460.73	\$1,006.70
577	\$686.22	\$699.25
578	\$1,119.27	\$1,252.73
579	\$1,943.10	\$1,419.27
580	\$2,613.18	\$1,732.15
581	\$1,076.99	\$1,235.88
582	\$983.16	\$818.85
583	\$978.90	\$824.21
584	\$886.43	\$868.16
585	\$862.29	\$846.27
586	\$978.45	\$1,213.88
587	\$1,014.04	\$847.92
588	\$1,148.08	\$1,274.62

Service Catchment	Res Contribution Rate	NonRes Contribution Rate
589	\$2,858.38	\$1,823.39
590	\$2,964.81	\$3,084.97
591	\$589.15	\$740.84
592	\$557.92	\$629.07
594	\$953.92	\$844.73
595	\$653.44	\$682.42
596	\$386.60	\$552.51
597	\$648.33	\$1,024.47
598	\$616.86	\$680.77
599	\$1,705.13	\$1,340.44
600	\$2,063.47	\$1,463.77
601	\$574.51	\$648.58
602	\$529.57	\$980.40
603	\$3,033.16	\$1,874.40
651	\$7,551.64	\$4,639.63
652	\$7,605.37	\$4,545.32
653	\$8,833.17	\$4,977.35
654	\$9,596.01	\$5,722.88
655	\$11,049.72	\$5,755.38
656	\$11,041.35	\$16,372.14
657	\$13,057.14	\$8,998.51
658	\$11,495.24	\$7,955.80
659	\$11,682.02	\$8,407.54
660	\$7,954.48	\$4,701.41
661	\$6,332.67	\$4,046.32
662	\$9,231.43	\$5,756.76
663	\$8,890.16	\$5,506.60
664	\$10,854.21	\$7,882.67
665	\$7,760.53	\$5,262.93
666	\$8,692.16	\$5,608.55
667	\$9,680.35	\$7,263.13
668	\$9,698.52	\$7,298.98
669	\$7,036.11	\$4,876.35
670	\$3,479.71	\$2,838.14
671	\$6,420.81	\$4,170.83
672	\$3,468.54	\$2,844.01
673	\$2,859.59	\$4,281.34
674	\$4,341.65	\$3,203.45
675	\$3,186.35	\$3,297.30
676	\$2,905.88	\$6,406.55
677	\$2,953.19	\$6,742.54
678	\$3,097.02	\$2,572.87
679	\$3,428.28	\$2,686.27
680	\$4,205.11	\$3,058.02
751	\$8,969.87	\$5,456.46
752	\$8,962.93	\$5,328.50
753	\$5,408.63	\$3,574.30
754	\$9,693.17	\$5,542.10
755	\$7,961.79	\$4,110.79
756	\$2,611.06	\$1,039.41
757	\$7,031.28	\$3,420.59
758	\$6,871.75	\$3,491.08
759	\$4,659.85	\$3,488.17
760	\$3,202.29	\$2,505.85
761	\$1,876.59	\$3,110.73
762	\$2,701.45	\$2,373.63

Service Catchment	Res Contribution Rate	NonRes Contribution Rate
763	\$1,378.29	\$856.20
764	\$3,160.31	\$1,561.56
765	\$2,829.76	\$1,738.06
766	\$2,130.39	\$1,356.99
767	\$2,167.13	\$1,291.33
768	\$2,055.17	\$845.21
769	\$6,896.27	\$3,309.45
770	\$2,894.85	\$1,886.53
771	\$5,722.25	\$2,621.57
772	\$1,680.33	\$1,419.46
773	\$1,789.27	\$1,164.68
774	\$6,787.34	\$2,949.70
775	\$2,804.08	\$1,652.67
776	\$1,474.05	\$1,030.68
777	\$2,390.58	\$1,582.77
779	\$5,998.43	\$2,636.90
780	\$2,637.81	\$1,170.43
781	\$2,837.00	\$2,363.53
782	\$1,497.14	\$1,227.66
852	\$1,842.68	\$1,920.93
853	\$2,230.51	\$2,139.51
854	\$2,029.11	\$2,170.80
855	\$1,976.43	\$3,522.98
856	\$1,350.02	\$1,300.38
857	\$1,411.66	\$1,575.85
858	\$1,652.89	\$1,758.36
859	\$1,610.81	\$1,598.10
860	\$1,563.02	\$1,564.91
861	\$1,486.69	\$1,607.36
862	\$1,523.64	\$1,554.62
863	\$1,635.05	\$1,597.66
864	\$1,565.45	\$1,516.04
865	\$1,193.14	\$1,172.82
866	\$1,476.49	\$1,539.46
867	\$1,639.22	\$1,724.52
868	\$1,205.96	\$2,821.67
869	\$1,125.07	\$2,717.73
870	\$1,224.63	\$1,474.65
871	\$576.06	\$1,474.42
872	\$1,207.39	\$2,313.10
873	\$667.18	\$870.21
874	\$618.50	\$840.22
875	\$1,541.07	\$1,563.53
876	\$1,525.87	\$1,553.95
877	\$1,448.50	\$1,493.92
878	\$1,886.29	\$1,654.83
879	\$1,518.89	\$1,546.62
880	\$1,306.27	\$1,478.61

Service Catchment	Res Contribution Rate	NonRes Contribution Rate
881	\$1,381.69	\$2,530.05
882	\$1,338.11	\$1,286.89
883	\$1,631.93	\$1,474.35
885	\$1,297.44	\$1,481.92
886	\$1,891.52	\$1,822.41
887	\$1,539.35	\$1,566.38
901	\$3,282.74	\$2,623.83
902	\$3,631.25	\$4,605.99
903	\$5,785.60	\$4,312.07
904	\$5,873.96	\$4,396.48
905	\$6,719.39	\$4,729.81
906	\$5,105.60	\$5,765.38
907	\$5,869.66	\$4,391.22
908	\$3,874.94	\$3,076.06
909	\$4,661.81	\$3,651.43
910	\$3,948.89	\$3,132.09
911	\$3,256.79	\$2,624.46
912	\$3,210.43	\$2,755.72
913	\$2,720.46	\$2,441.63
914	\$2,311.94	\$2,261.01
950	\$4,923.52	\$5,019.25
951	\$3,333.31	\$2,378.74
952	\$3,576.97	\$1,574.13
953	\$6,370.20	\$3,720.48
954	\$3,421.02	\$3,493.79
955	\$2,676.18	\$2,917.21
956	\$303.62	\$258.20
957	\$203.89	\$136.77
958	\$460.51	\$284.67
959	\$444.38	\$267.47
960	\$277.85	\$291.21
961	\$434.15	\$240.30
962	\$534.58	\$292.25
963	\$386.53	\$216.40
964	\$341.99	\$200.50
965	\$345.07	\$205.12
966	\$401.31	\$224.49
967	\$404.27	\$247.36
968	\$787.73	\$740.91
969	\$1,894.79	\$1,593.77
970	\$7,693.94	\$5,335.03
971	\$7,701.62	\$5,734.55
972	\$3,211.84	\$1,921.68
973	\$3,601.14	\$2,512.41
974	\$3,392.11	\$2,938.91
975	\$675.47	\$522.60

Schedule C: Service Catchments



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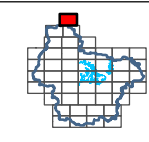
LEGEND

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Service Catchments

Shire Boundary

Parcel Boundaries

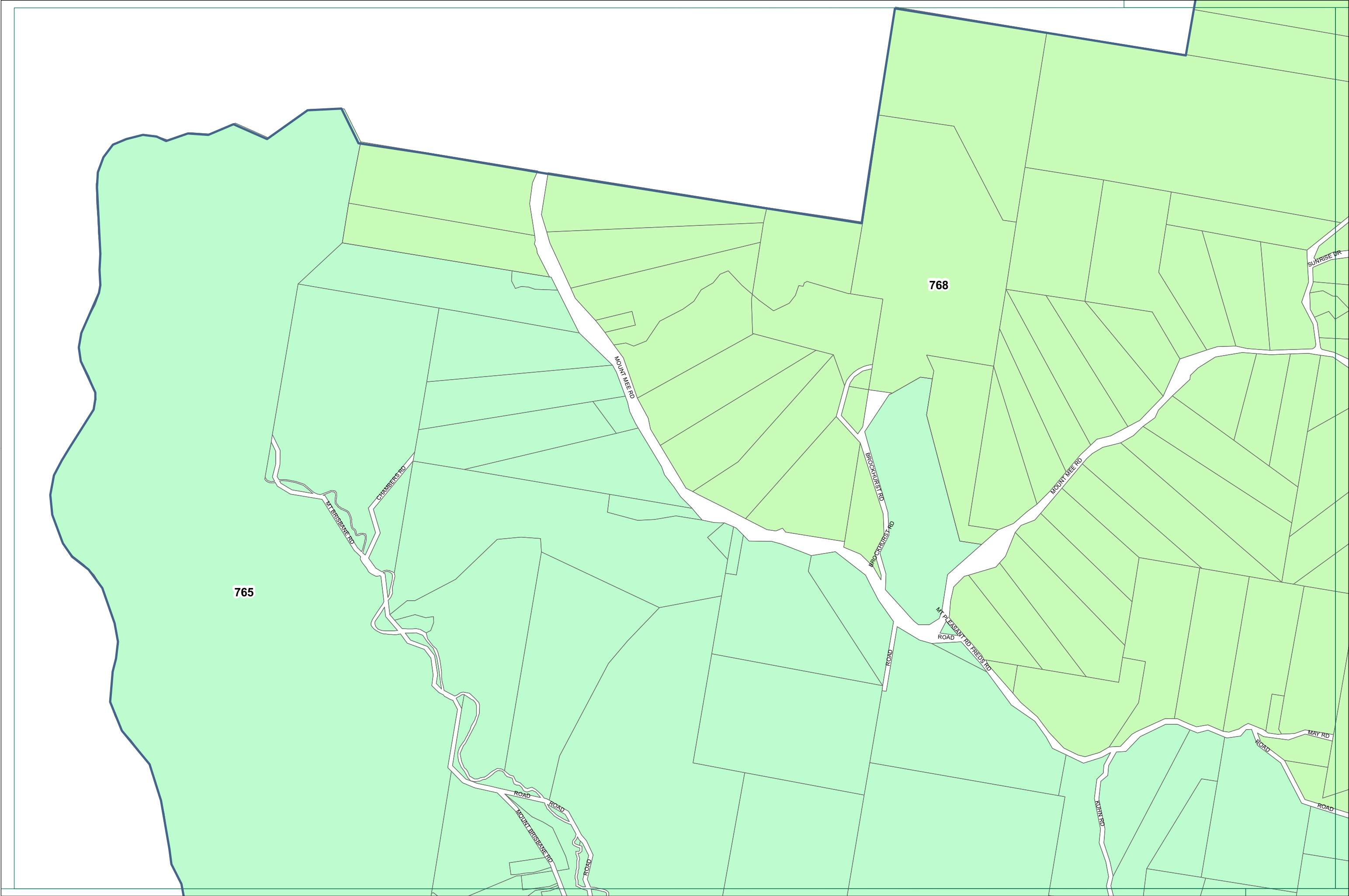


	1.5
3.3	3.5

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 1.5



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LEGEND

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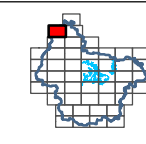
Service Catchments



Shire Boundary



Parcel Boundaries

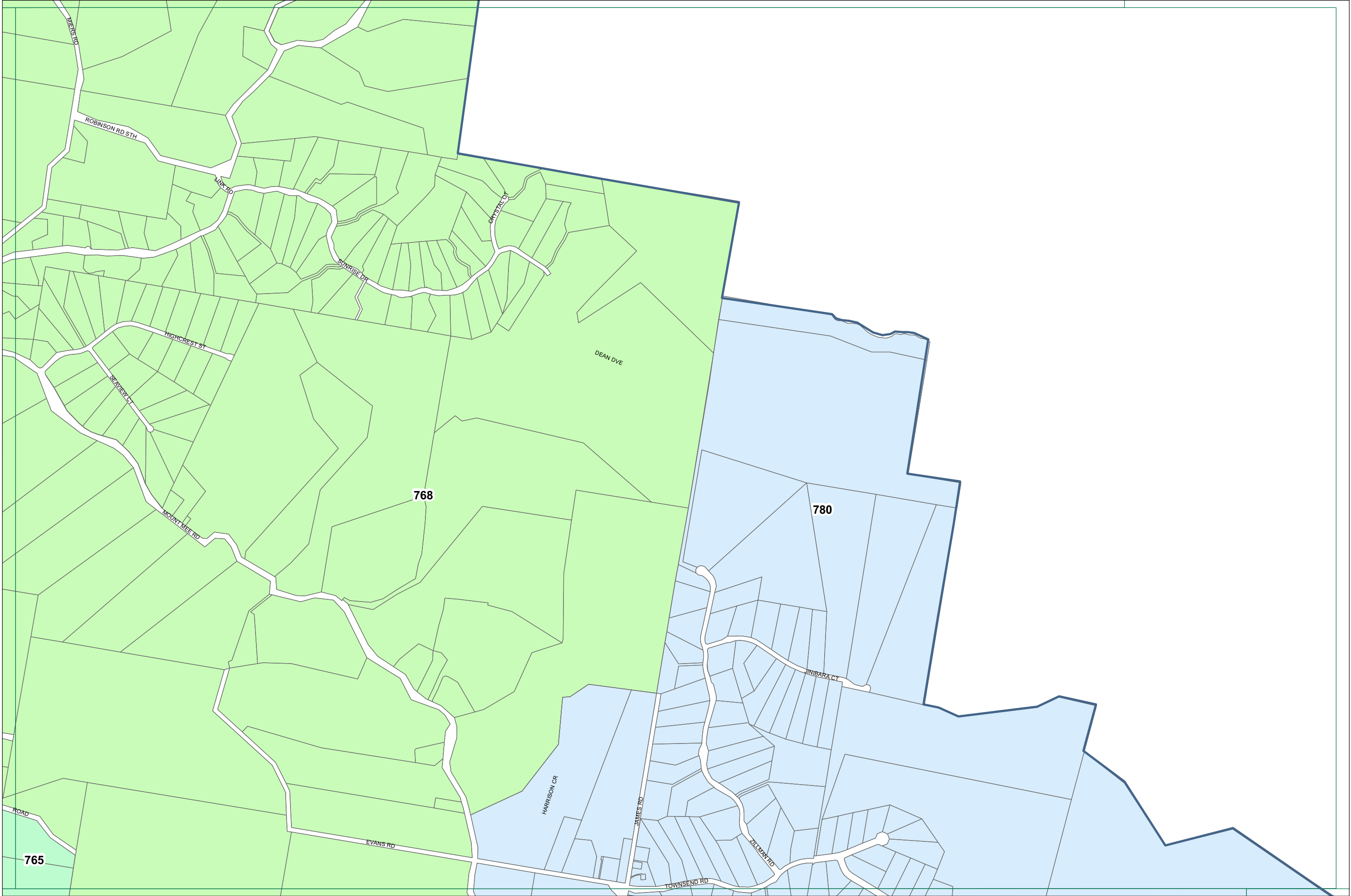


	1.5	
3.3	3.5	
5.3	5.5	5.7

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 3.3



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LEGEND

236

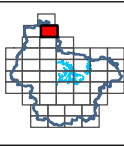
Service Catchments



Shire Boundary



Parcel Boundaries

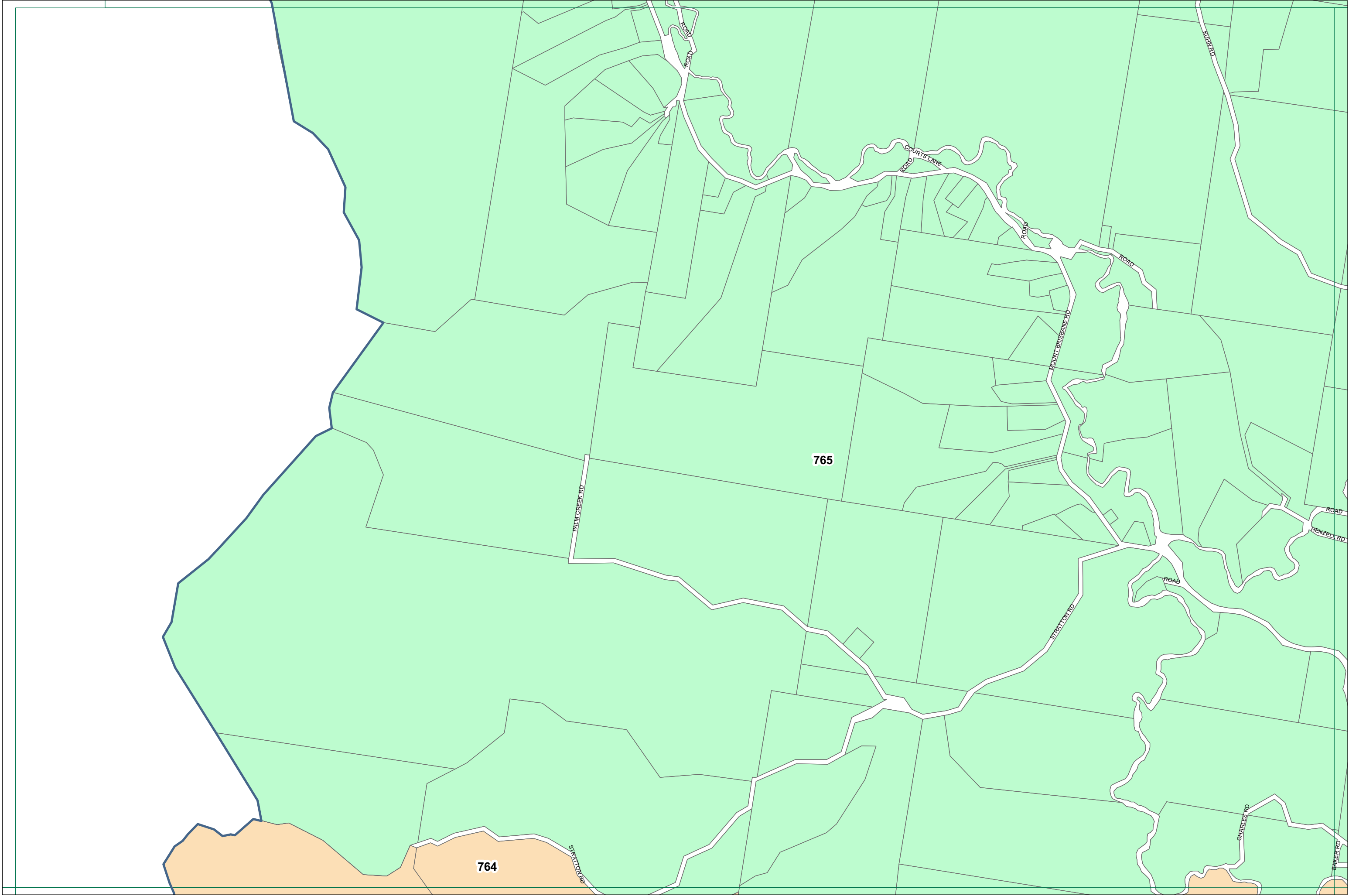


	1.5	
3.3	3.5	
5.3	5.5	5.7

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 3.5



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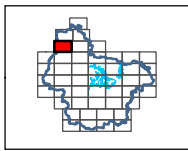
LEGEND

236

Service Catchments

Shire Boundary

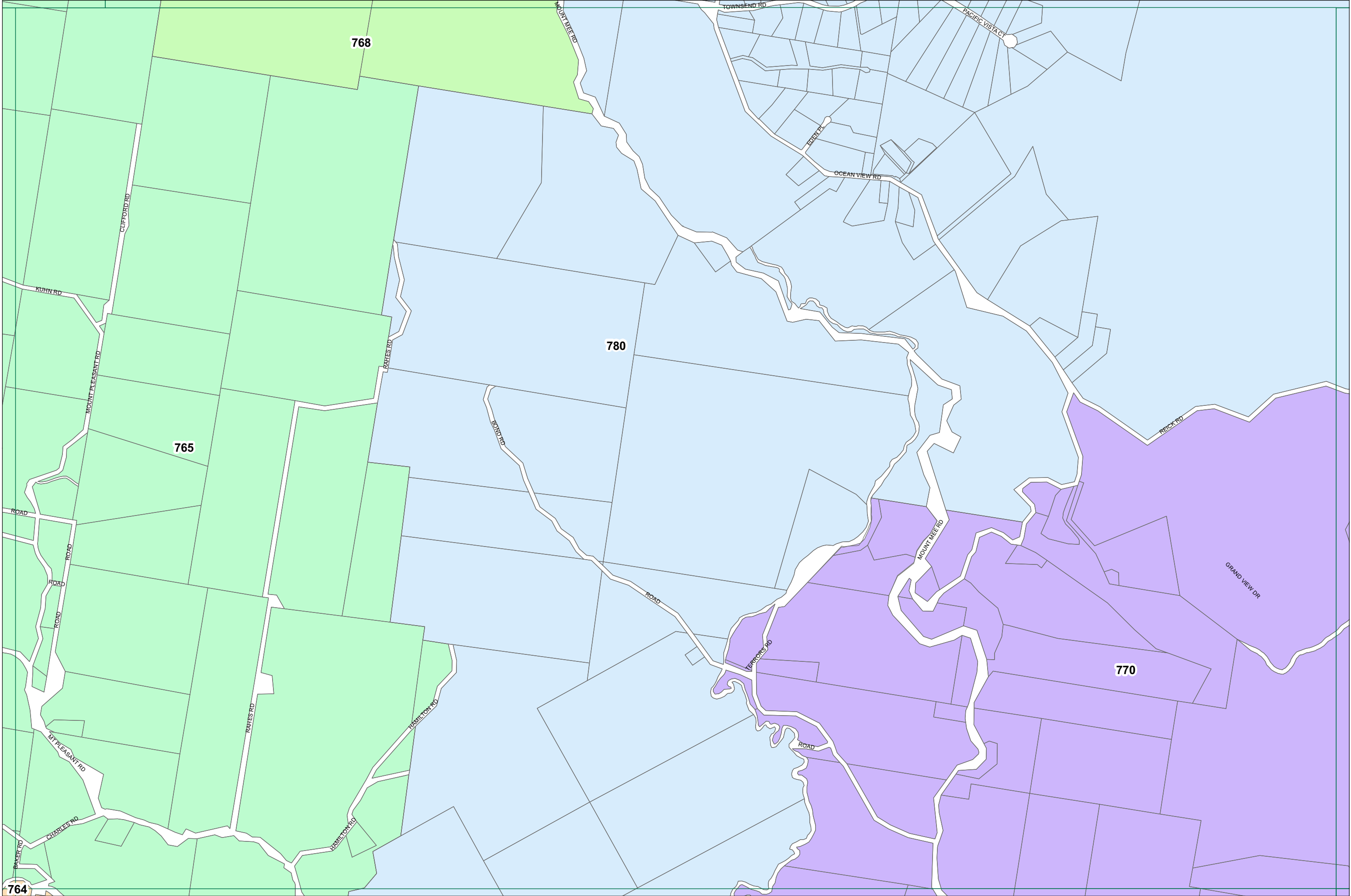
Parcel Boundaries



	3.3	3.5
	5.3	5.5
7.1	7.3	7.5

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 5.3



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LEGEND



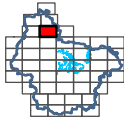
Service Catchments



Shire Boundary



Parcel Boundaries

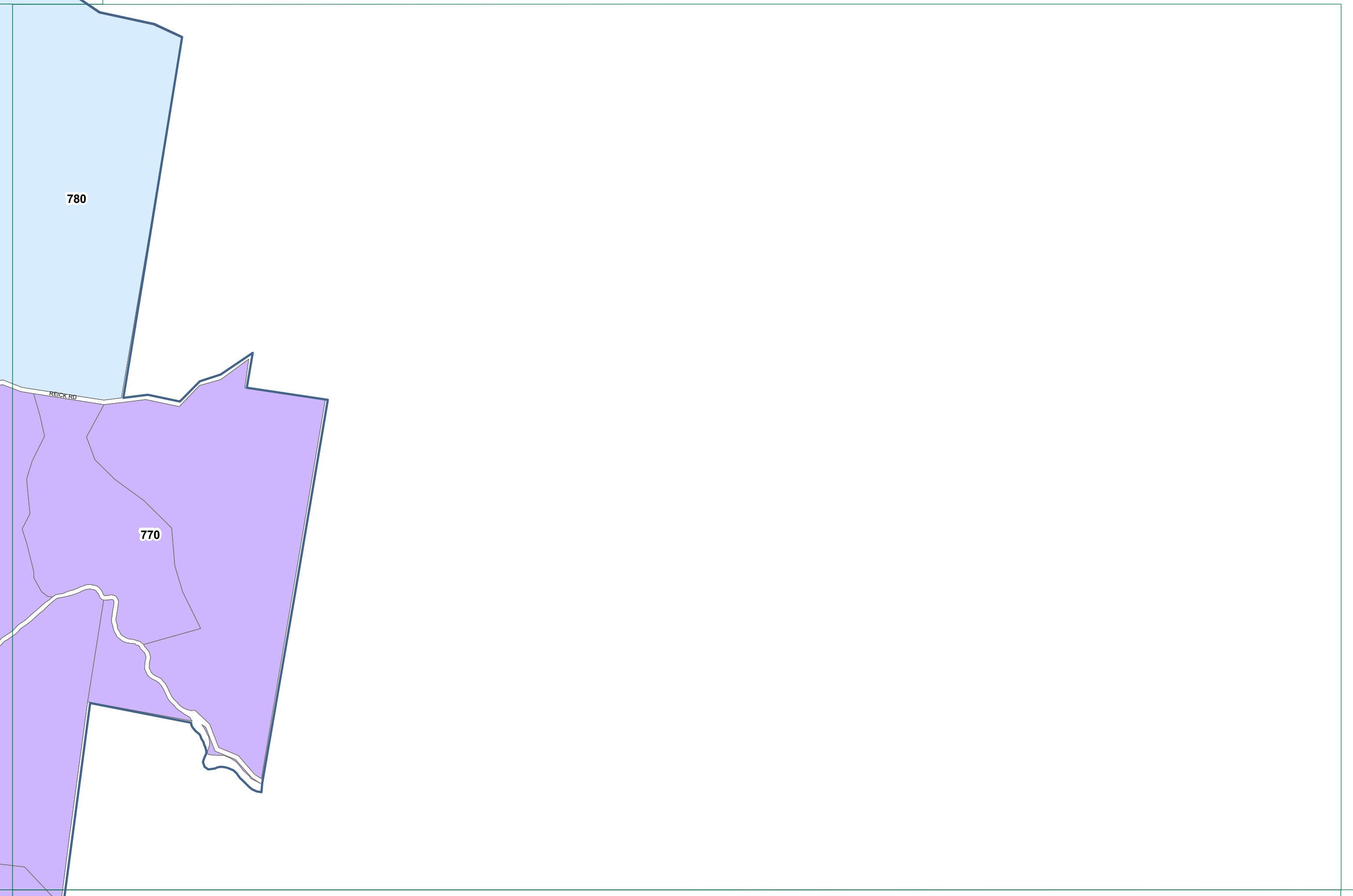


3.3	3.5	
5.3	5.5	5.7
7.3	7.5	7.7

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 5.5



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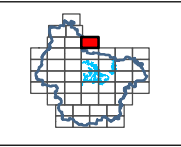
LEGEND

236

Service Catchments

Shire Boundary

Parcel Boundaries



5.7	
7.7	7.9

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 5.7



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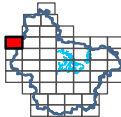
Service Catchments



Shire Boundary



Parcel Boundaries

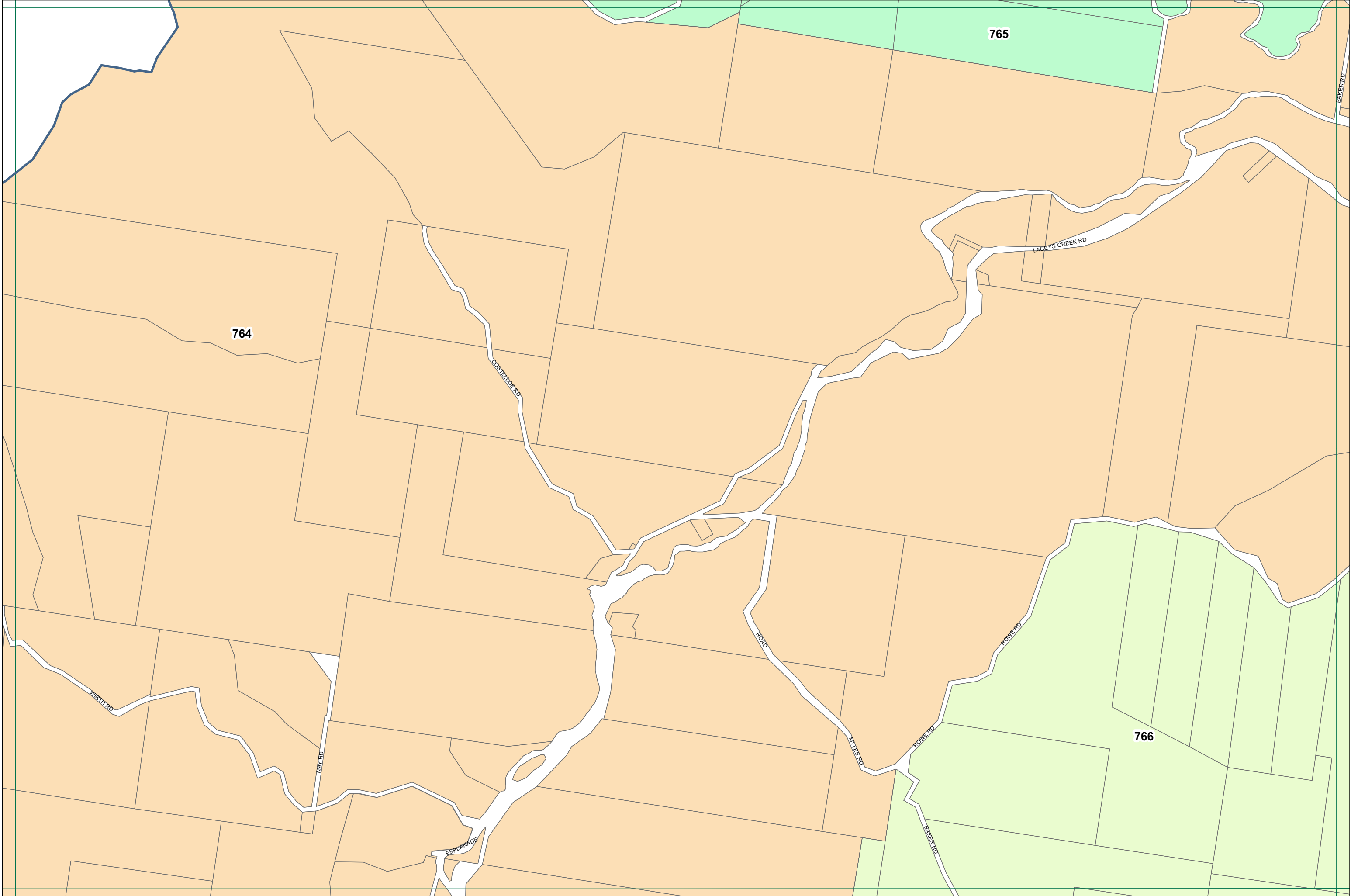


	5.3	5.5
7.1	7.3	7.5
9.1	9.3	9.5

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 7.1



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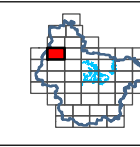
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LEGEND

236 Service Catchments

 Shire Boundary

 Parcel Boundaries

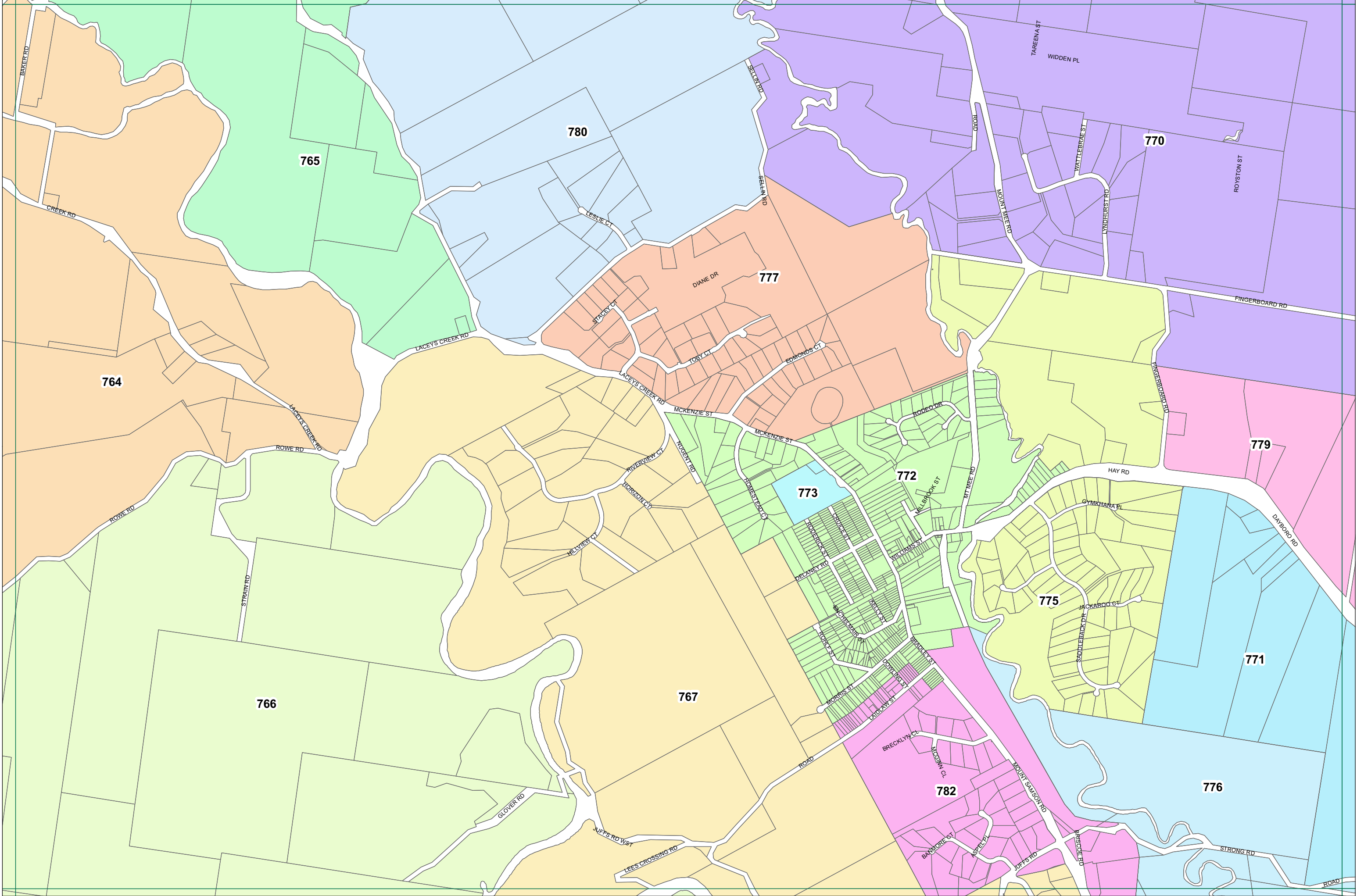


	5.3	5.5
7.1	7.3	7.5
9.1	9.3	9.5

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 7.3



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LEGEND



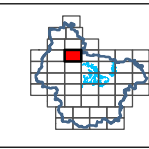
236 Service Catchments



Shire Boundary



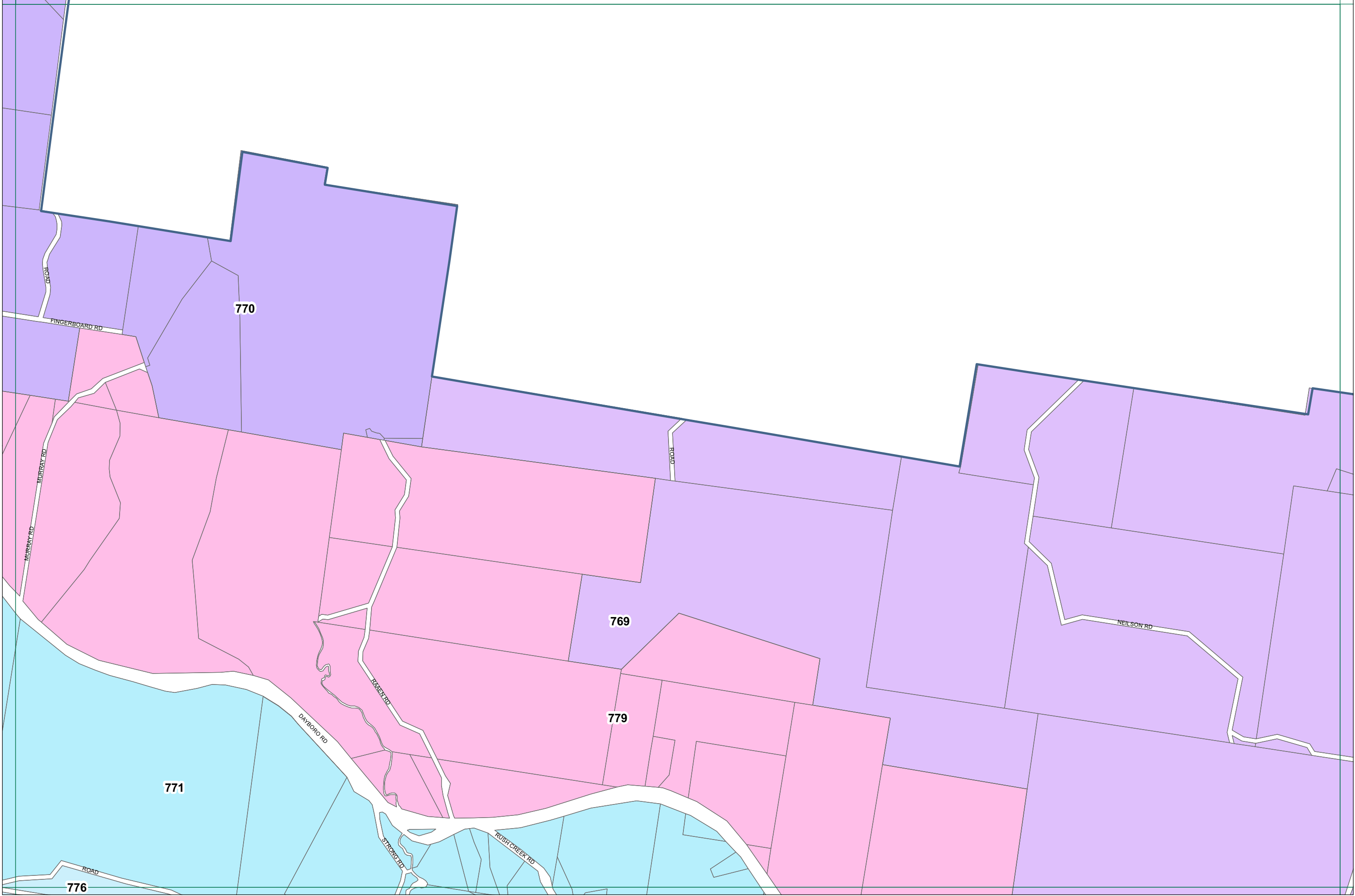
Parcel Boundaries





5.3	5.5	5.7
7.3	7.5	7.7
9.3	9.5	9.7

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 7.5





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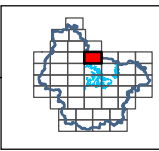
LEGEND

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Service Catchments

Shire Boundary

Parcel Boundaries



5.5	5.7	
7.5	7.7	7.9
9.5	9.7	9.9

PLANNING SCHEME POLICY PSP25

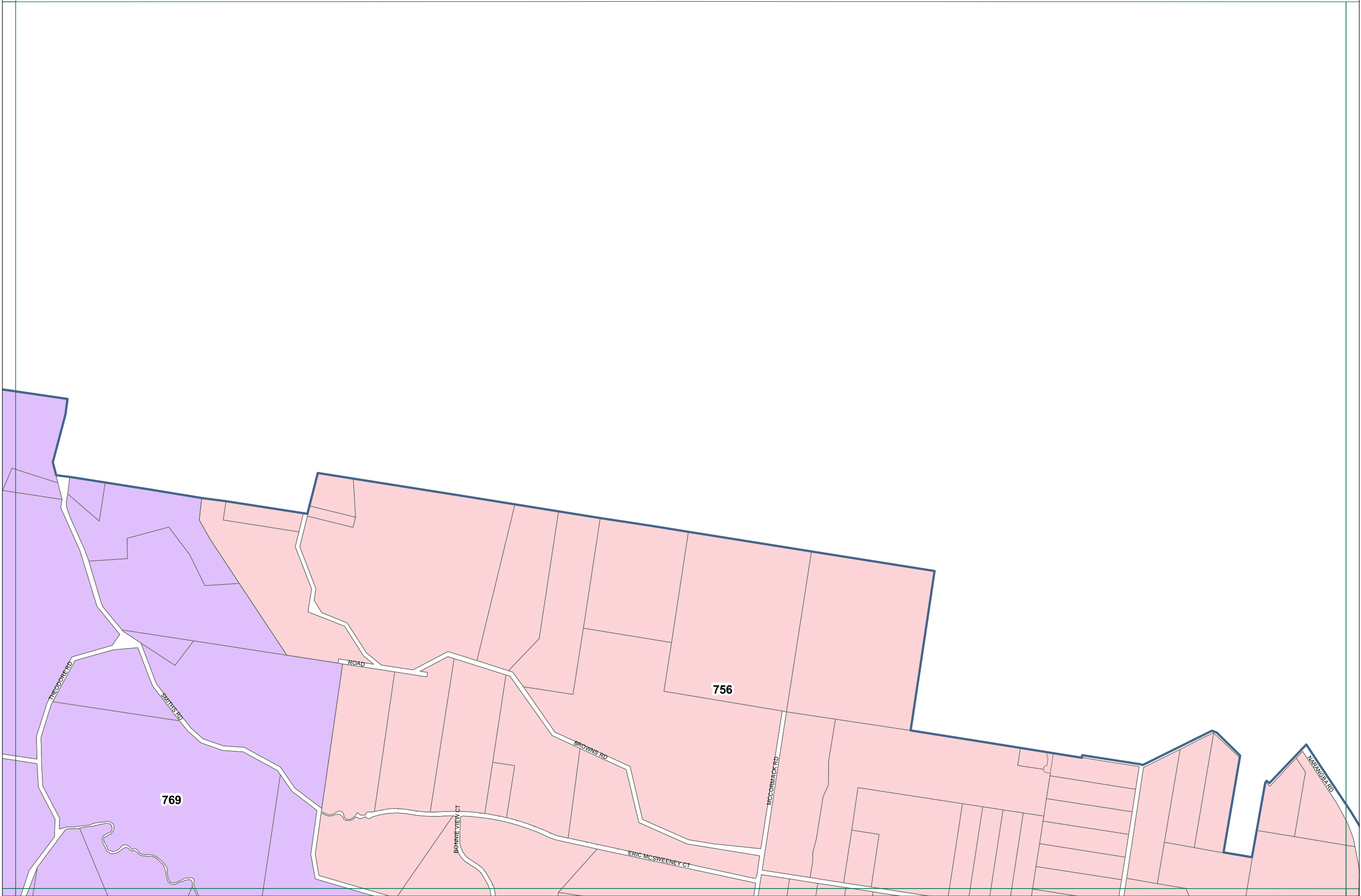
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

Effective from 1 September 2008

TRUNK ROAD NETWORK

SERVICE CATCHMENTS

Map Number 7.7



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LEGEND



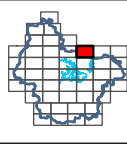
Service Catchments



Shire Boundary



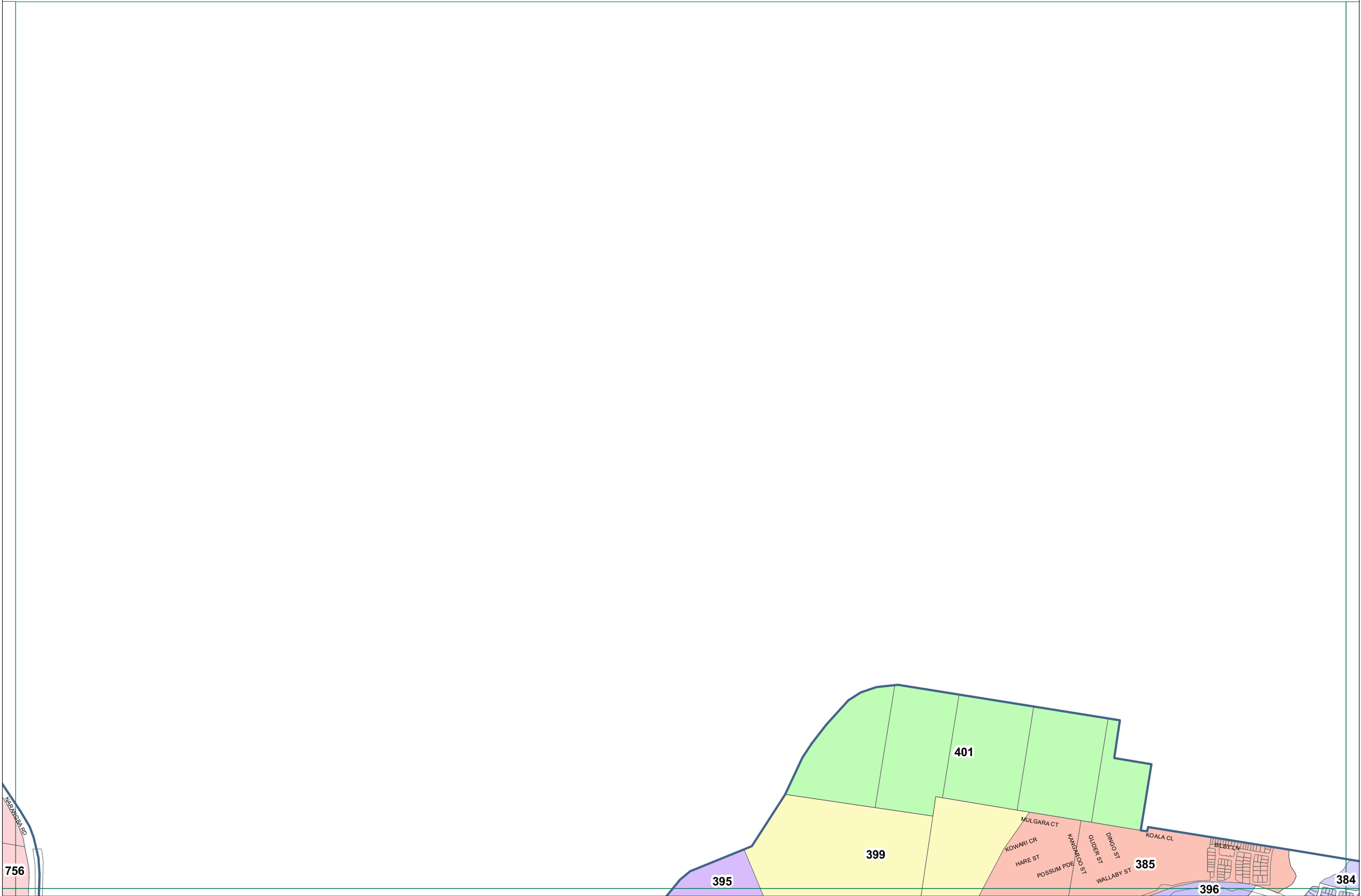
Parcel Boundaries



5.7		
7.7	7.9	7.11
9.7	9.9	9.11

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 7.9



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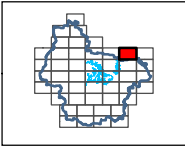
LEGEND

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Service Catchments

Shire Boundary

Parcel Boundaries



7.9	7.11	7.13
9.9	9.11	9.13
11.9	11.11	11.13

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 7.11



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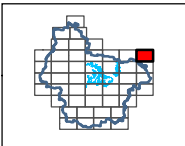
LEGEND

236

Service Catchments

Shire Boundary

Parcel Boundaries

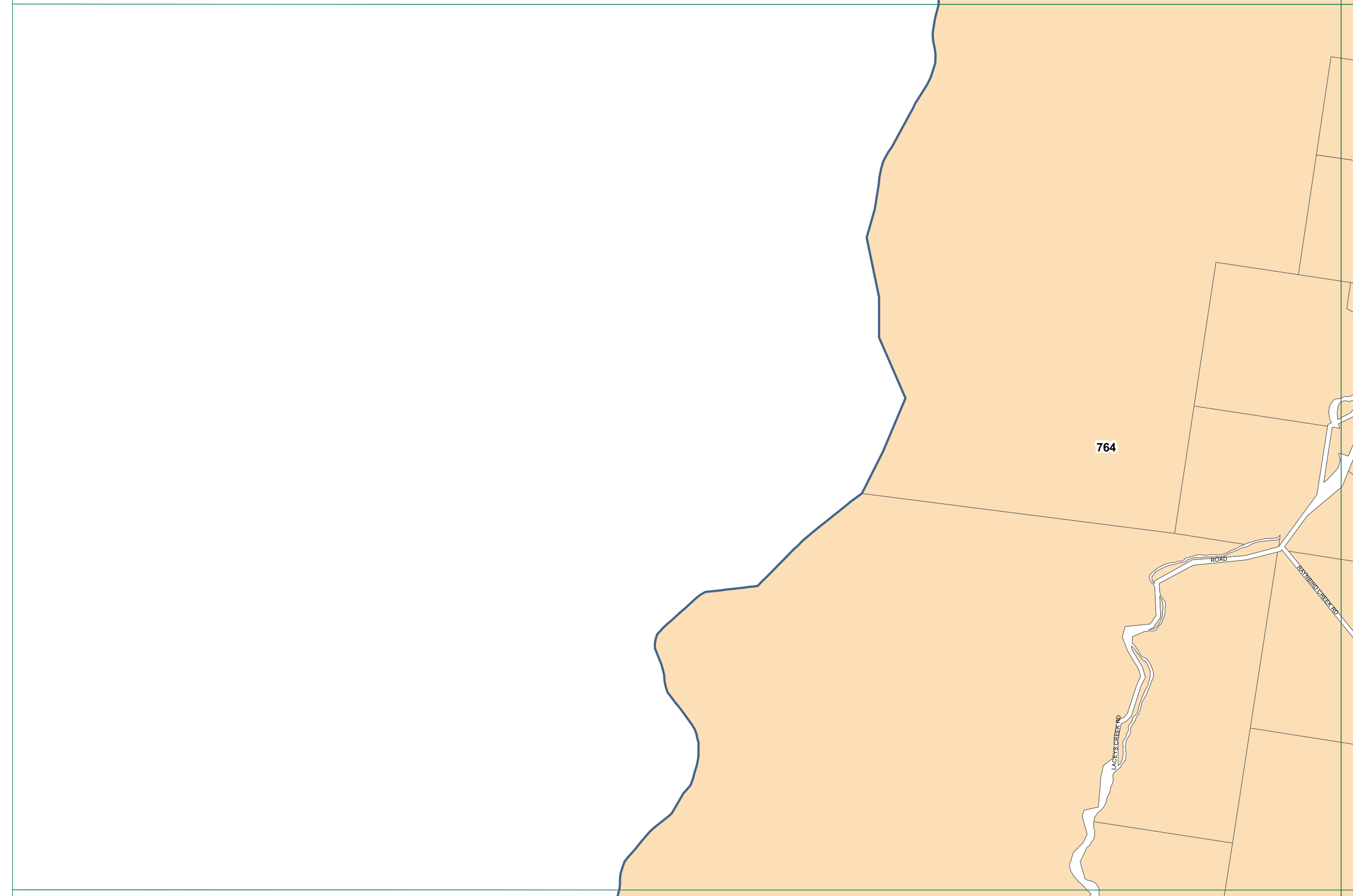


7.11	7.13
9.11	9.13

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
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TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 7.13



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LEGEND

236

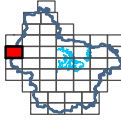
Service Catchments



Shire Boundary



Parcel Boundaries

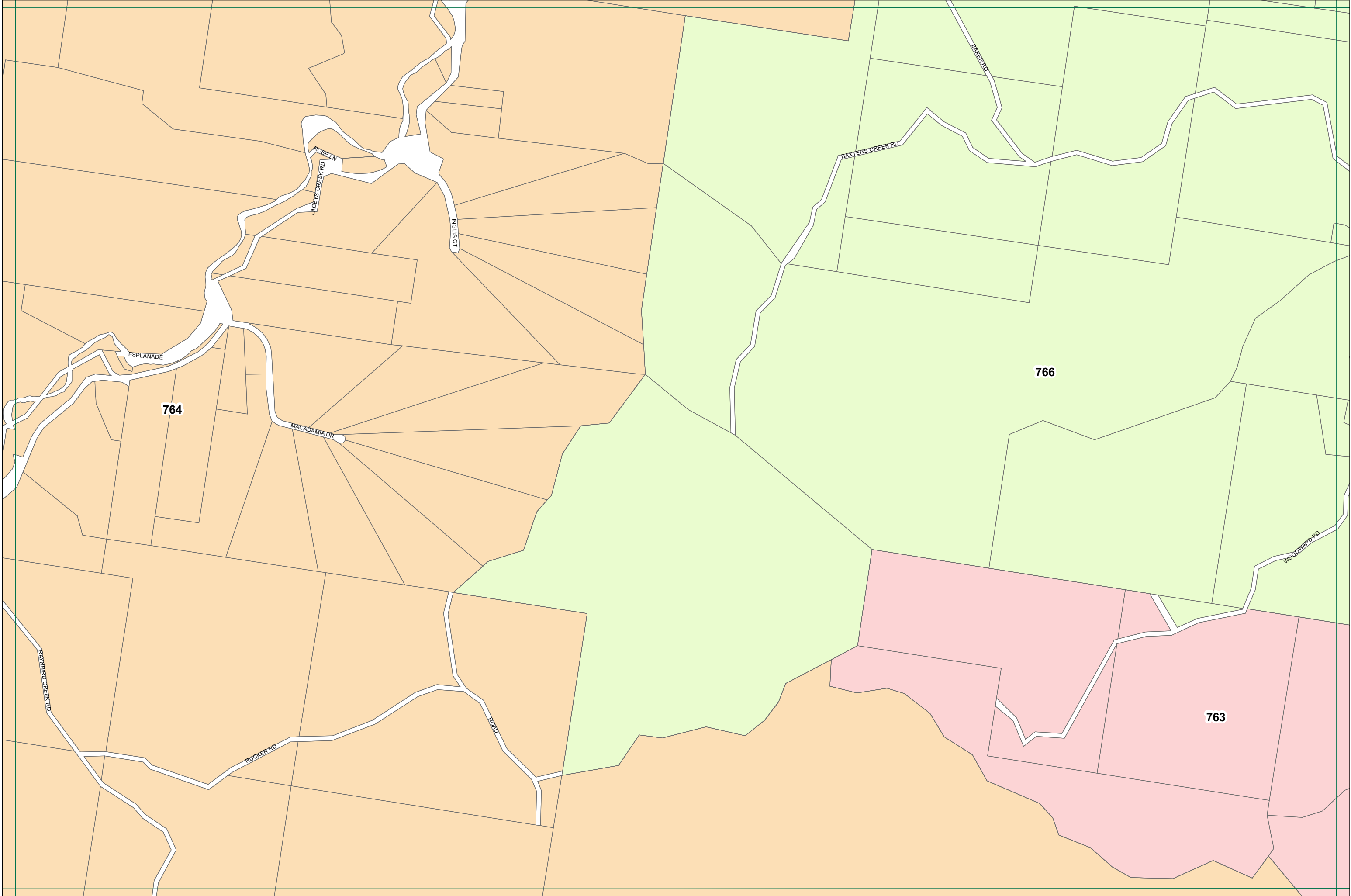


7.1	7.3	7.5
9.1	9.3	9.5
11.1	11.3	11.5

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 9.1





0 100 200 400 600 800
Metres

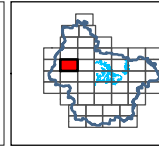
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LEGEND

236 Service Catchments

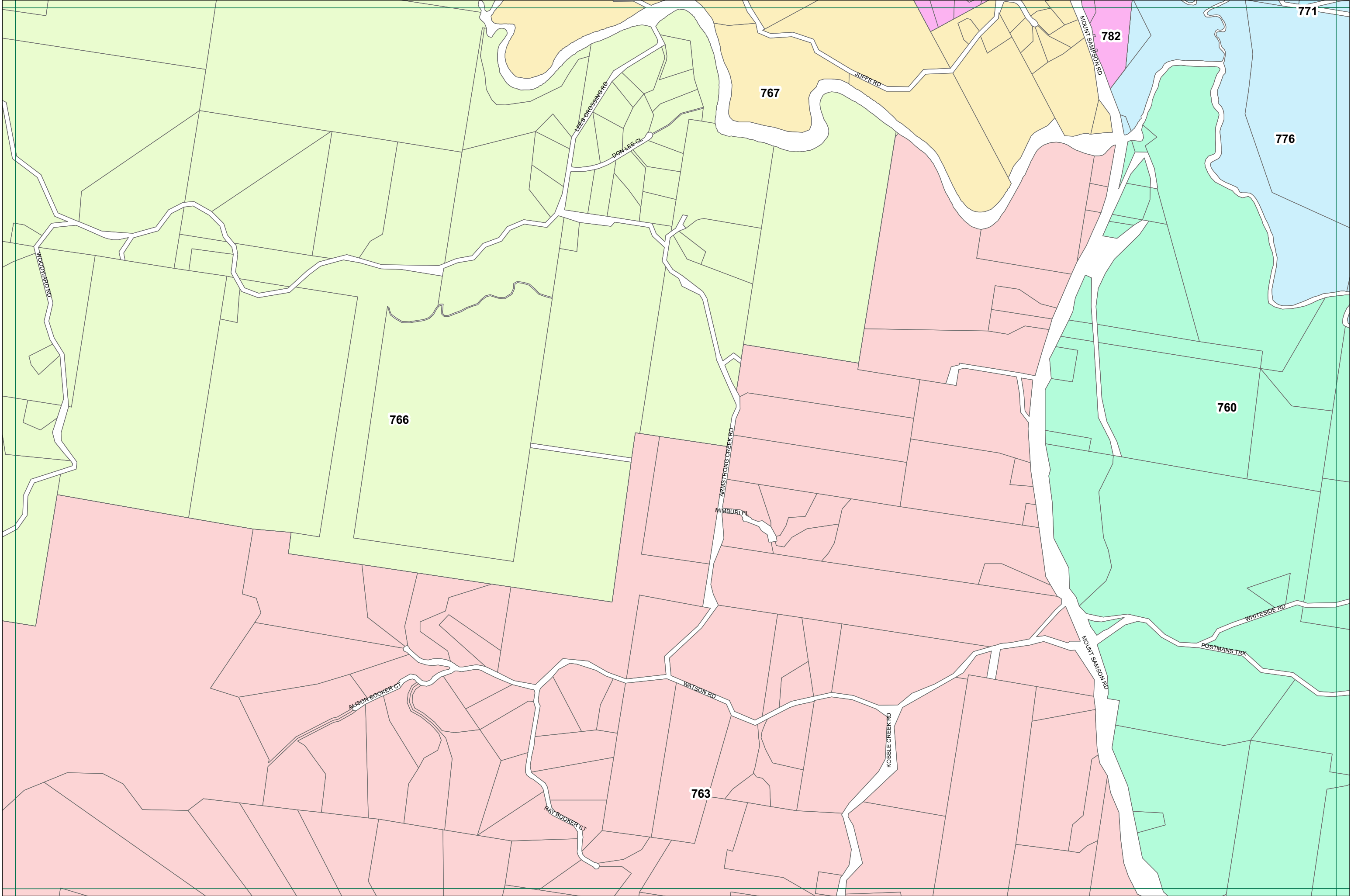
 Shire Boundary
 Parcel Boundaries



7.1	7.3	7.5
9.1	9.3	9.5
11.1	11.3	11.5

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 9.3



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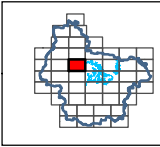
LEGEND

236

Service Catchments

Shire Boundary

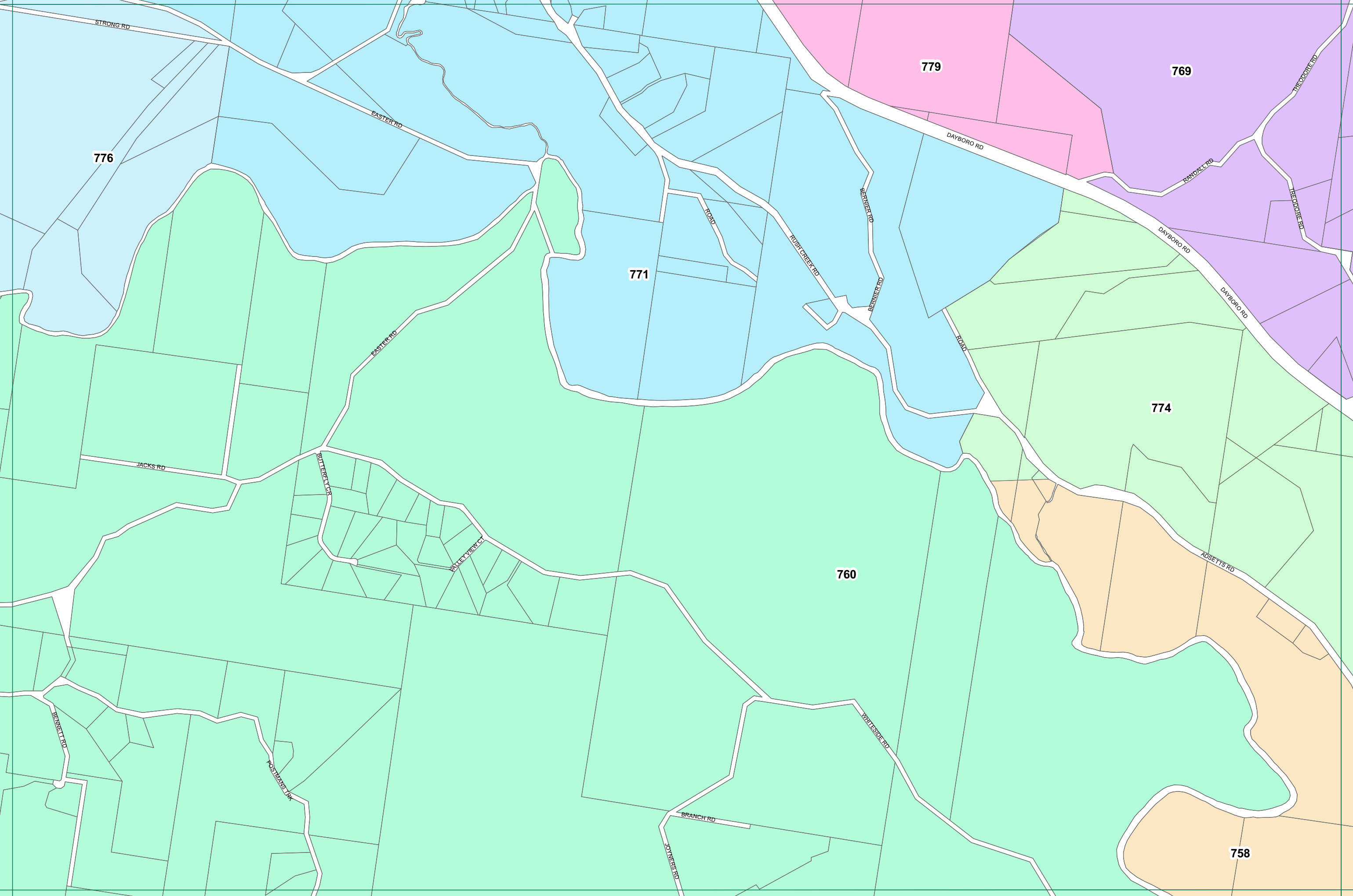
Parcel Boundaries



7.3	7.5	7.7
9.3	9.5	9.7
11.3	11.5	11.7

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 9.5



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LEGEND

236

Service Catchments

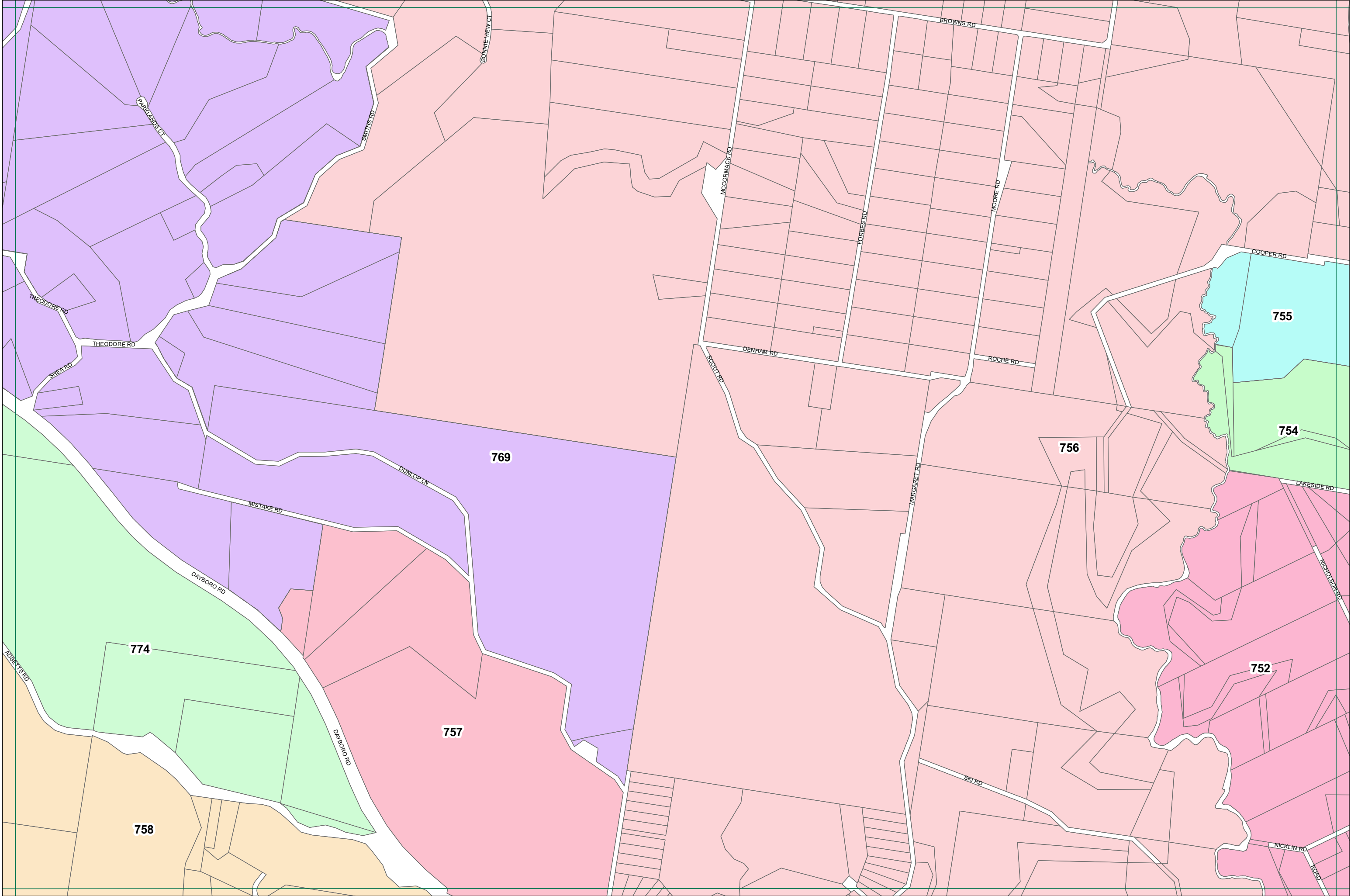
Shire Boundary

Parcel Boundaries

7.5	7.7	7.9
9.5	9.7	9.9
11.5	11.7	11.9

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 9.7





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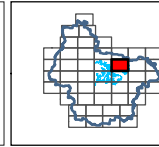
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LEGEND

236 Service Catchments

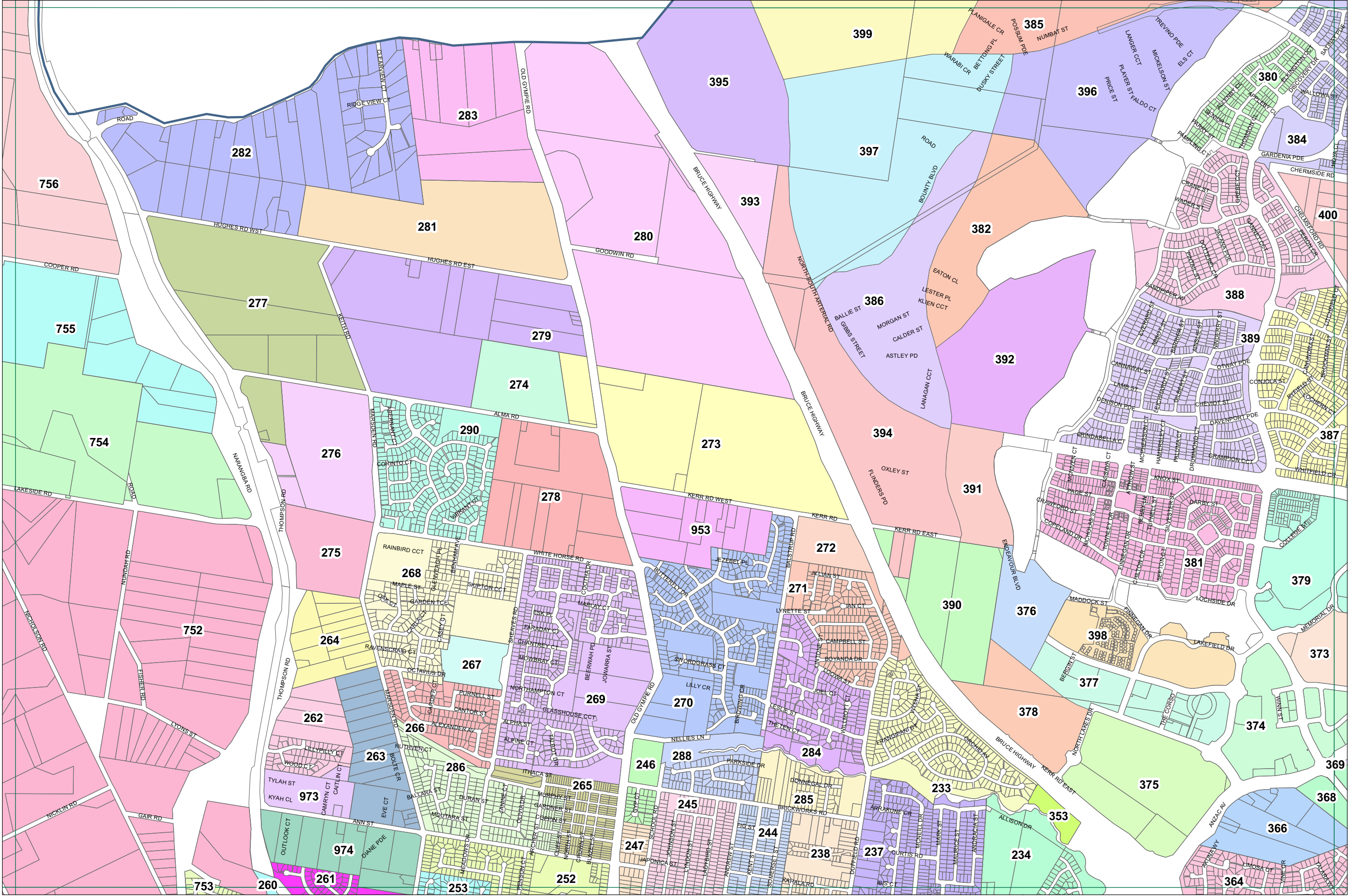
 Shire Boundary
 Parcel Boundaries

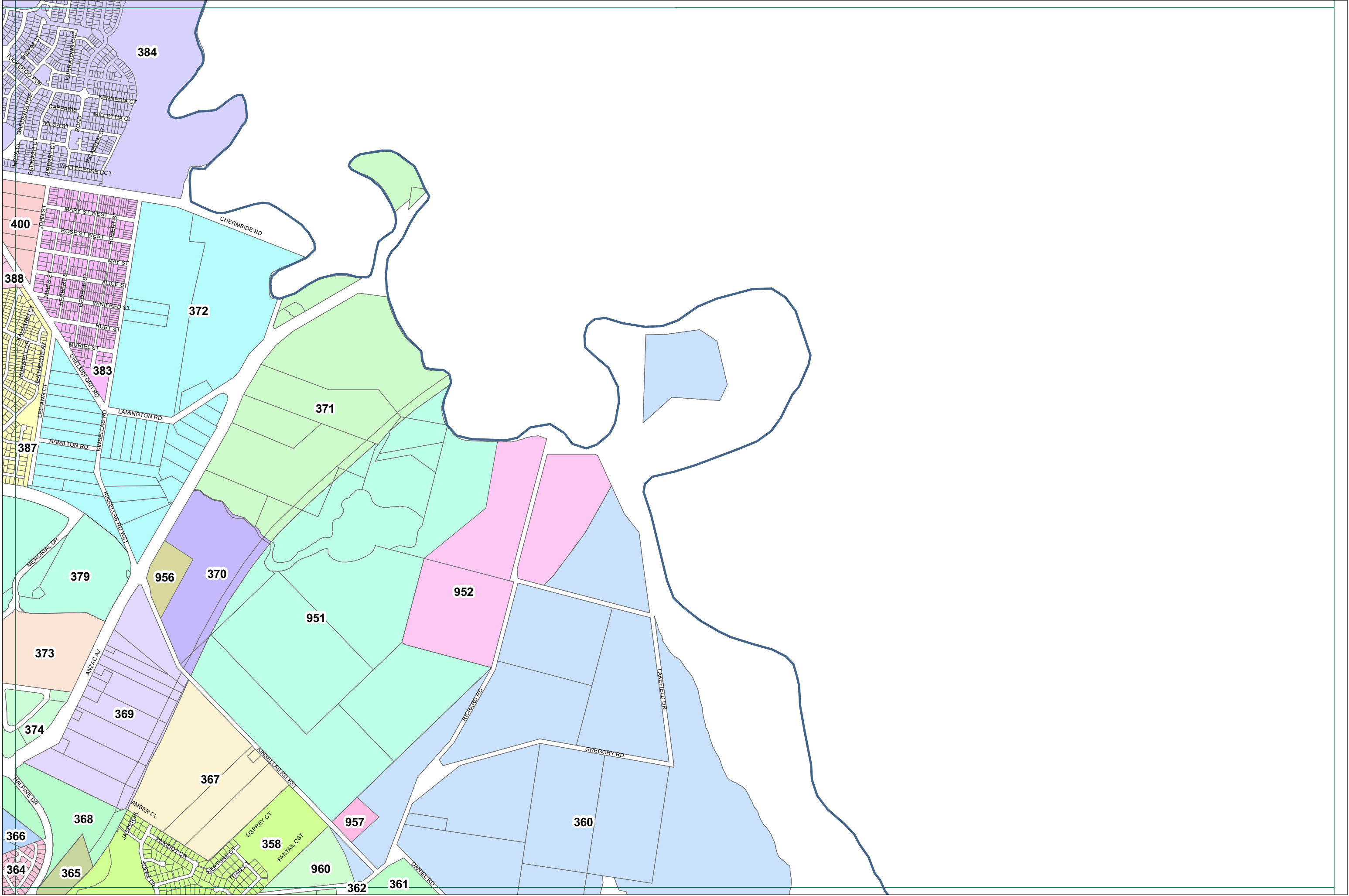


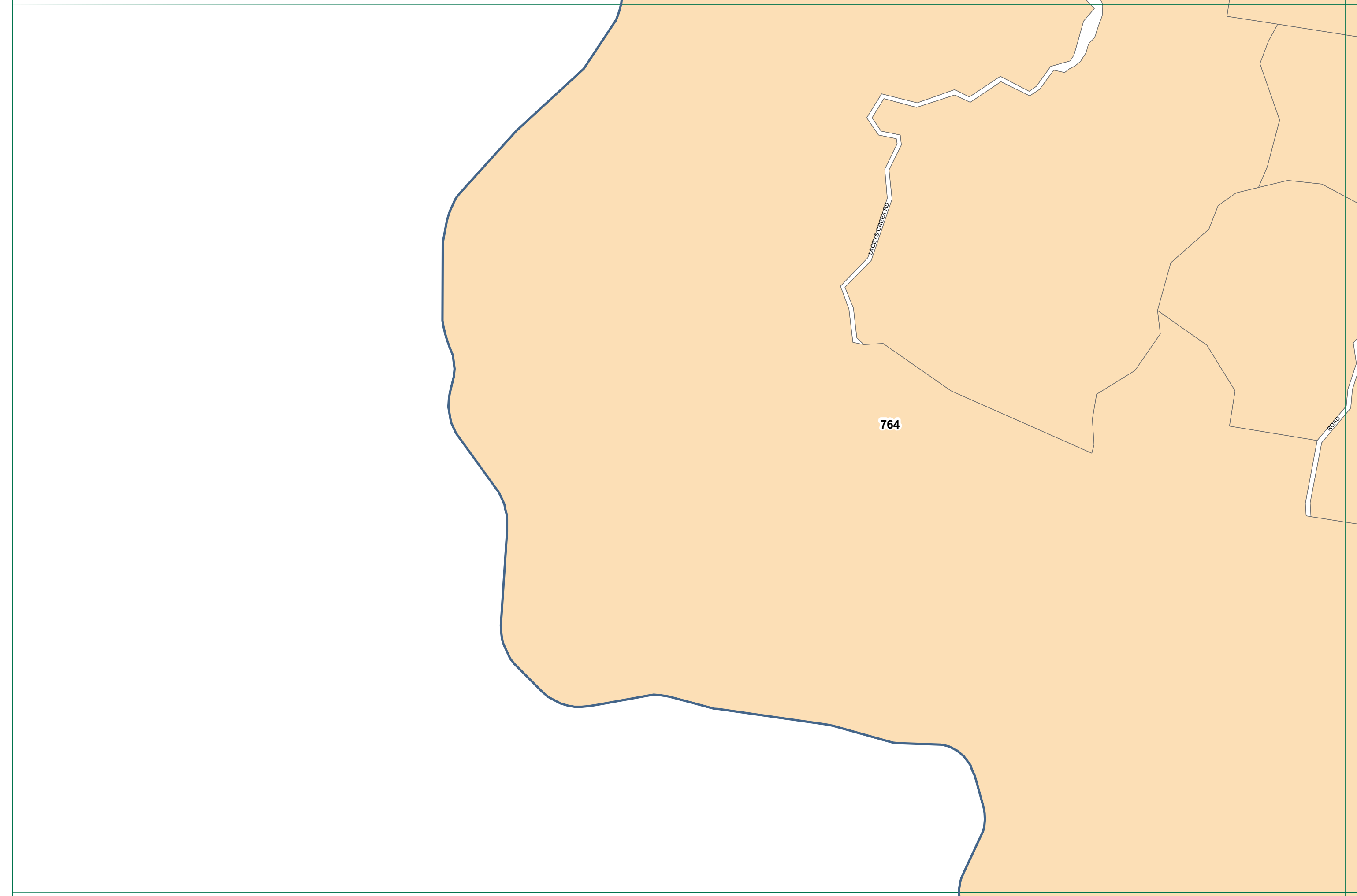
7.7	7.9	7.11
9.7	9.9	9.11
11.7	11.9	11.11

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 9.9







0100200400600800

Metres

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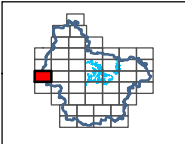
LEGEND

236

Service Catchments

Shire Boundary

Parcel Boundaries

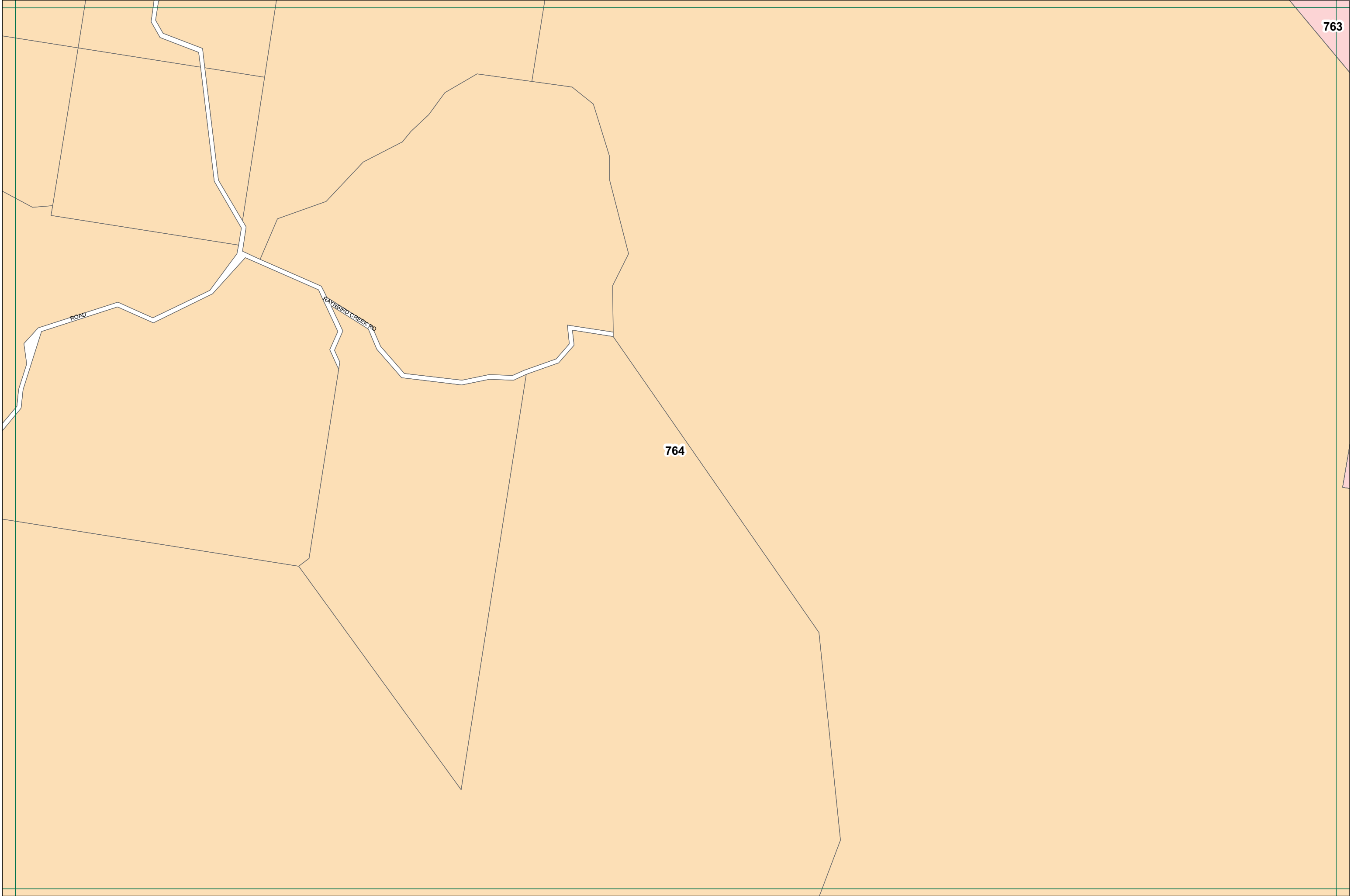


9.1	9.3	9.5
11.1	11.3	11.5
13.1	13.3	13.5

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 11.1



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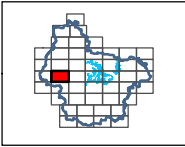
LEGEND

236

Service Catchments

Shire Boundary

Parcel Boundaries

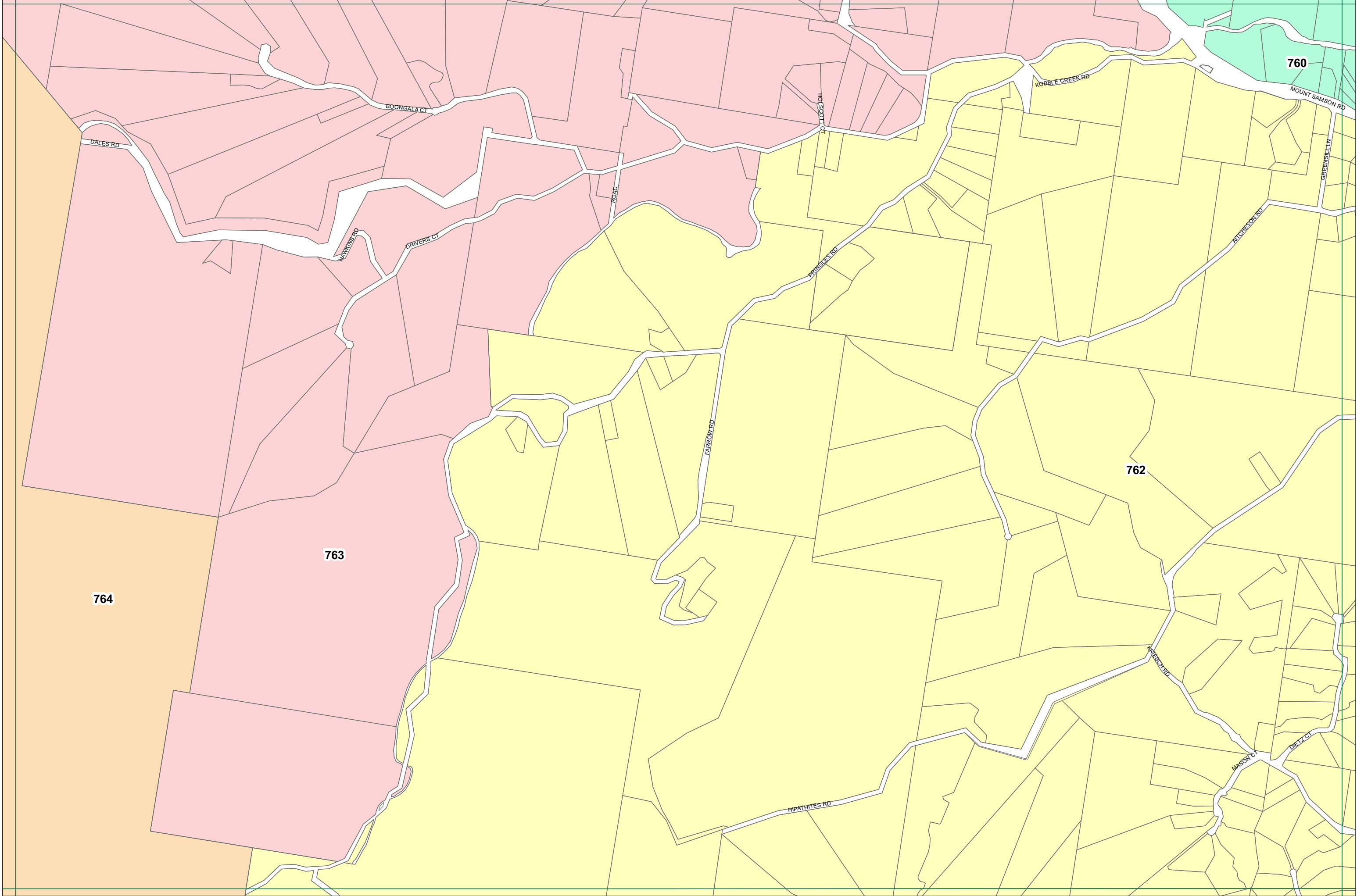


9.1	9.3	9.5
11.1	11.3	11.5
13.1	13.3	13.5

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 11.3



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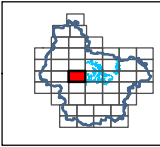
LEGEND

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Service Catchments

Shire Boundary

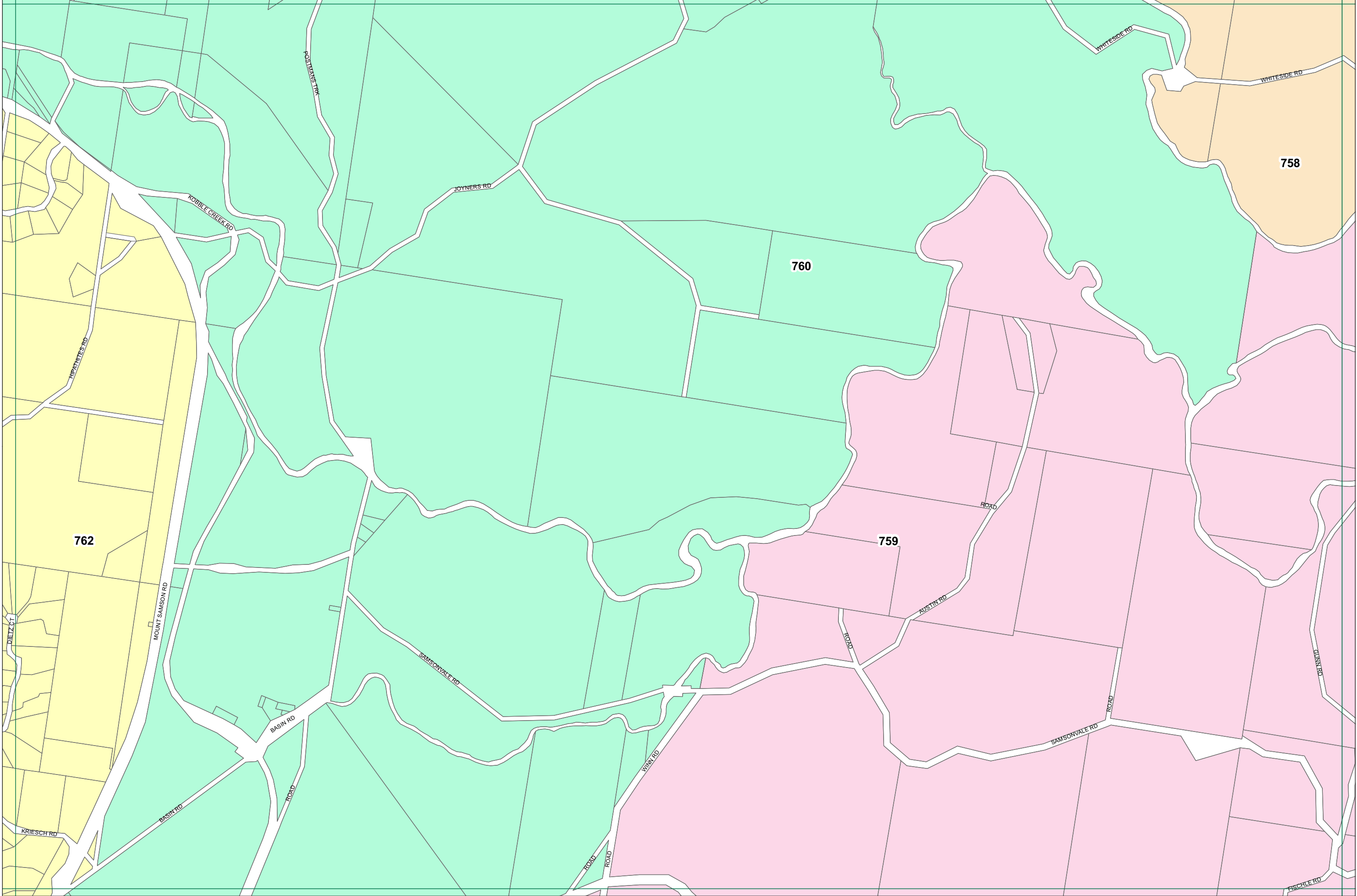
Parcel Boundaries



9.3	9.5	9.7
11.3	11.5	11.7
13.3	13.5	13.7

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 11.5





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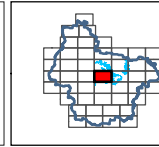
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LEGEND

236 Service Catchments

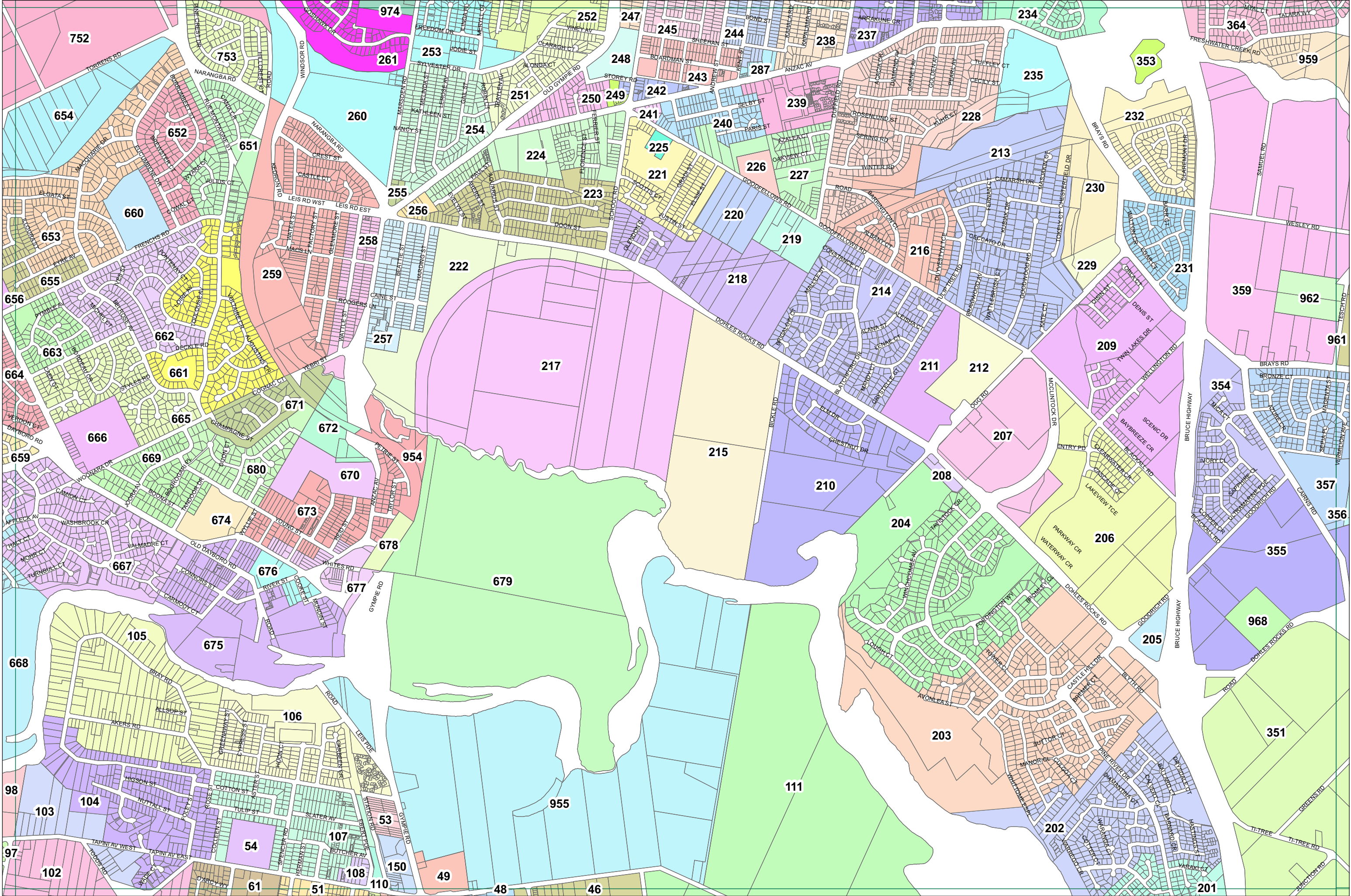
 Shire Boundary
 Parcel Boundaries



9.5	9.7	9.9
11.5	11.7	11.9
13.5	13.7	13.9

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 11.7



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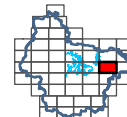
Service Catchments



Shire Boundary



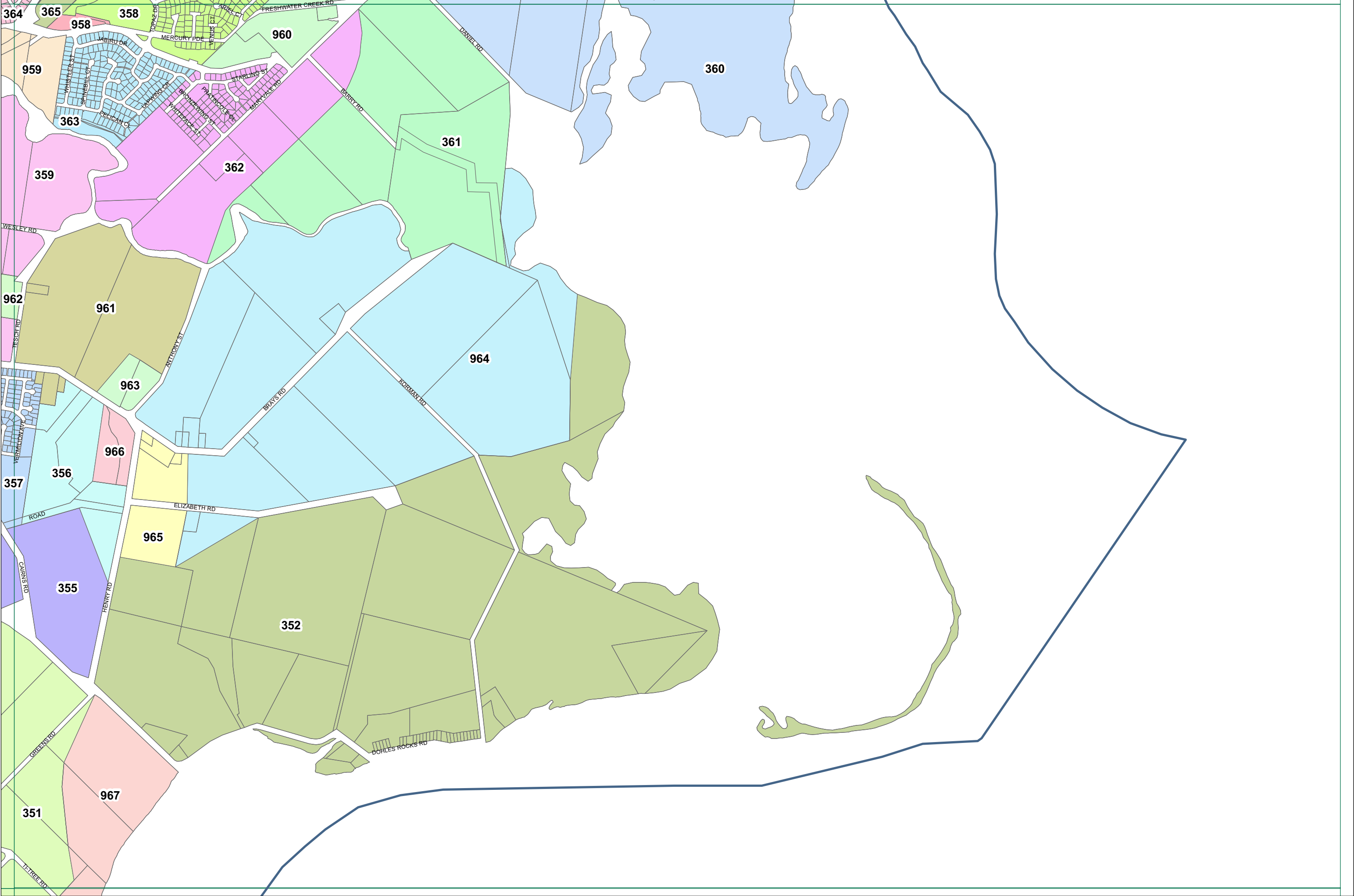
Parcel Boundaries



9.9	9.11	9.13
11.9	11.11	11.13
13.9	13.11	13.13

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 11.11



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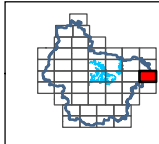
Service Catchments



Shire Boundary



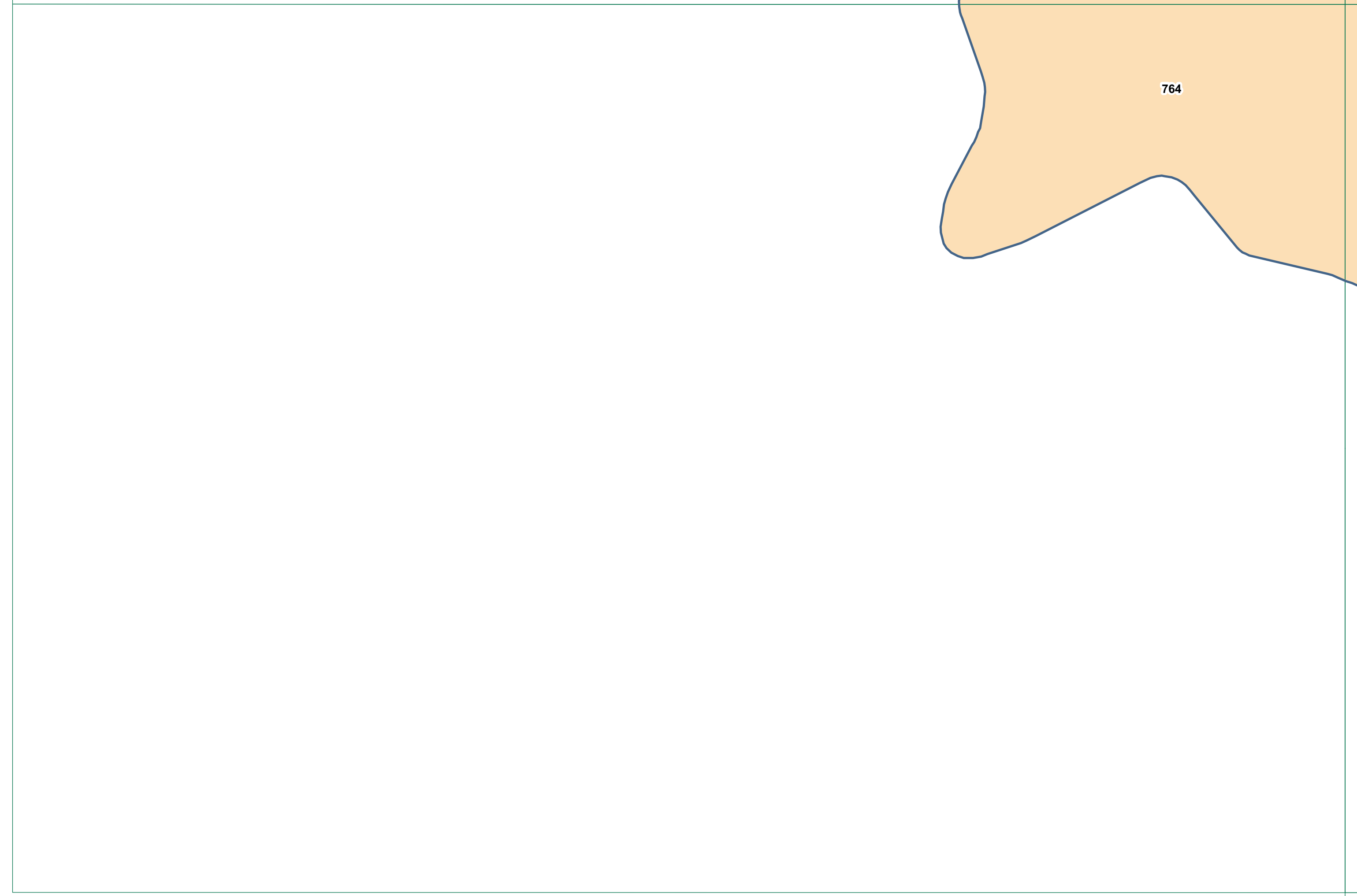
Parcel Boundaries



11.11	11.13
13.11	13.13

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 11.13



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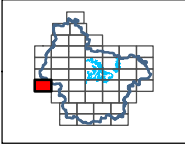
LEGEND

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Service Catchments

Shire Boundary

Parcel Boundaries

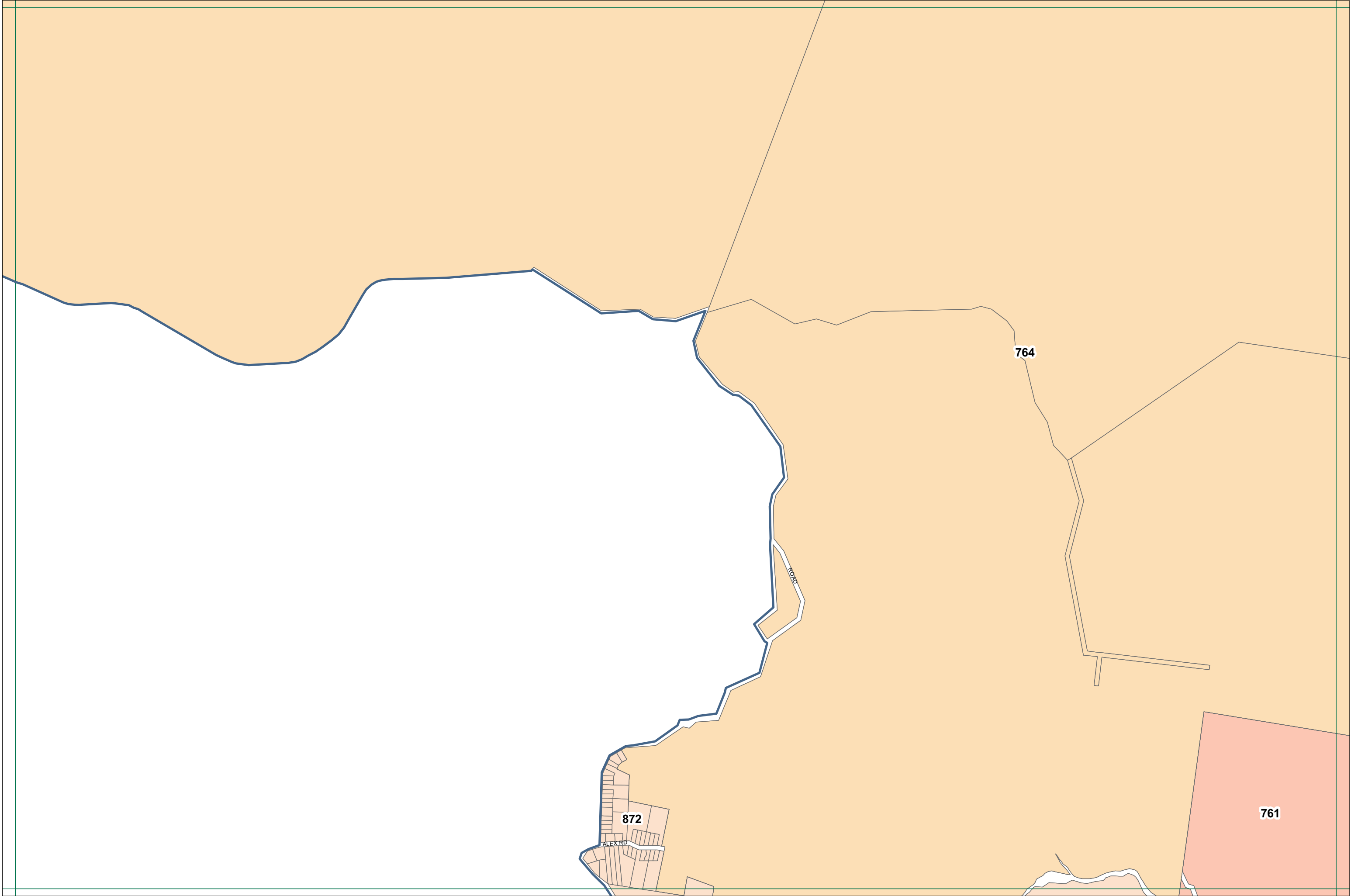


11.1	11.3	11.5
13.1	13.3	13.5
	15.3	15.5

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 13.1



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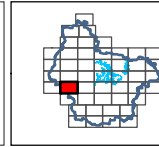
Service Catchments



Shire Boundary



Parcel Boundaries

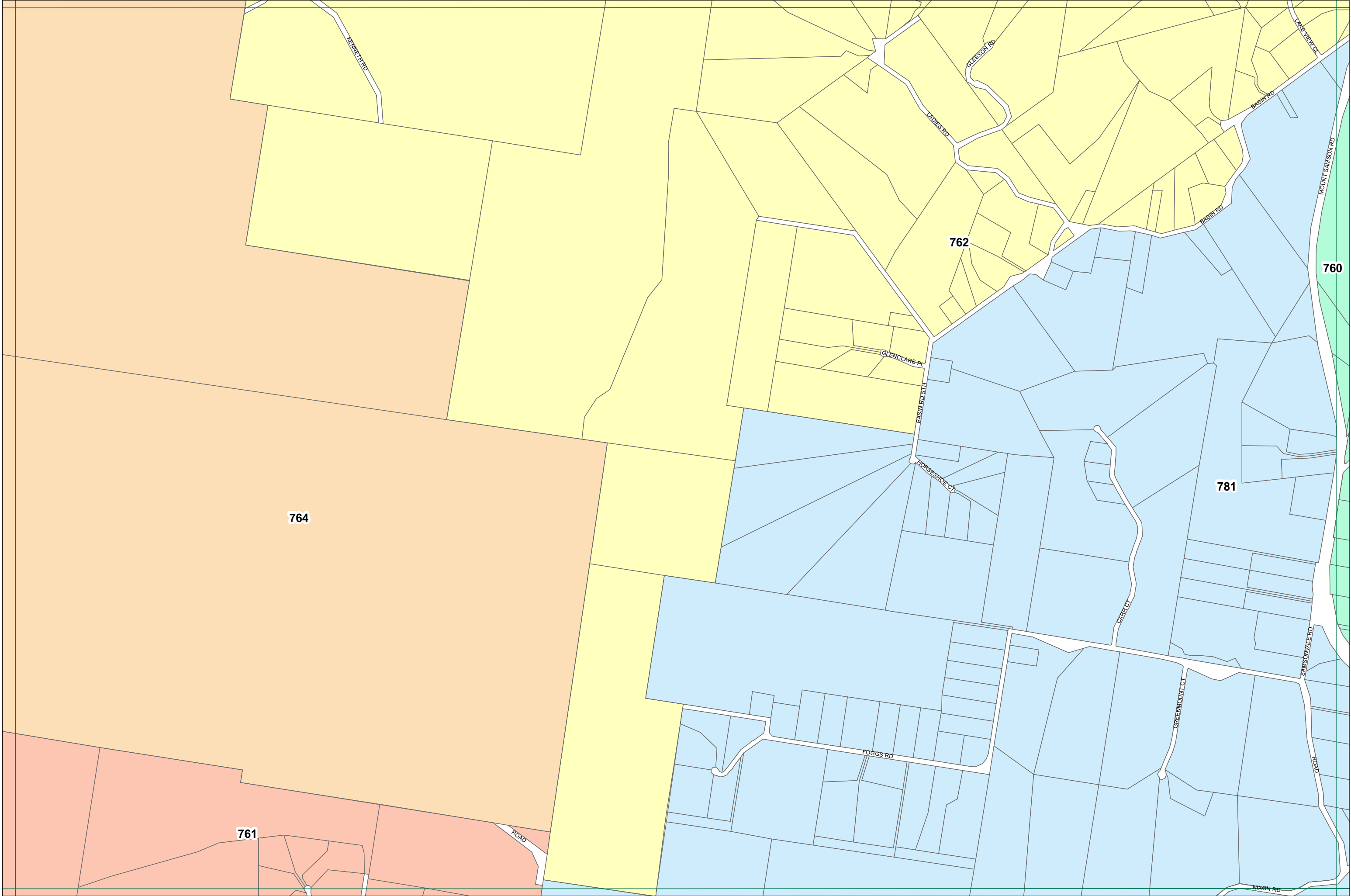


11.1	11.3	11.5
13.1	13.3	13.5
	15.3	15.5

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 13.3



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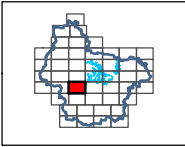
LEGEND

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Service Catchments

Shire Boundary

Parcel Boundaries

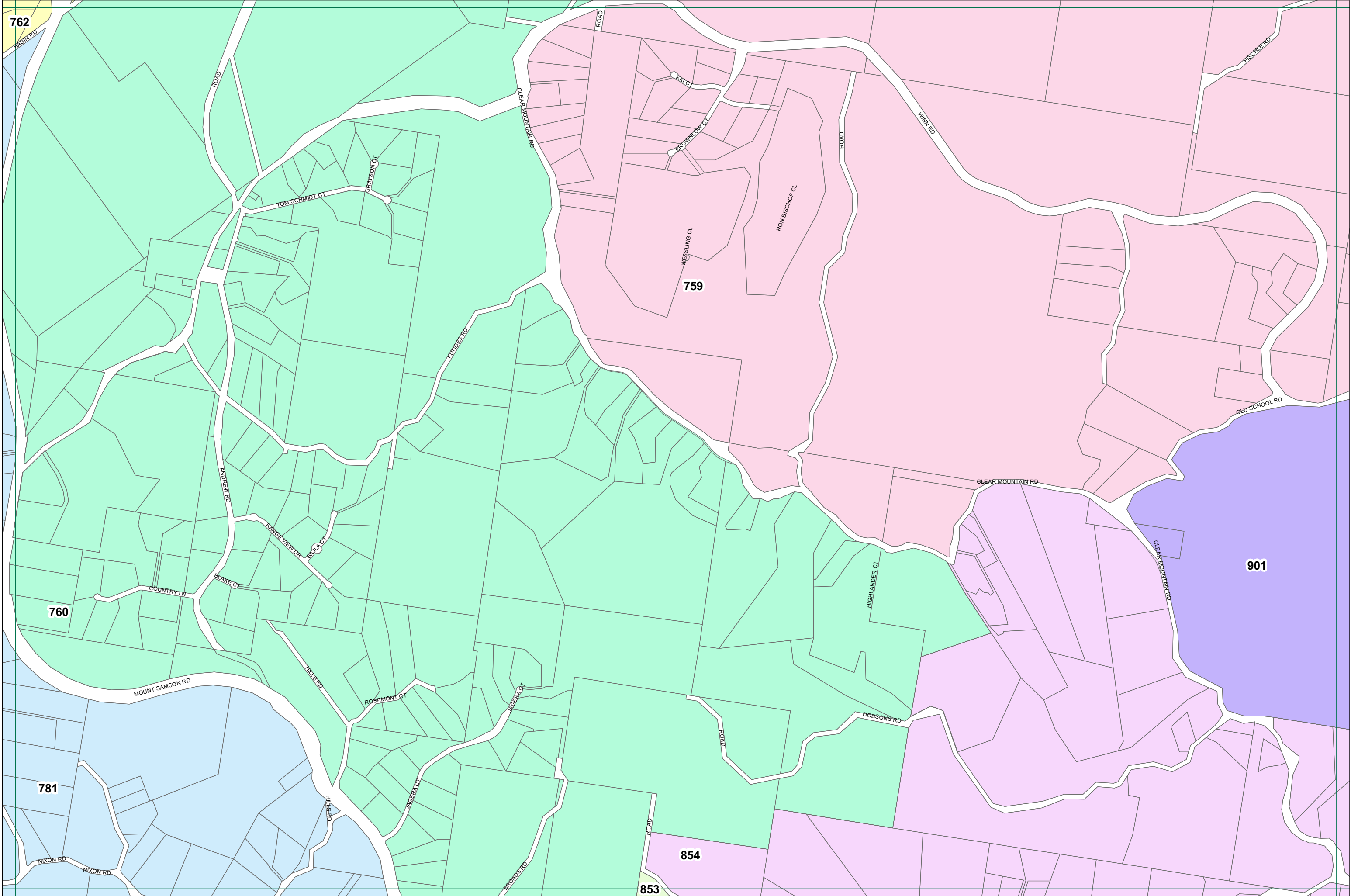


11.3	11.5	11.7
13.3	13.5	13.7
15.3	15.5	15.7

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 13.5



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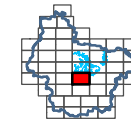
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LEGEND

236 Service Catchments

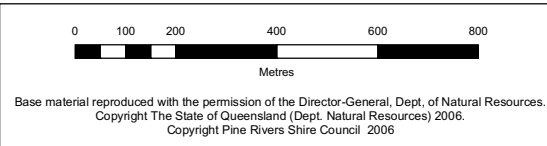
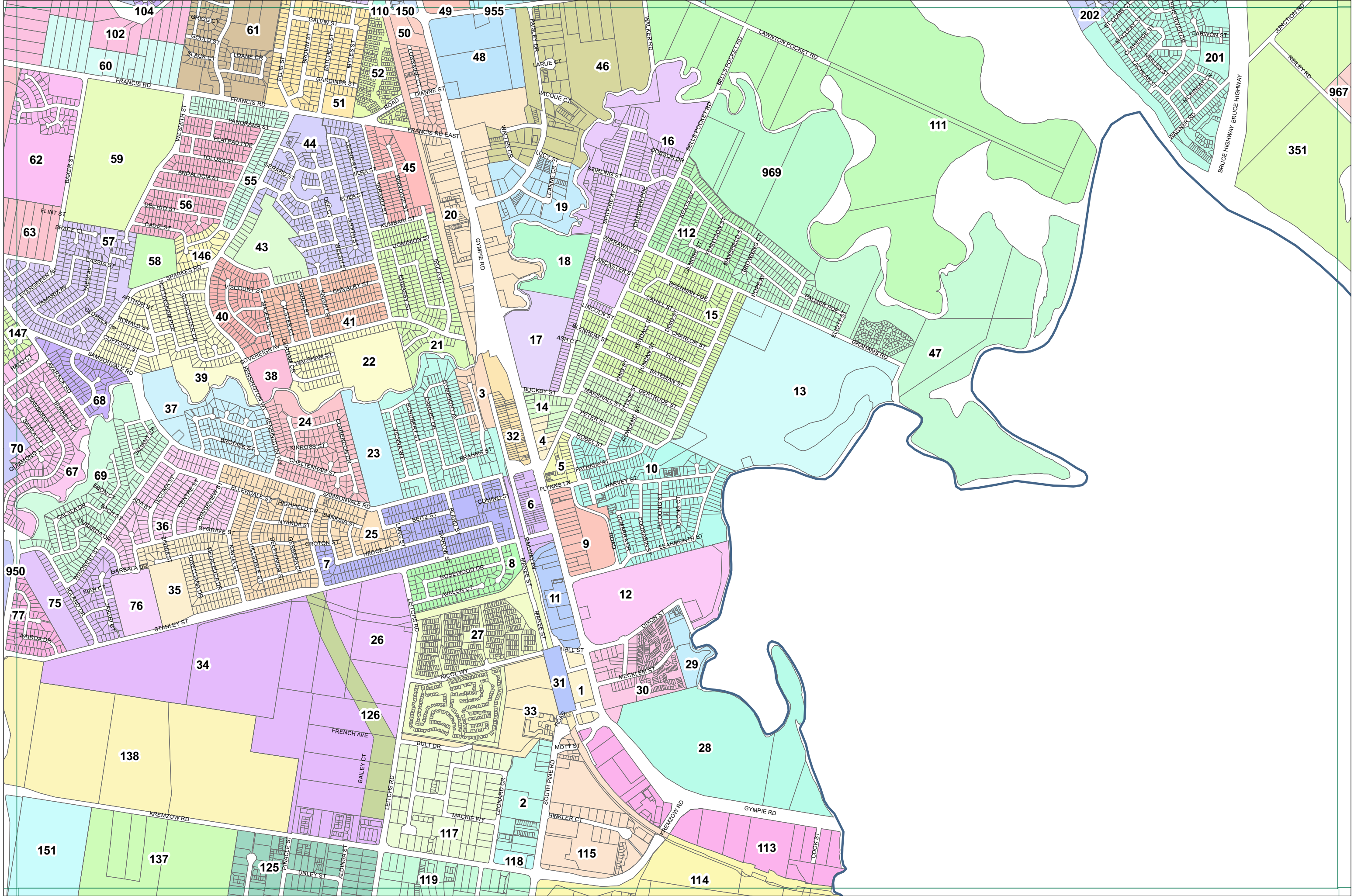
Shire Boundary
 Parcel Boundaries



11.5	11.7	11.9
13.5	13.7	13.9
15.5	15.7	15.9

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 13.7



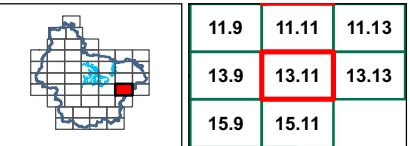
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236 Service Catchments

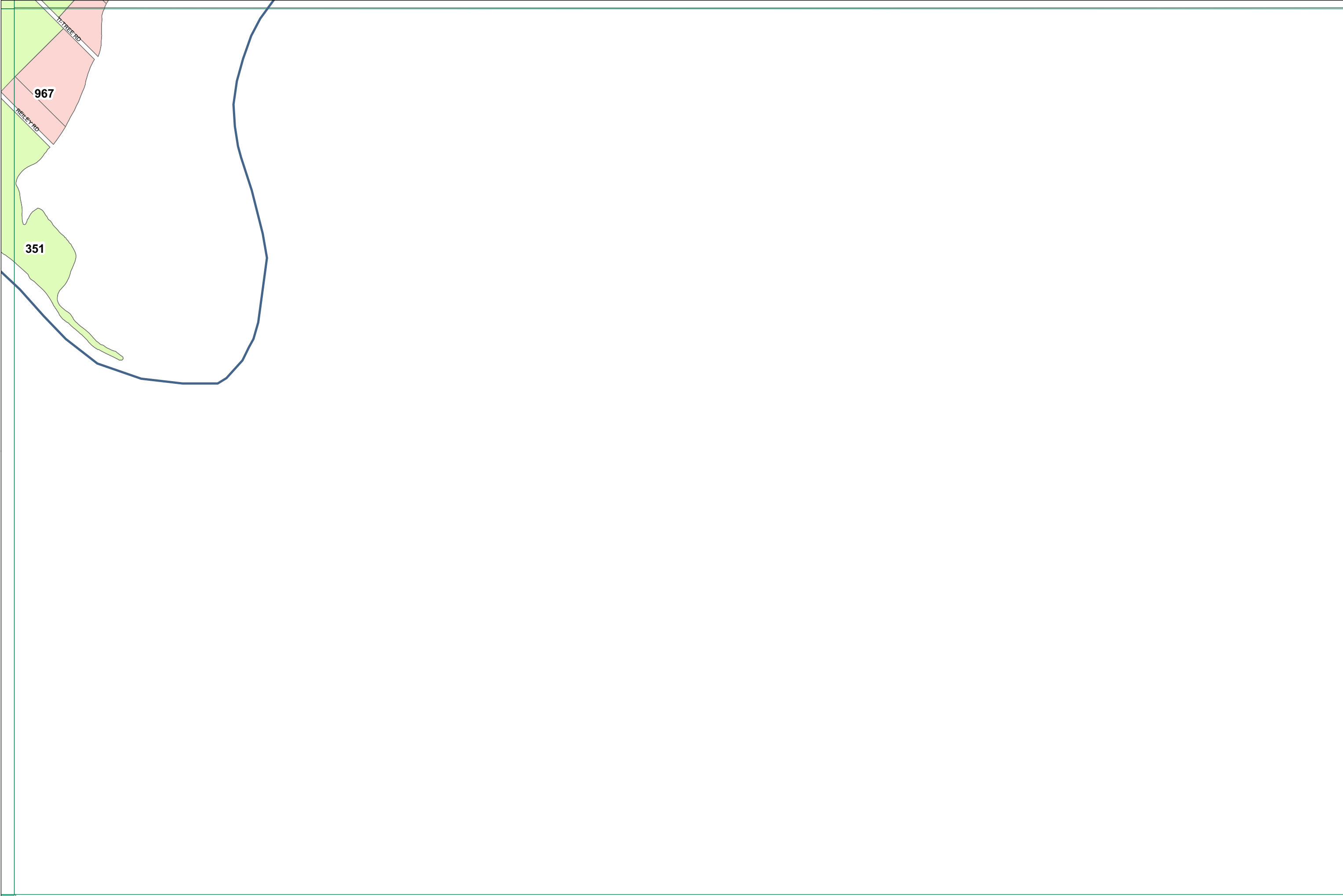
Shire Boundary

Parcel Boundaries



11.9	11.11	11.13
13.9	13.11	13.13
15.9	15.11	

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS
Effective from 1 September 2008



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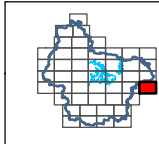
Service Catchments



Shire Boundary



Parcel Boundaries

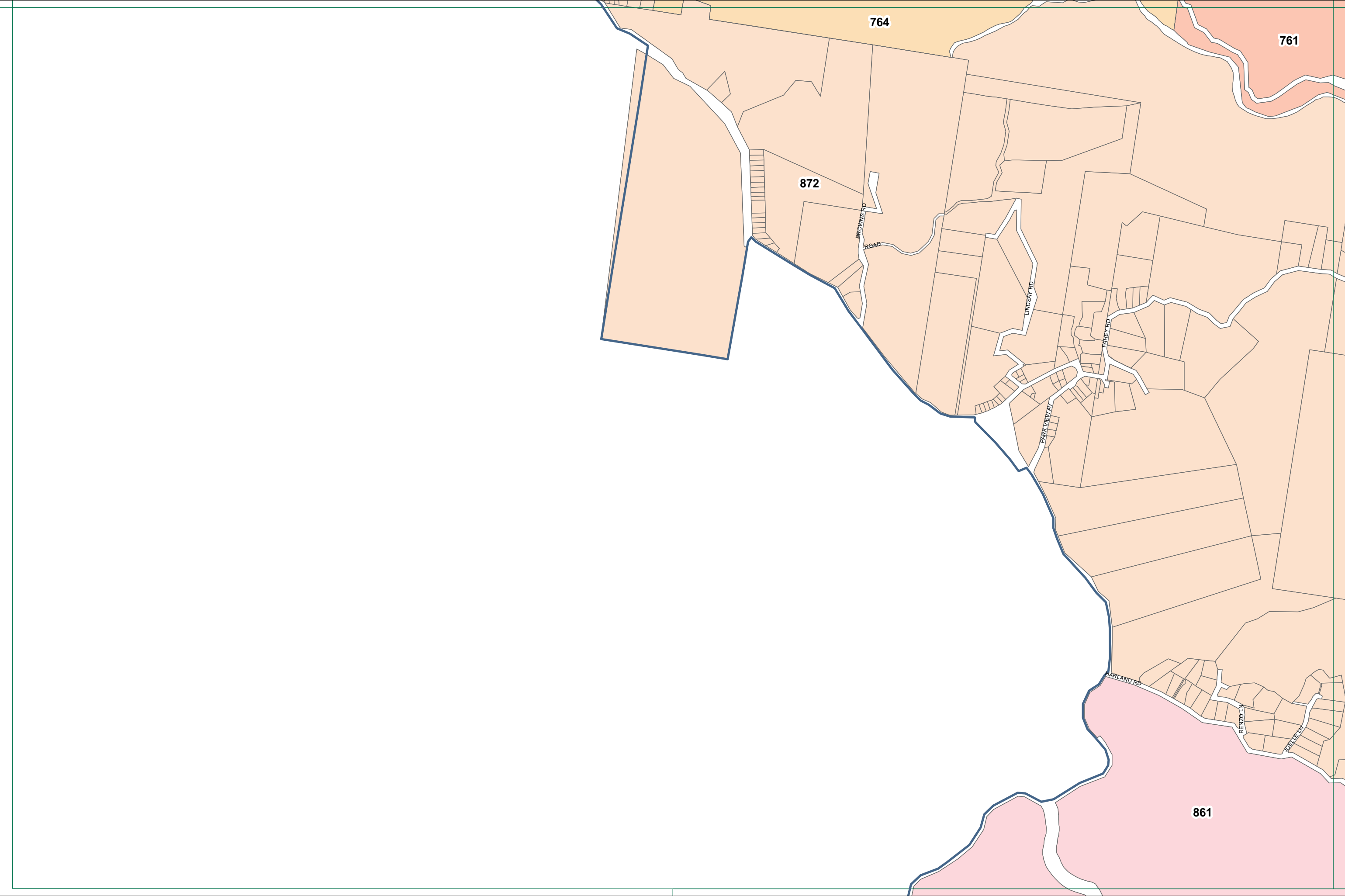


11.11	11.13
13.11	13.13

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 13.13



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236

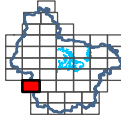
Service Catchments



Shire Boundary



Parcel Boundaries

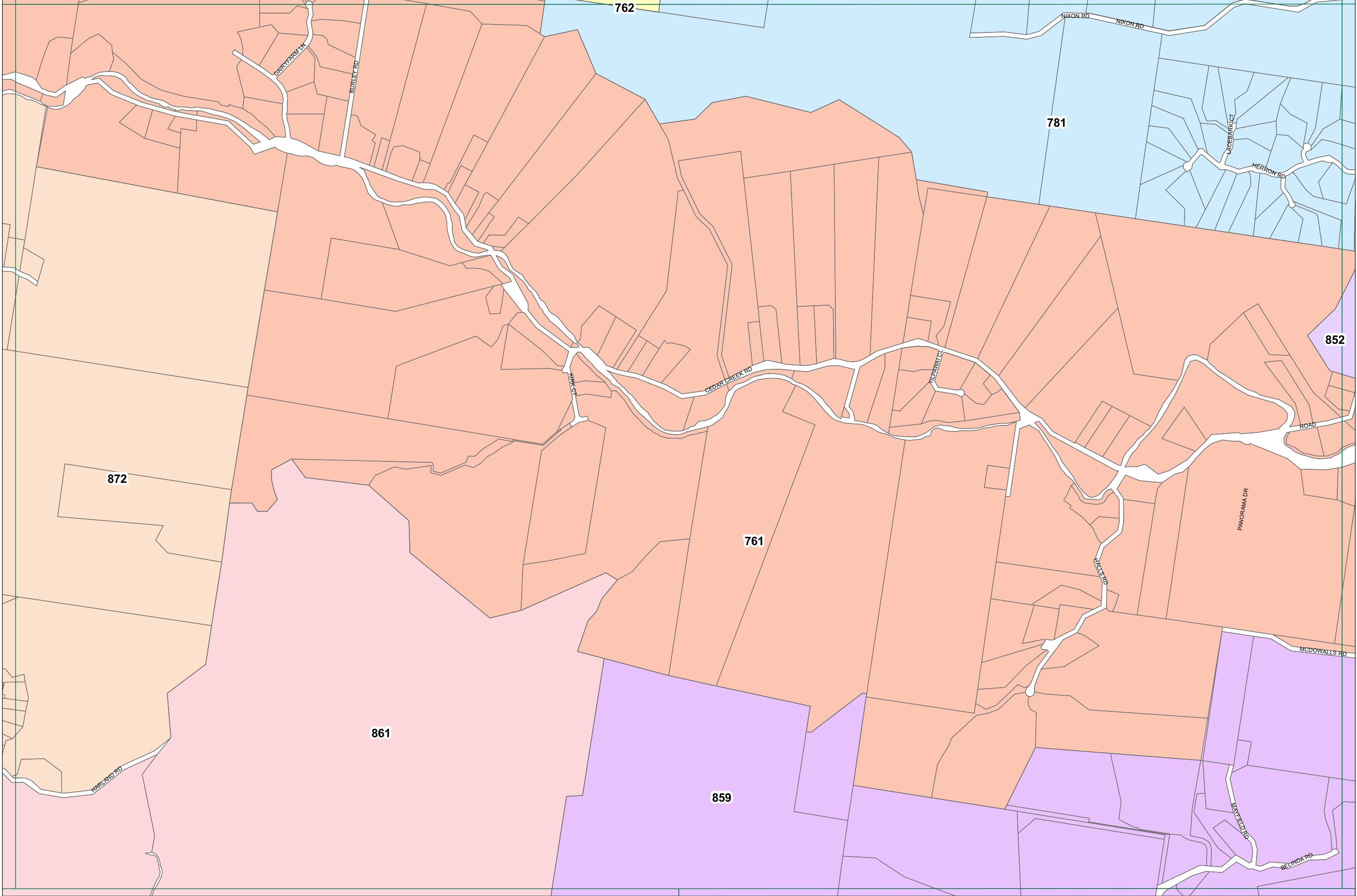


13.1	13.3	13.5
	15.3	15.5
	17.4	17.6

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 15.3



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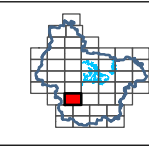
Service Catchments



Shire Boundary



Parcel Boundaries

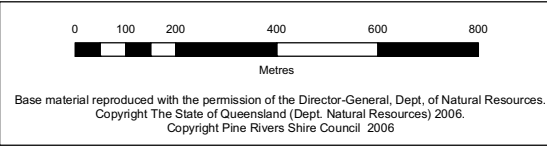
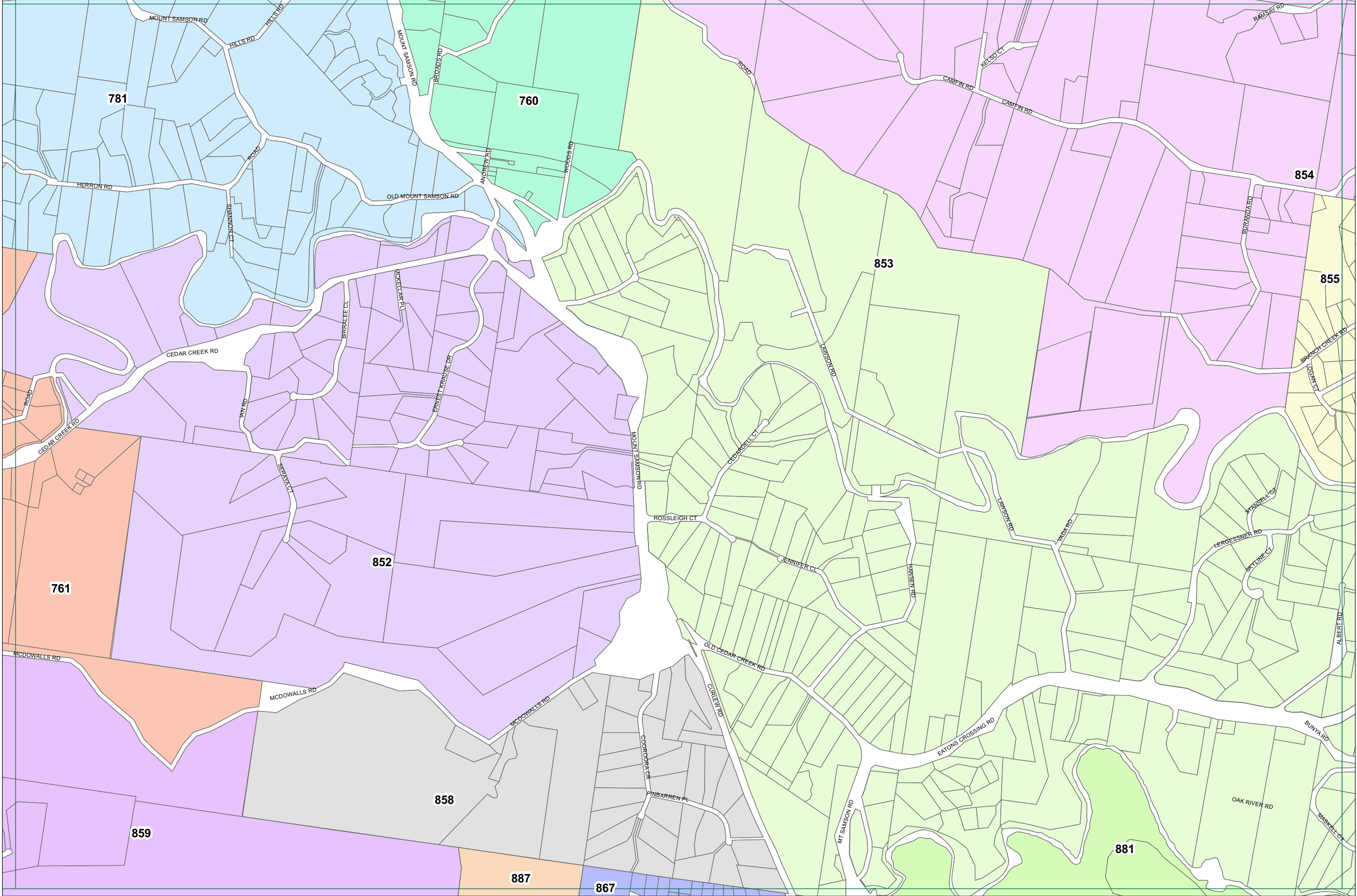


13.3	13.5	13.7
15.3	15.5	15.7
17.4	17.6	17.8

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 15.5



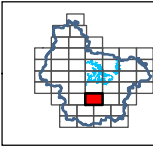
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LEGEND

236 Service Catchments

Shire Boundary

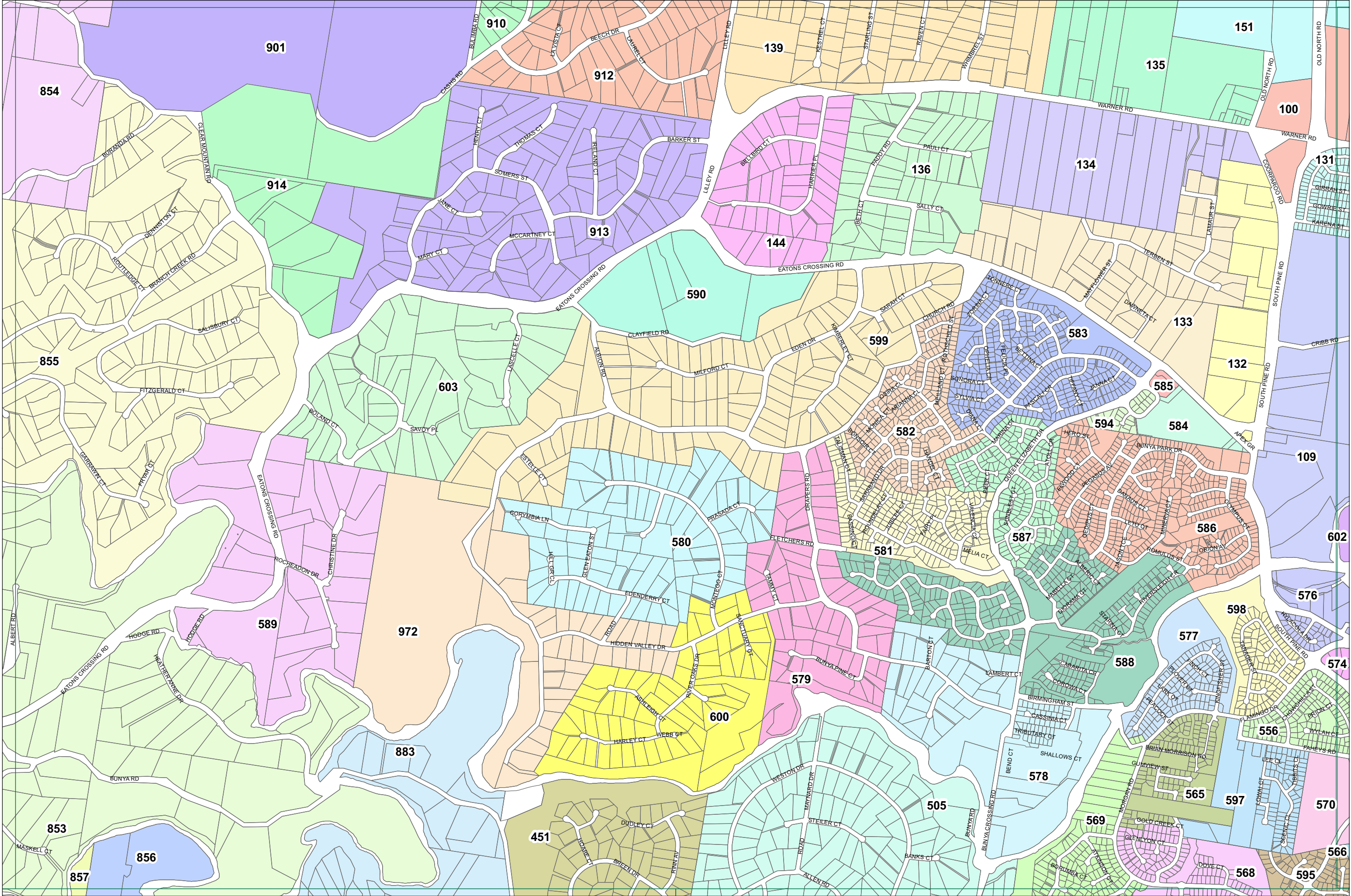
Parcel Boundaries



13.5	13.7	13.9
15.5	15.7	15.9
17.4	17.6	17.8
17.10		

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 15.7



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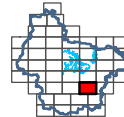
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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries

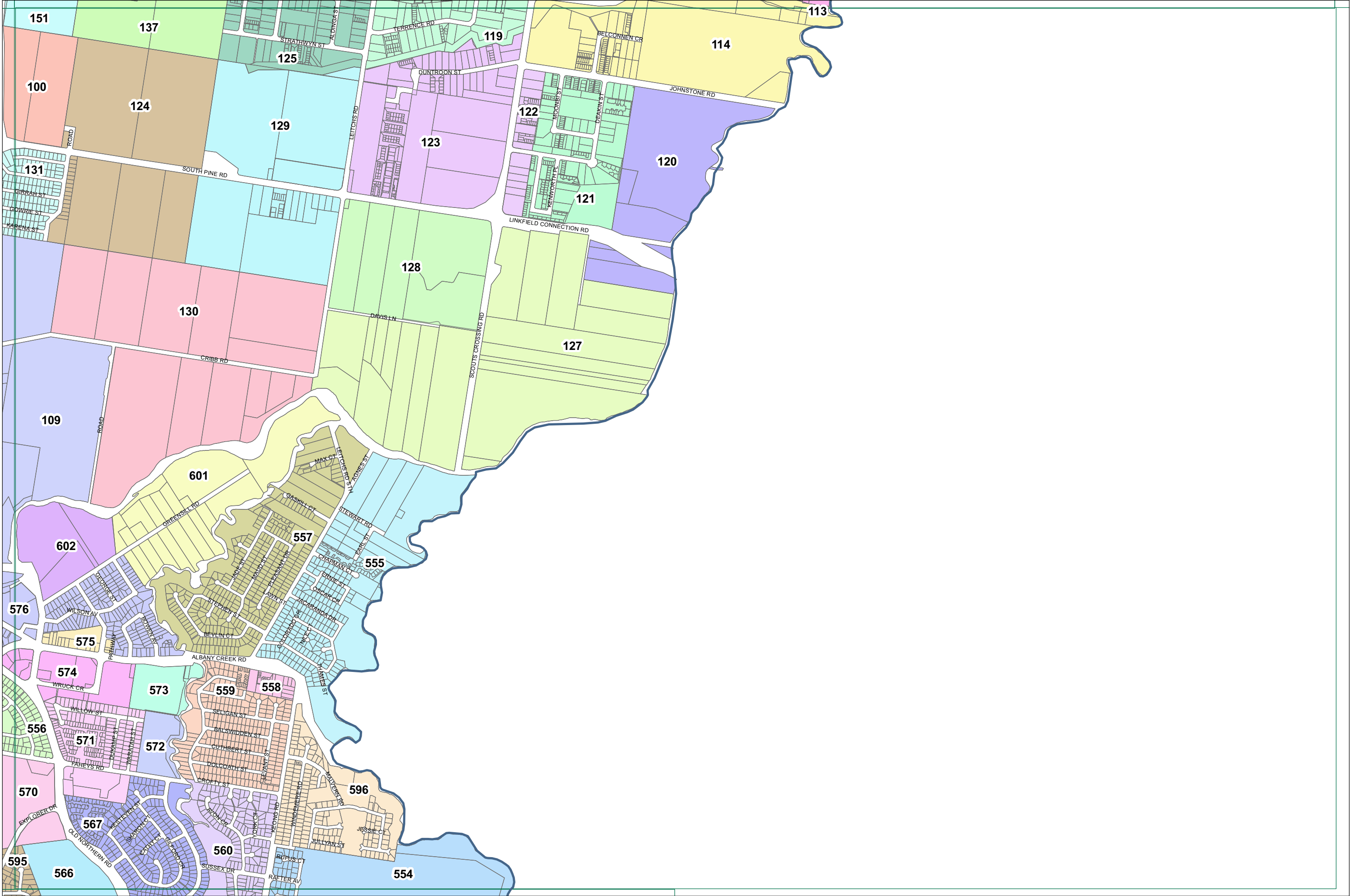


13.7	13.9	13.11
15.7	15.9	15.11
17.6	17.8	17.10

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 15.9



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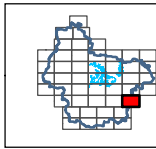
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236 Service Catchments

Shire Boundary

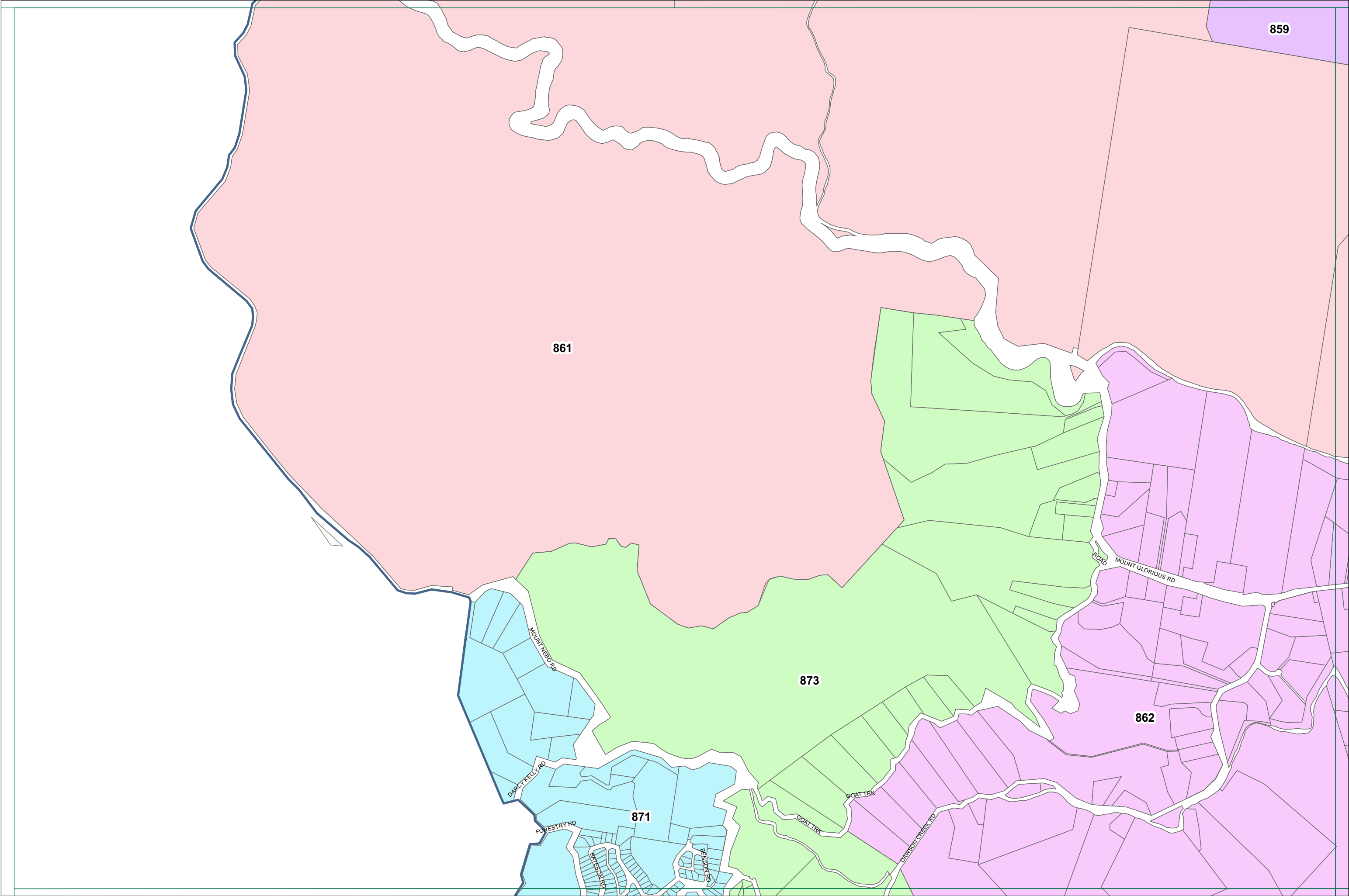
Parcel Boundaries



13.9	13.11	13.13
15.9	15.11	

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 15.11



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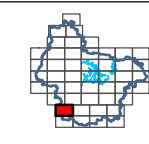
Service Catchments



Shire Boundary



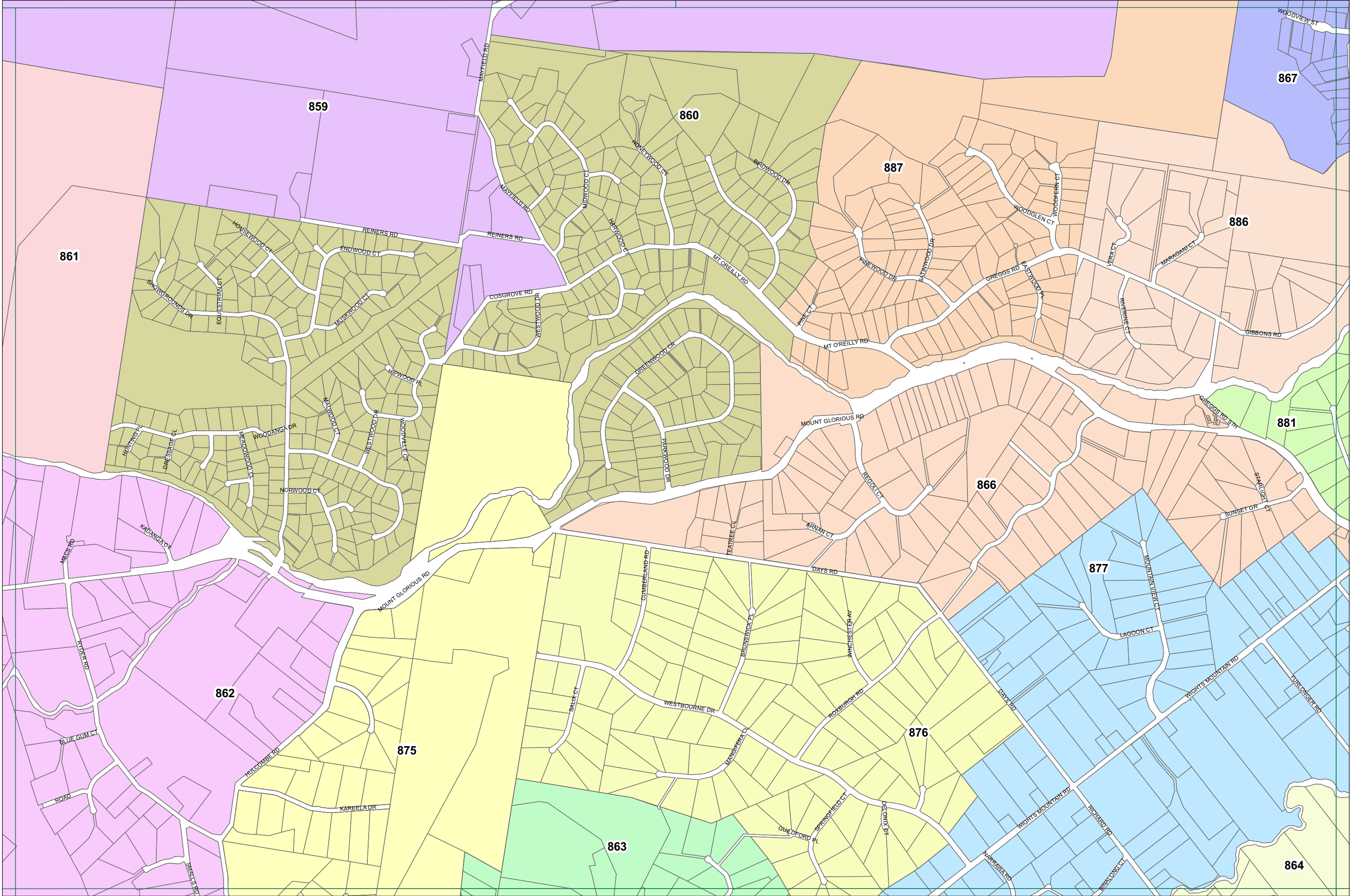
Parcel Boundaries



15.3	15.5	15.7
17.4	17.6	17.8
19.4	19.6	19.8

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 17.4



0 100 200 400 600 800
Metres

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LEGEND

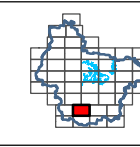
236 Service Catchments



Shire Boundary



Parcel Boundaries

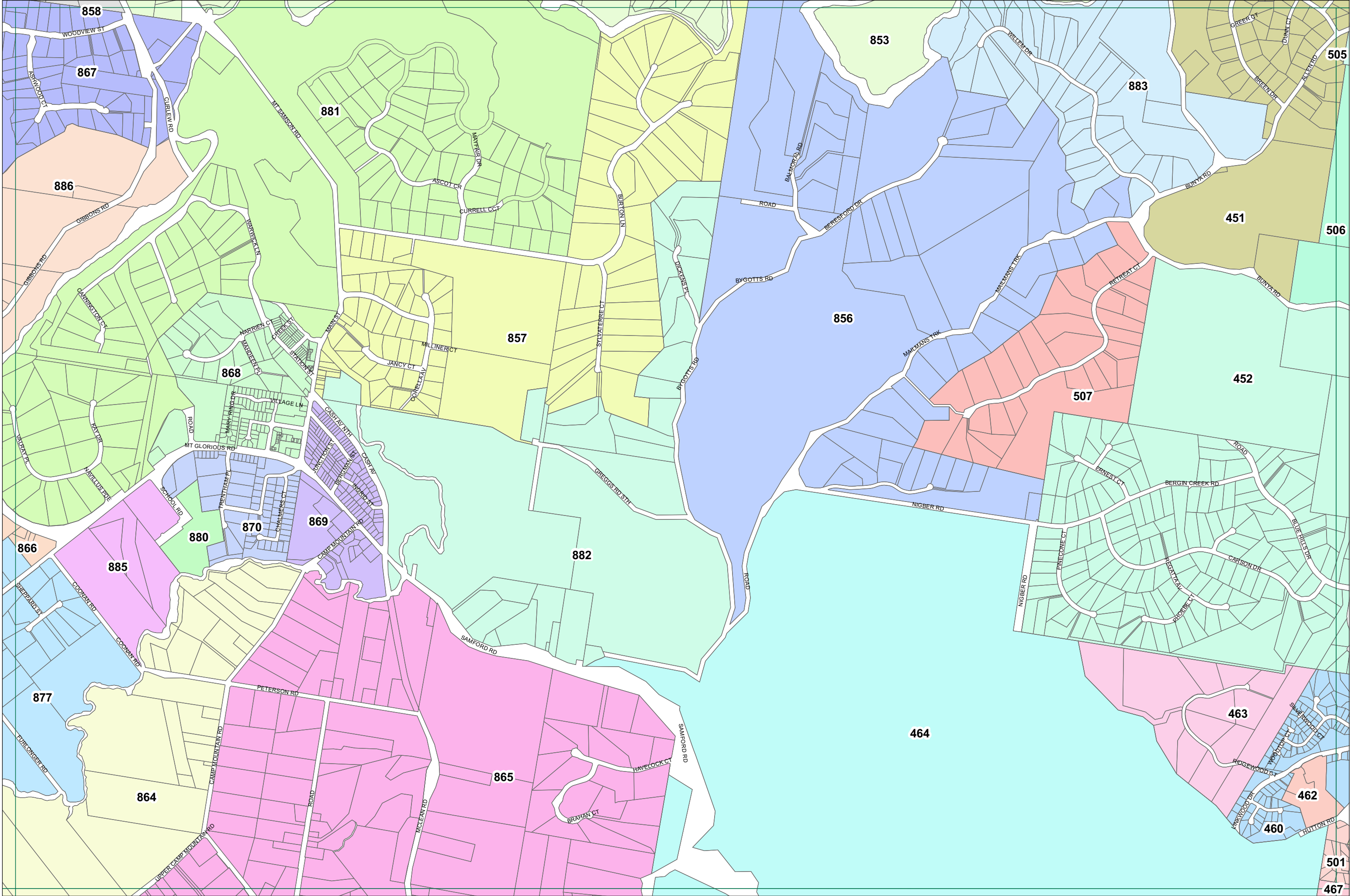


15.3	15.5	15.7	15.9
17.4	17.6	17.8	
19.4	19.6	19.8	

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 17.6



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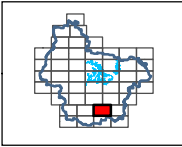
LEGEND

236

Service Catchments

Shire Boundary

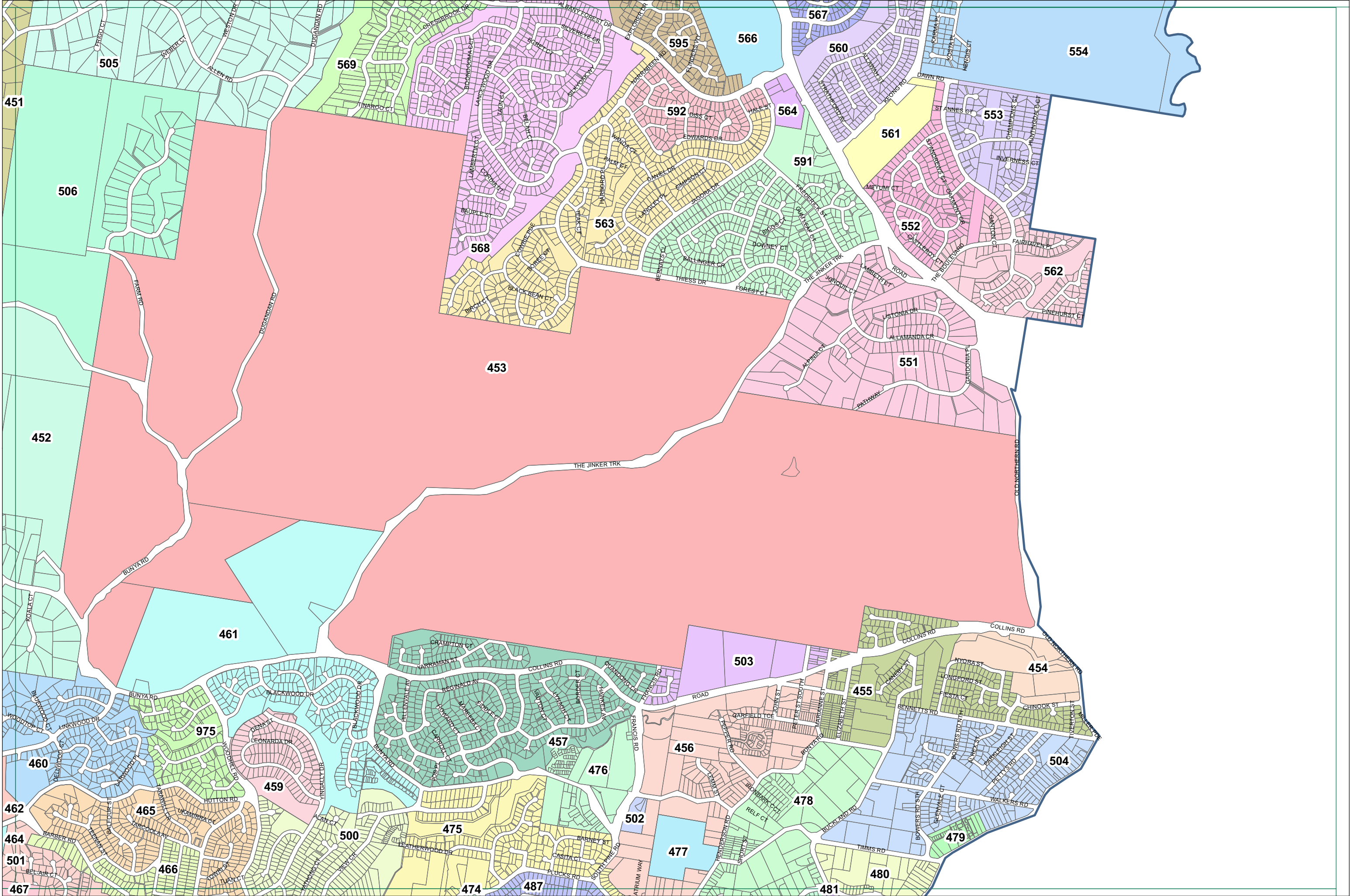
Parcel Boundaries



15.5	15.7	15.9	15.11
17.6	17.8	17.10	
19.6	19.8	19.10	

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS
Map Number 17.8



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LEGEND



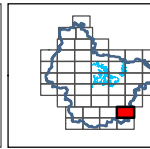
Service Catchments



Shire Boundary



Parcel Boundaries

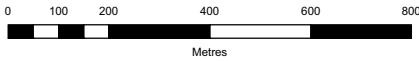
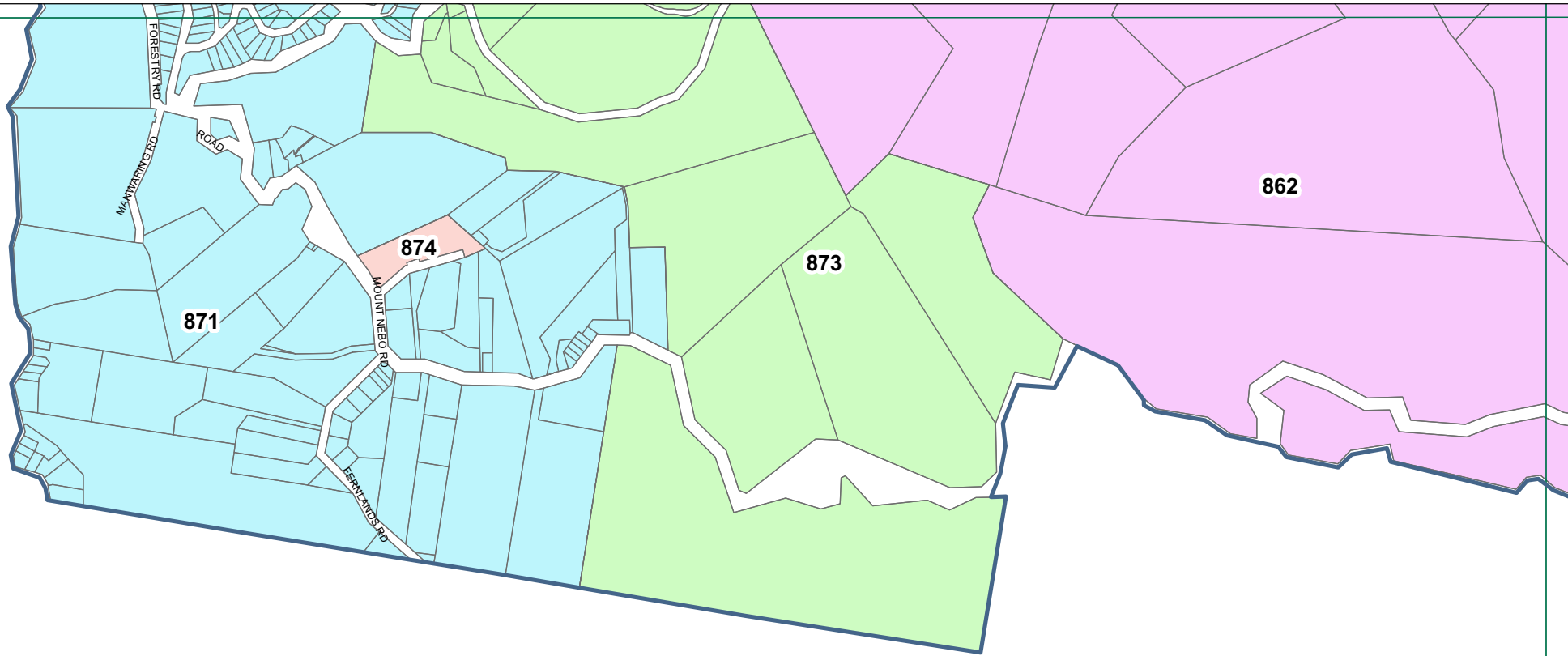


15.7	15.9	15.11
17.8	17.10	

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 17.10



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LEGEND

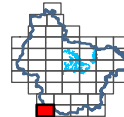
236 Service Catchments



Shire Boundary



Parcel Boundaries



17.4

17.6

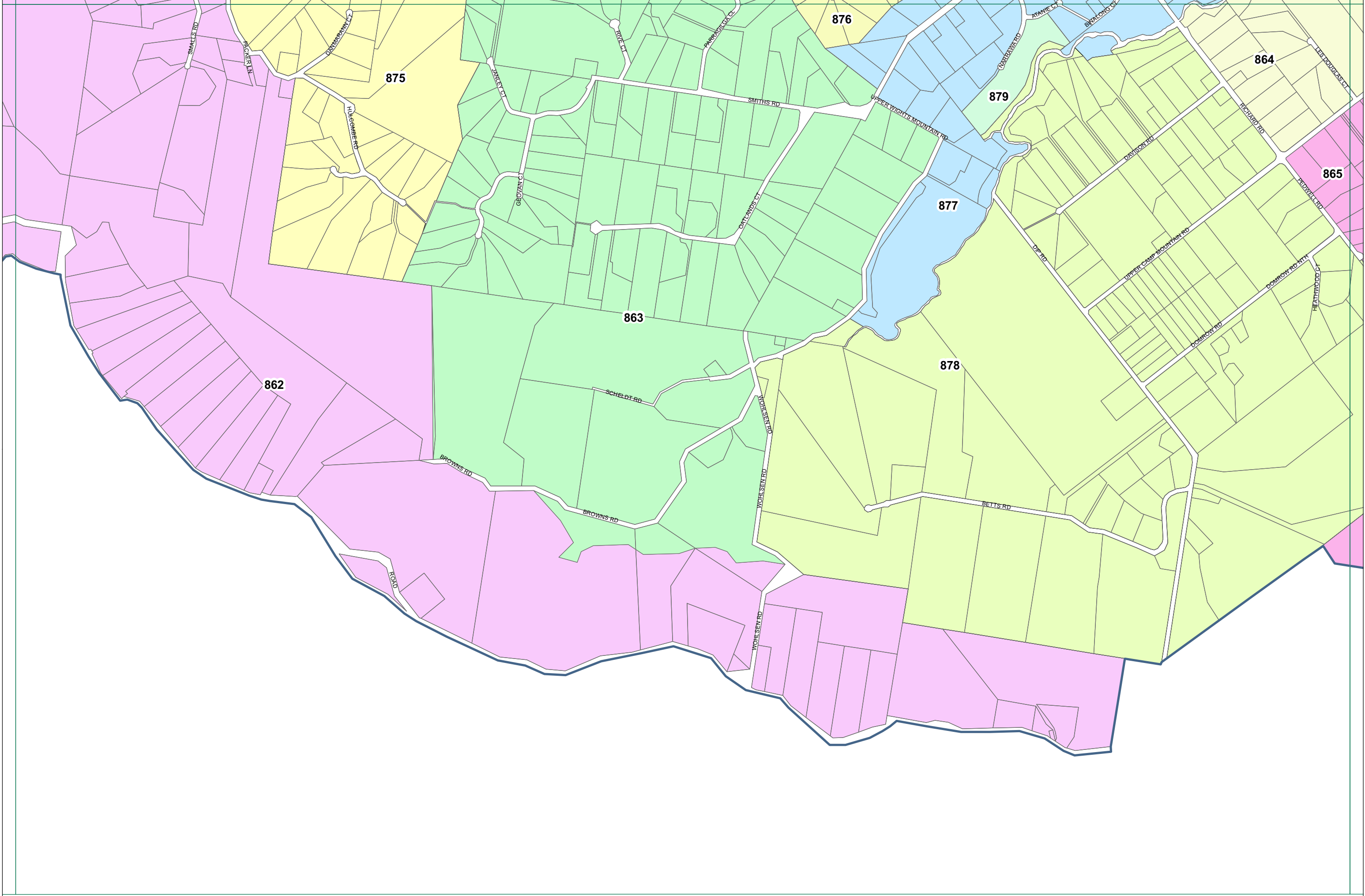
19.4

19.6

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 19.4



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LEGEND



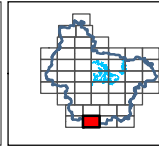
Service Catchments



Shire Boundary



Parcel Boundaries

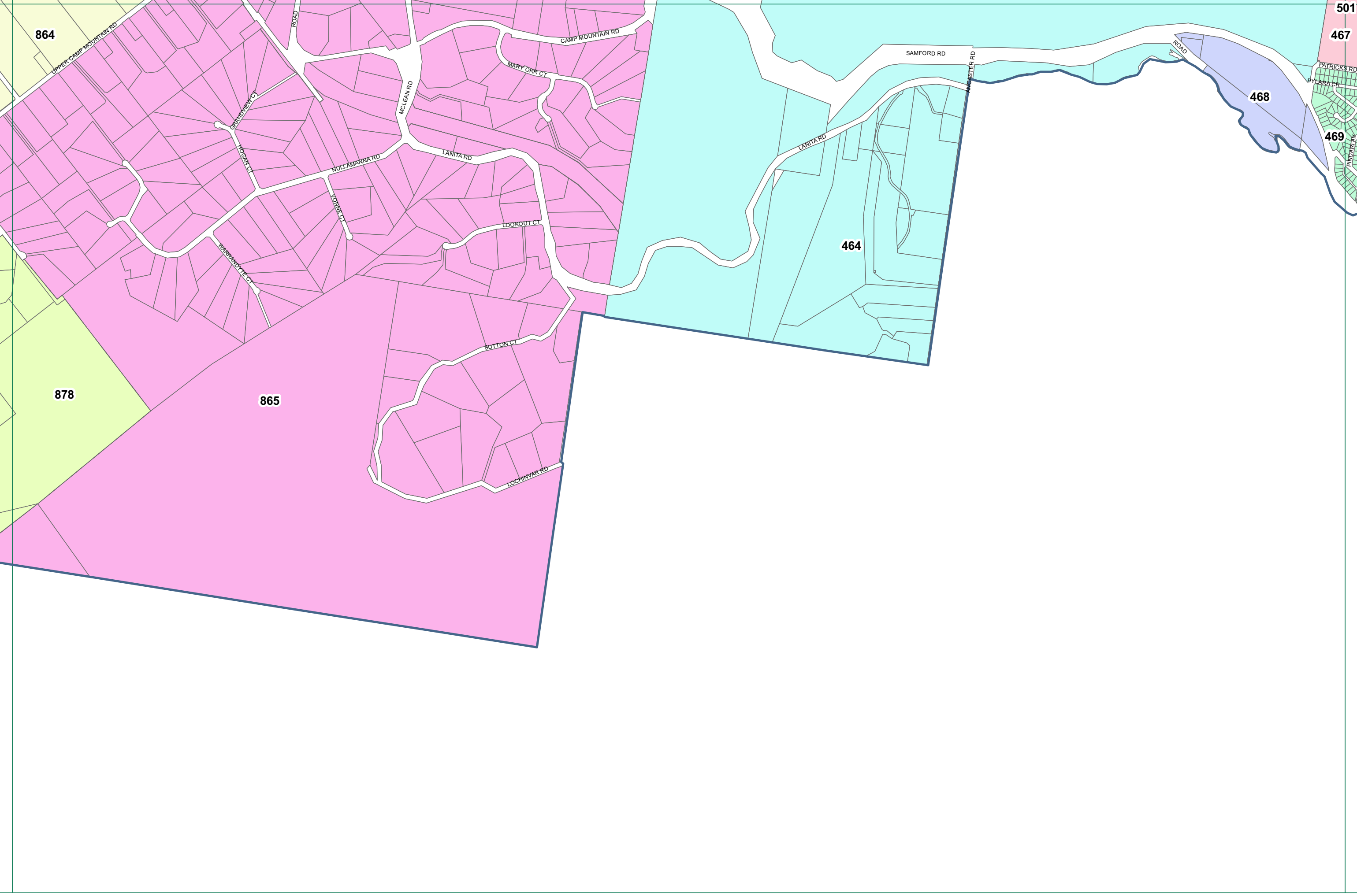


15.3	15.5	15.7	15.9
17.4	17.6	17.8	
19.4	19.6	19.8	

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 19.6



0100200400600800

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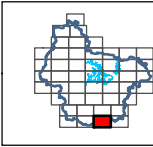
LEGEND

236

Service Catchments

Shire Boundary

Parcel Boundaries

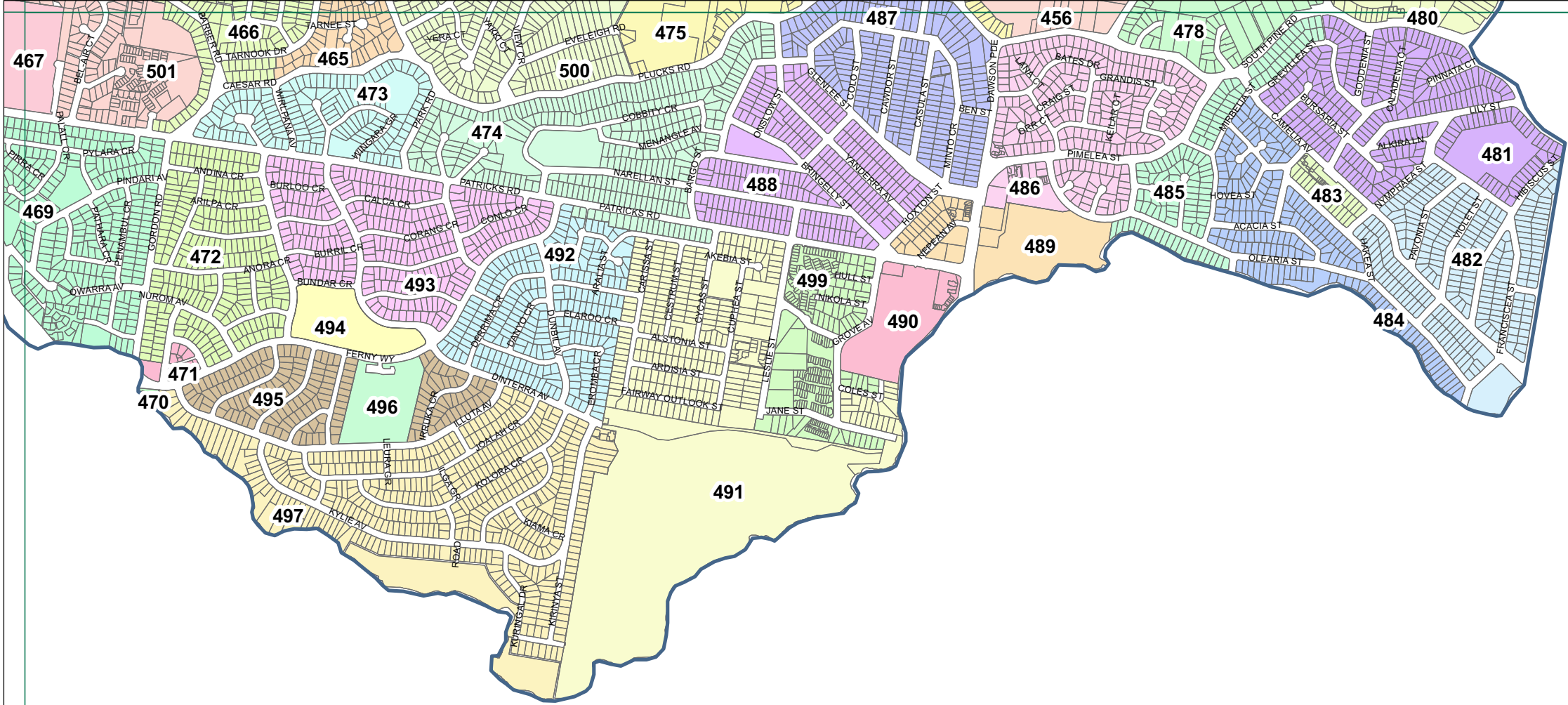


17.6	17.8
19.6	19.8

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 19.8



0 100 200 400 600 800
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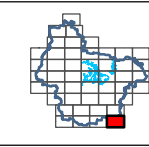
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LEGEND

236 Service Catchments

Shire Boundary

Parcel Boundaries



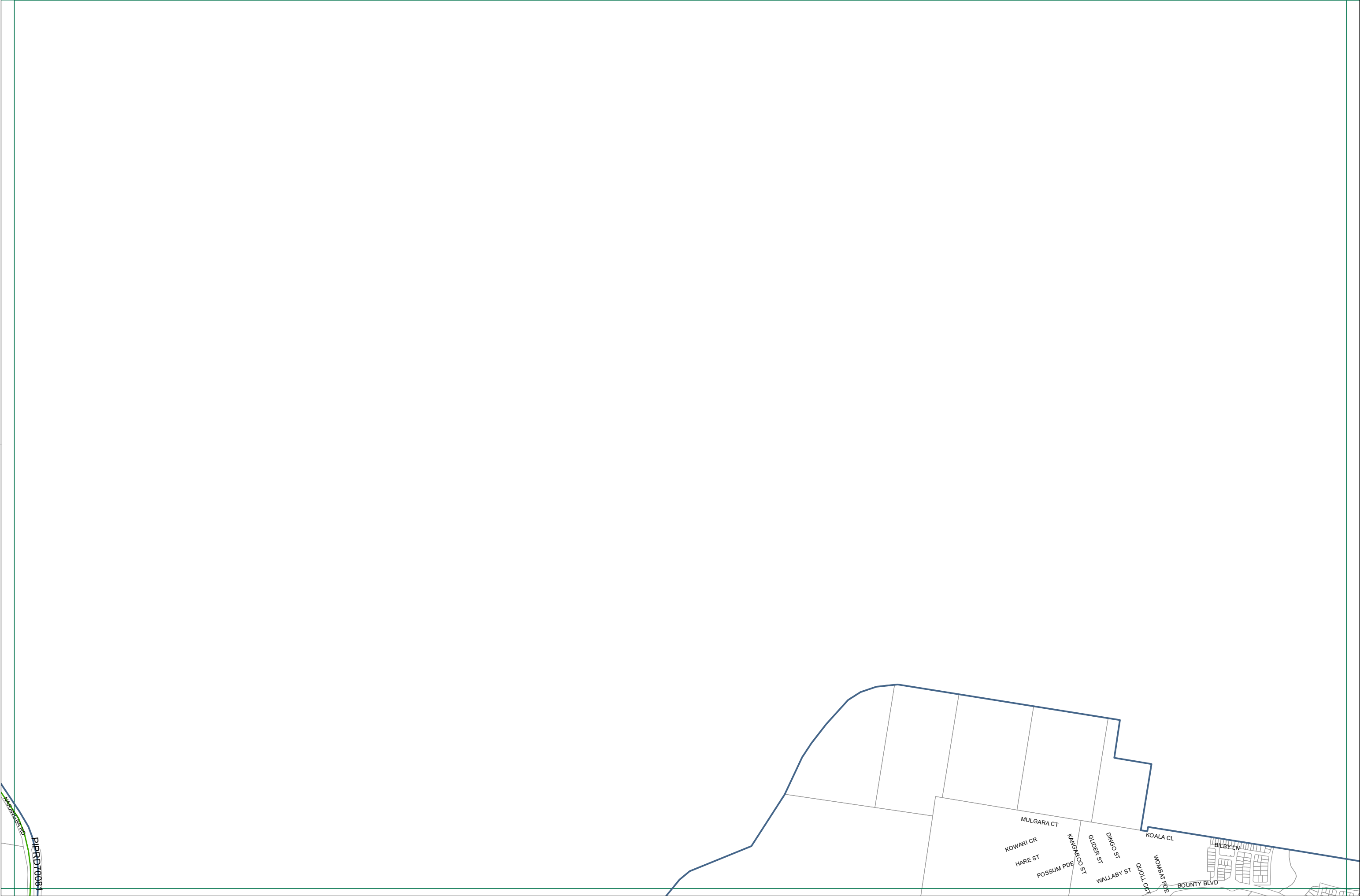
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PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRUNK ROAD NETWORK
SERVICE CATCHMENTS

Map Number 19.10

Schedule D: Network Assets



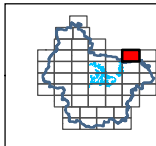
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Legend

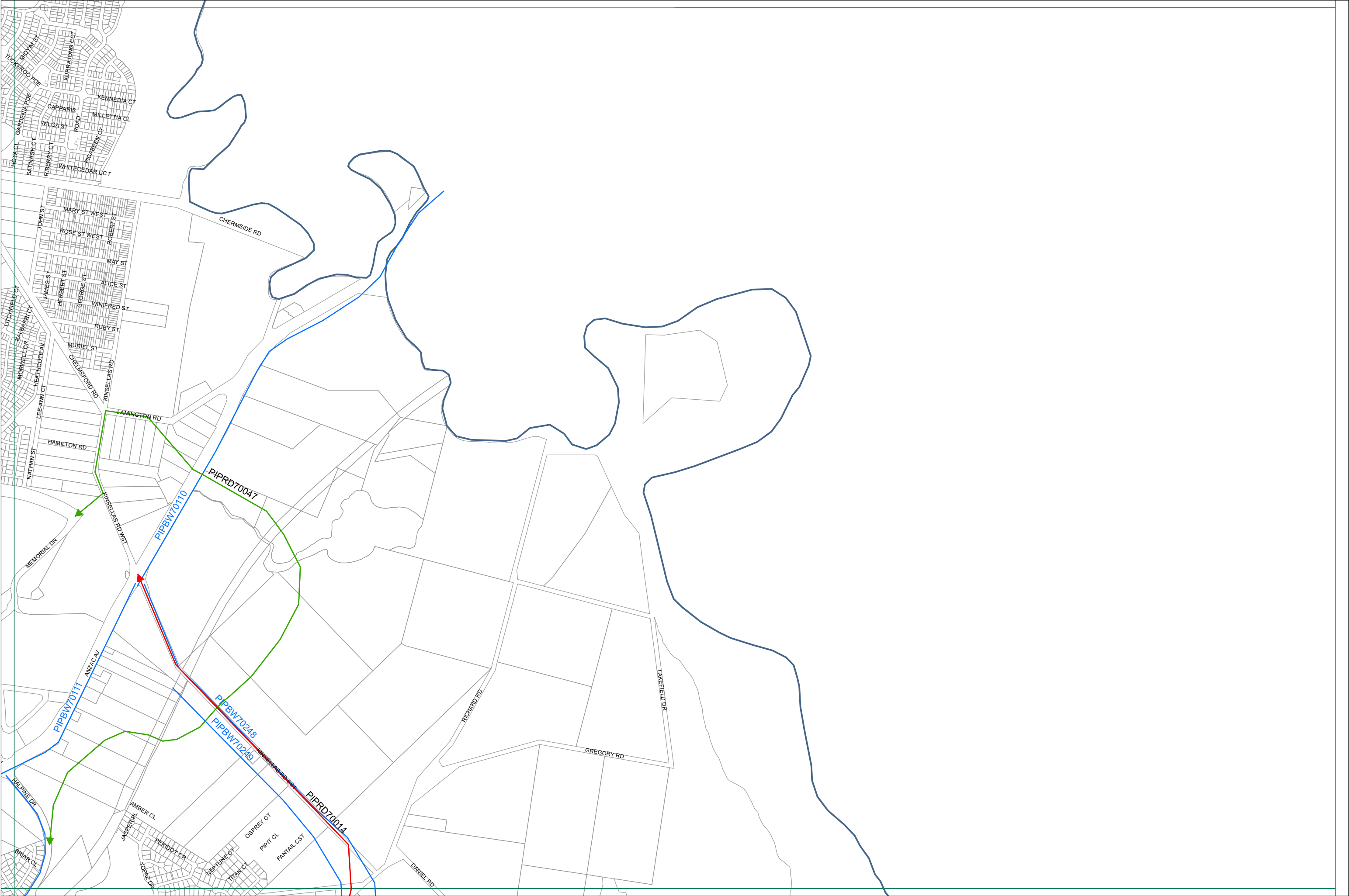
- Future Trunk Road Network**
- GIS.ShireBorder
 - GIS.Lakes
 - GIS.Parcels
 - Future Bikeways
 - DMR
 - PRSC



7.9	7.11	7.13
9.9	9.11	9.13
11.9	11.11	11.13

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRANSPORT NETWORK
PLAN FOR TRUNK
INFRASTRUCTURE
Map Number 7.11



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Metres

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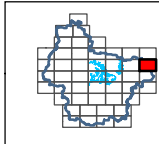
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Legend

Future Trunk Road Network

- DMR
- PRSC

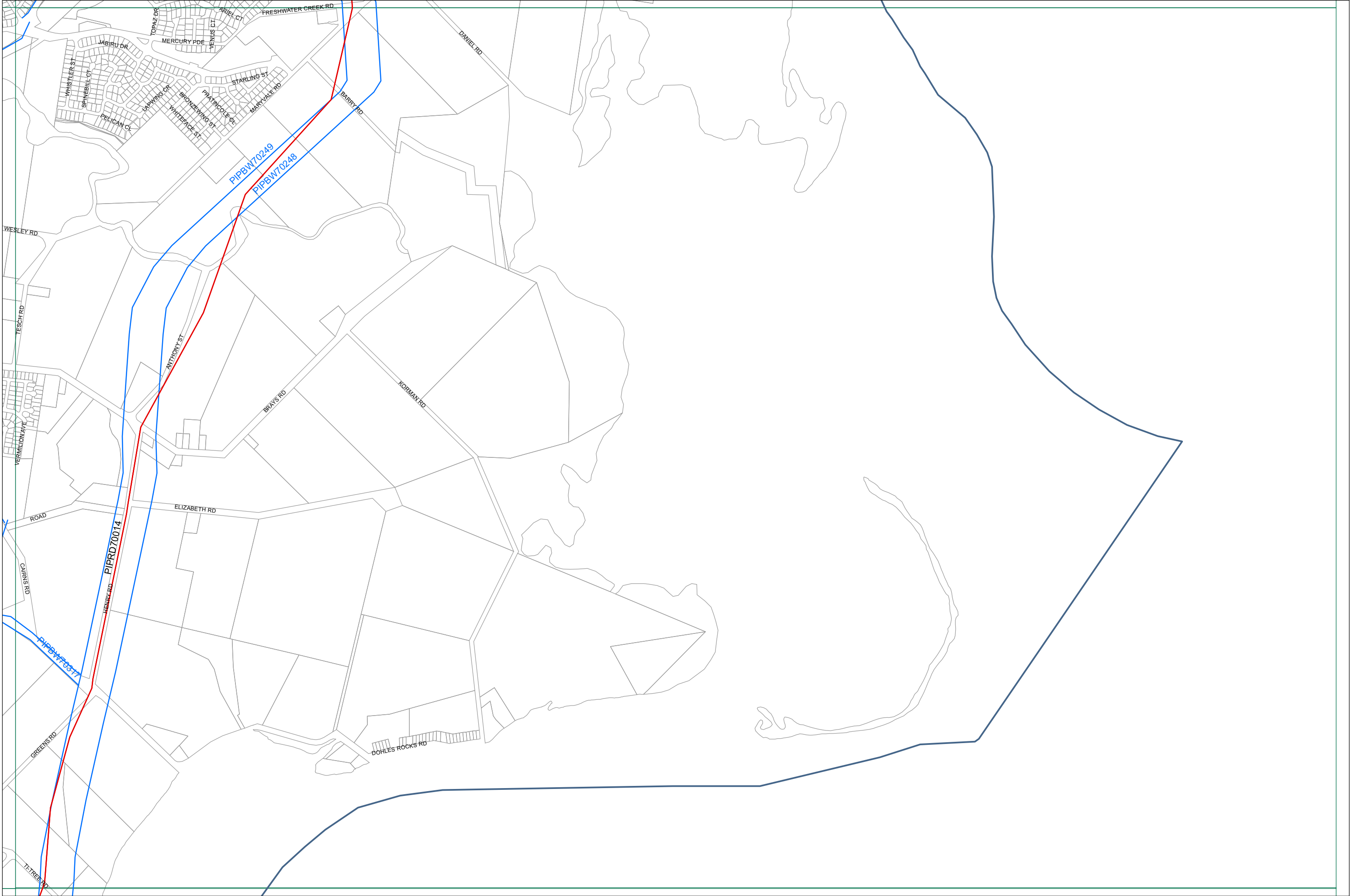
- GIS.ShireBorder
- GIS.Lakes
- GIS.Parcels
- Future Bikeways



7.9	7.11	7.13
9.9	9.11	9.13
11.9	11.11	11.13

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRANSPORT NETWORK
PLAN FOR TRUNK
INFRASTRUCTURE
Map Number 9.13



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Metres

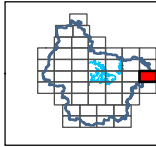
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Legend

Future Trunk Road Network

- ◄► DMR
- ◄► PRSC
- GIS.ShireBorder
- GIS.Lakes
- GIS.Parcels
- Future Bikeways



11.11	11.13
13.11	13.13

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRANSPORT NETWORK
PLAN FOR TRUNK
INFRASTRUCTURE
Map Number 11.13



0 100 200 400 600 800
Metres

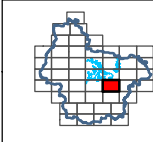
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Legend

Future Trunk Road Network

- GIS.ShireBorder
- Future Bikeways
- DMR
- PRSC
- GIS.Lakes
- GIS.Parcels



11.7	11.9	11.11
13.7	13.9	13.11
15.7	15.9	15.11

PLANNING SCHEME POLICY PSP25

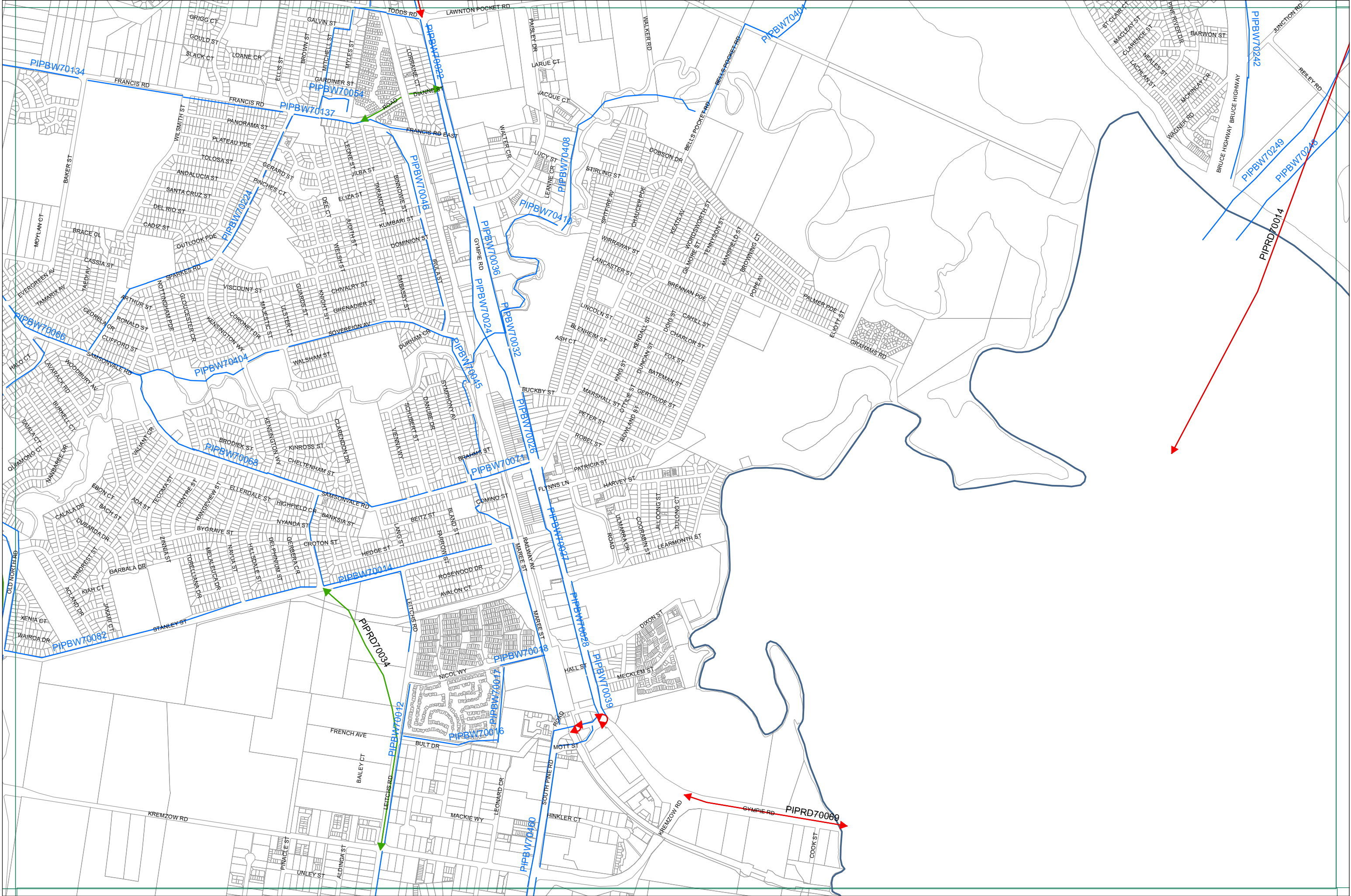
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

Effective from 1 September 2008

TRANSPORT NETWORK

PLAN FOR TRUNK INFRASTRUCTURE

Map Number 13.9



0 100 200 400 600 800
Metres

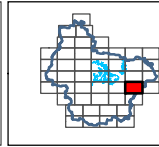
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Legend

Future Trunk Road Network

- GIS.ShireBorder
- GIS.Lakes
- GIS.Parcels
- Future Bikeways
- DMR
- PRSC



11.9	11.11	11.13
13.9	13.11	13.13
15.9	15.11	

PLANNING SCHEME POLICY PSP25

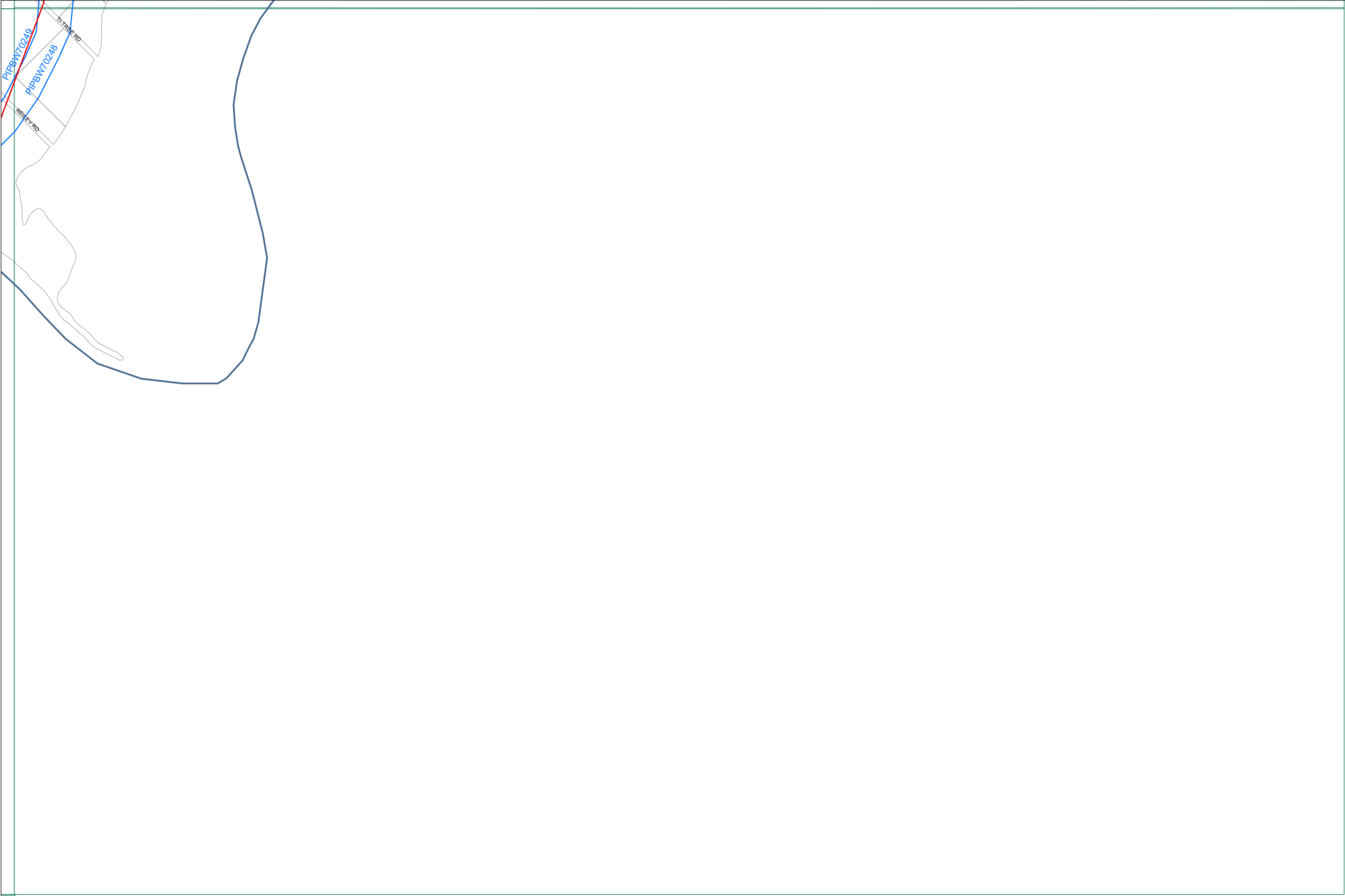
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

Effective from 1 September 2008

TRANSPORT NETWORK

PLAN FOR TRUNK INFRASTRUCTURE

Map Number 13.11



0100200400600800

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Future Trunk Road Network

DMR

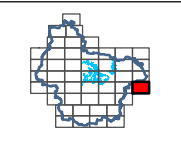
PRSC

GIS.ShireBorder

GIS.Lakes

GIS.Parcels

Future Bikeways



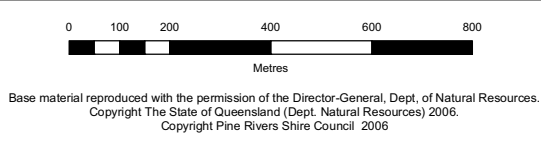
11.11	11.13
13.11	13.13

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRANSPORT NETWORK

PLAN FOR TRUNK
INFRASTRUCTURE

Map Number 13.13

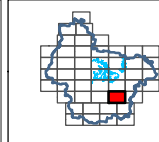


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Legend

Future Trunk Road Network

- DMR
- PRSC
- GIS.ShireBorder
- Future Bikeways
- GIS.Lakes
- GIS.Parcels



13.7	13.9	13.11
15.7	15.9	15.11
17.6	17.8	17.10

PLANNING SCHEME POLICY PSP25

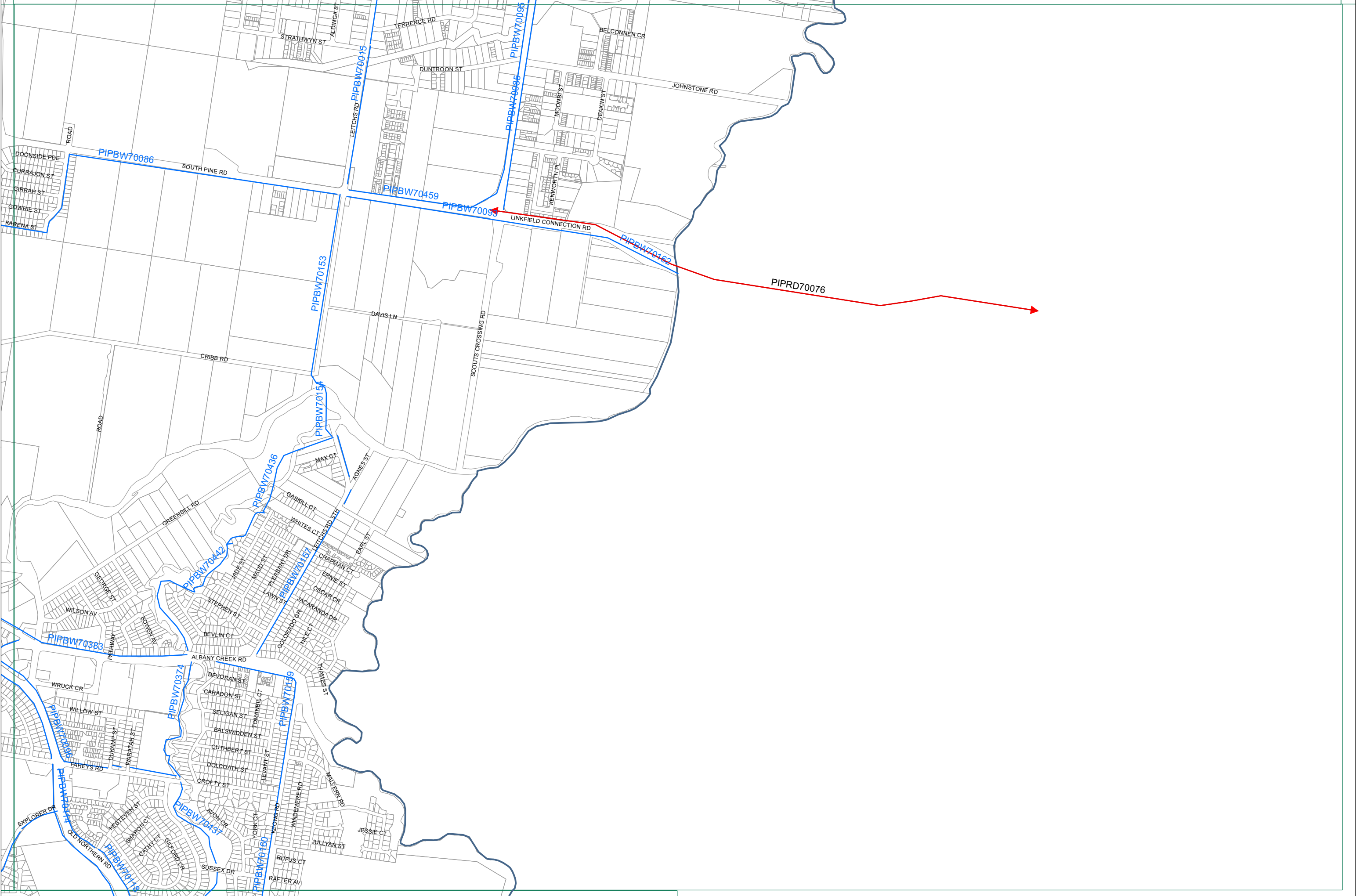
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS

Effective from 1 September 2008

TRANSPORT NETWORK

PLAN FOR TRUNK INFRASTRUCTURE

Map Number 15.9



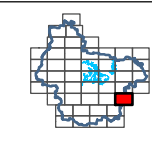
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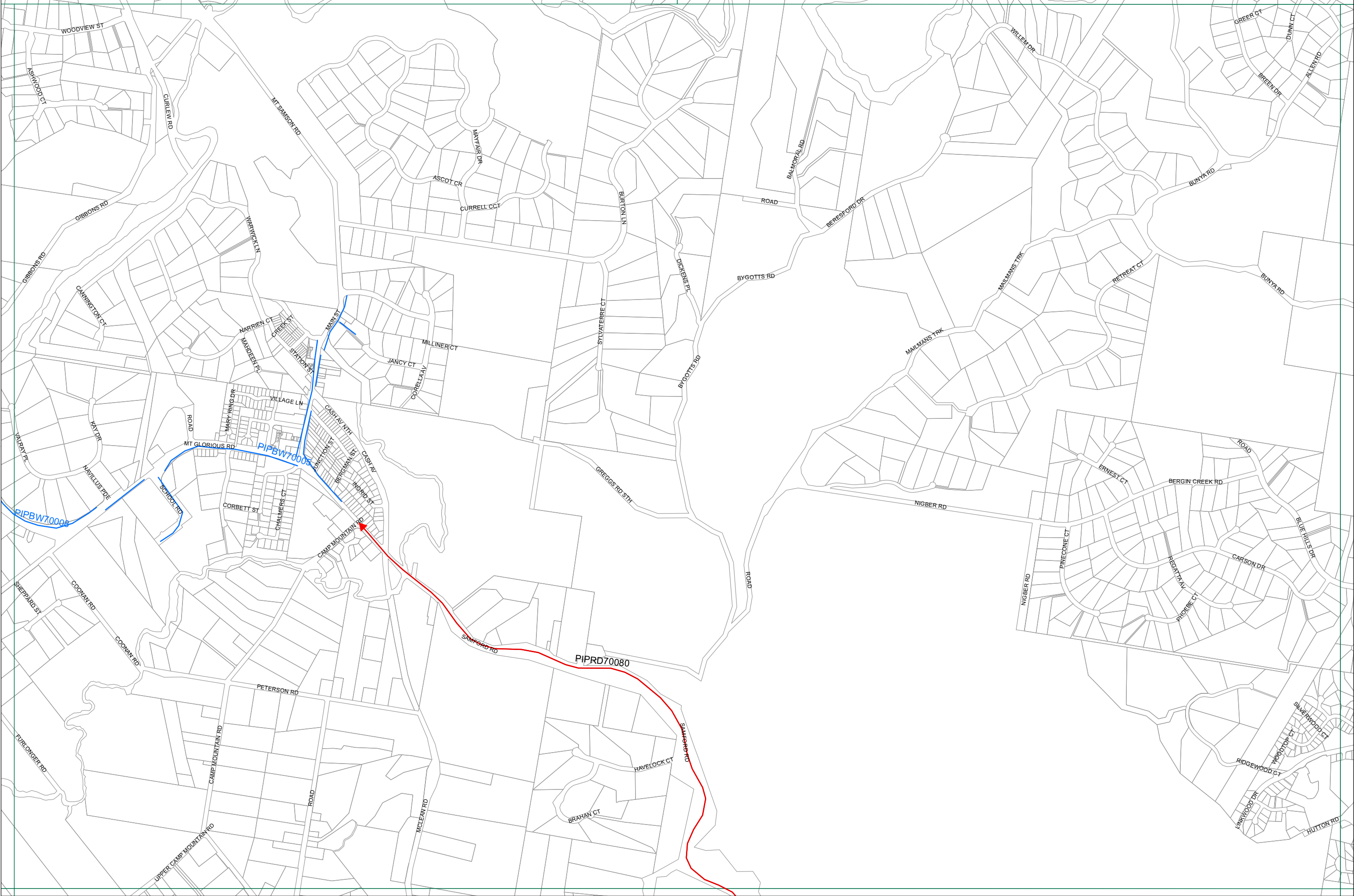
- Future Trunk Road Network**
- DMR
 - PRSC
 - GIS.ShireBorder
 - GIS.Lakes
 - GIS.Parcels
 - Future Bikeways



13.9	13.11	13.13
15.9	15.11	

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRANSPORT NETWORK
PLAN FOR TRUNK
INFRASTRUCTURE
Map Number 15.11



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Legend

Future Trunk Road Network

DMR

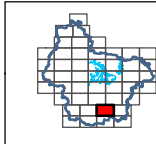
PRSC

GIS.ShireBorder

GIS.Lakes

GIS.Parcels

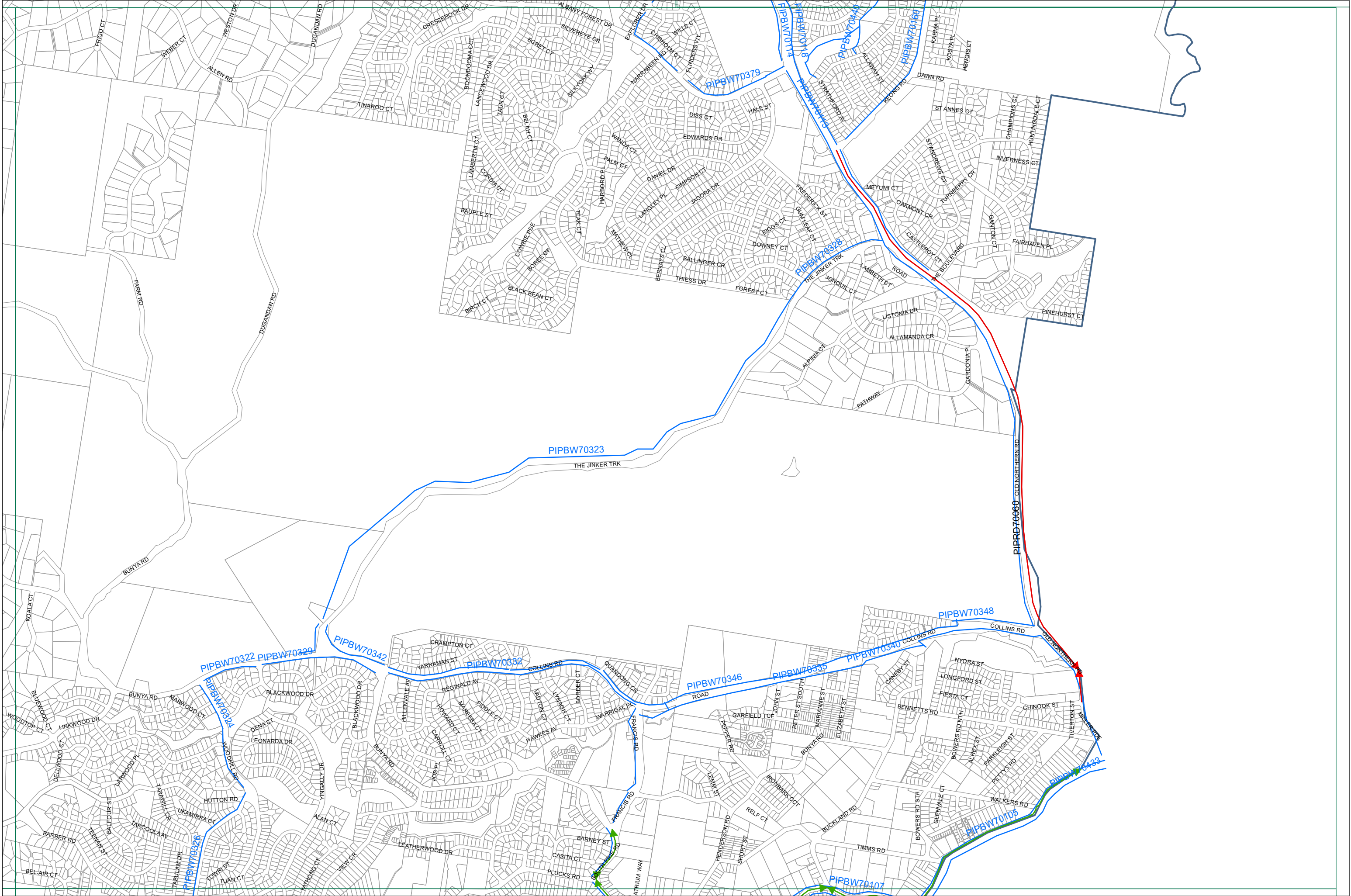
Future Bikeways



15.5	15.7	15.9	15.11
17.6	17.8	17.10	
19.6	19.8	19.10	

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR TRUNK INFRASTRUCTURE - COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRANSPORT NETWORK
PLAN FOR TRUNK INFRASTRUCTURE
Map Number 17.8



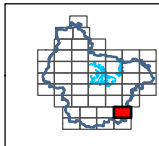
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Legend

- Future Trunk Road Network**
- GIS.ShireBorder
 - GIS.Lakes
 - GIS.Parcels
 - Future Bikeways
 - DMR
 - PRSC



15.7	15.9	15.11
17.8	17.10	

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRANSPORT NETWORK
PLAN FOR TRUNK
INFRASTRUCTURE
Map Number 17.10



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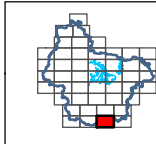
Legend

Future Trunk Road Network

◄◄ DMR
◄◄ PRSC

GIS.ShireBorder
GIS.Lakes
GIS.Parcels

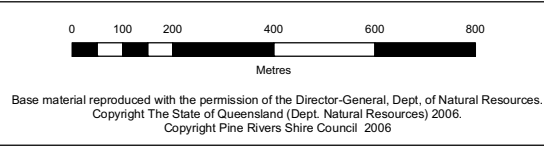
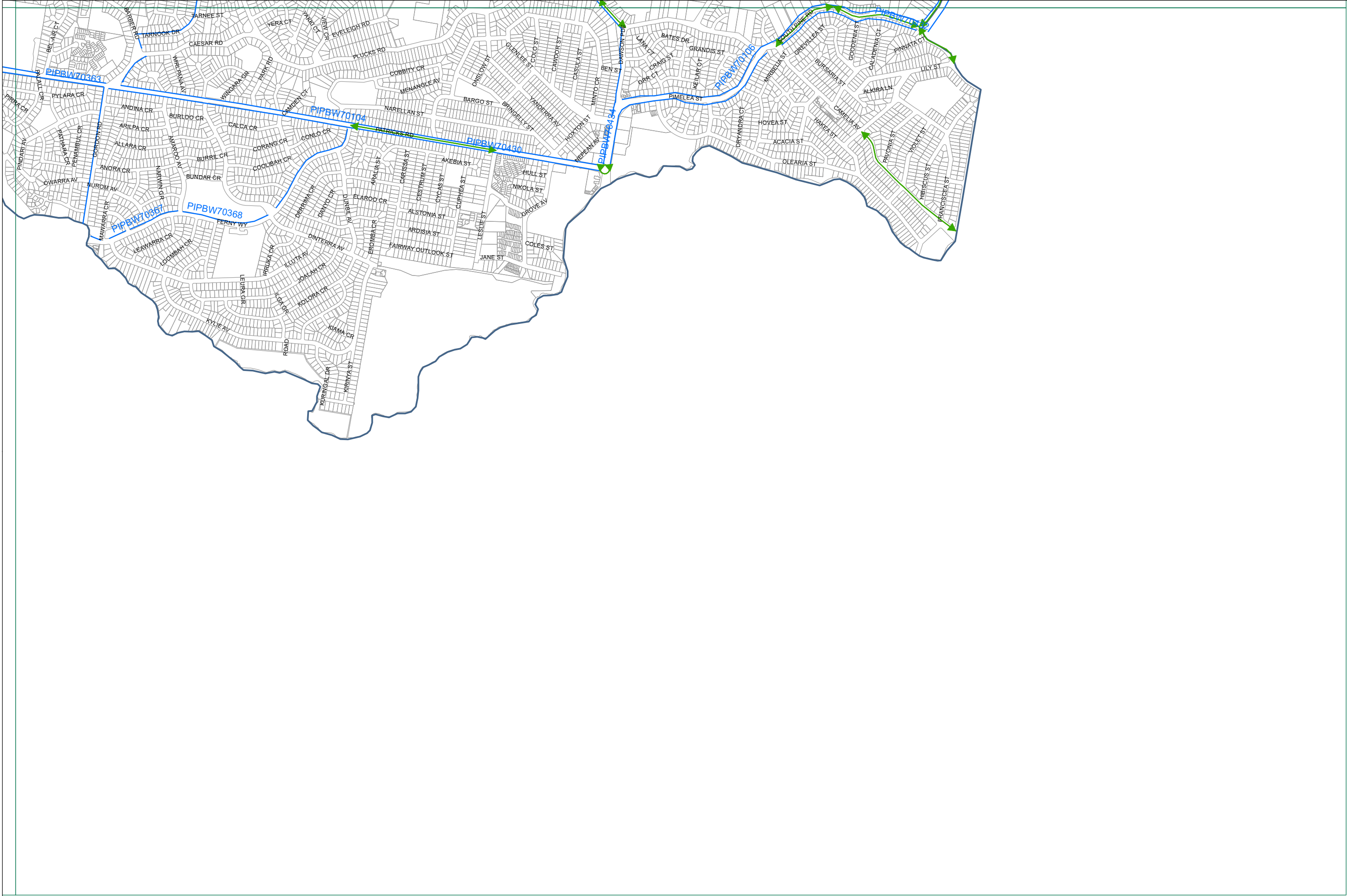
Future Bikeways



17.6	17.8
19.6	19.8

PLANNING SCHEME POLICY PSP25
DEVELOPMENT CONTRIBUTIONS FOR
TRUNK INFRASTRUCTURE -
COUNCIL TRUNK ROADS
Effective from 1 September 2008

TRANSPORT NETWORK
PLAN FOR TRUNK
INFRASTRUCTURE
Map Number 19.8

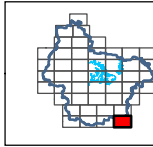


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Legend

Future Trunk Road Network

- ◄► DMR
- ◄► PRSC
- GIS.ShireBorder
- GIS.Lakes
- GIS.Parcels
- Future Bikeways



19.10

PLANNING SCHEME POLICY PSP25
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INFRASTRUCTURE
Map Number 19.10

Schedule E: Desired Standards of Service

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

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

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

Table E1 - Desired Standard of Service for Roads and Streets

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

Table E2 - Desired Standards of Service for Intersections

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

REVIEW TRIGGERS

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

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

RESPONSIBILITY

This policy is to be:

- (1) implemented by the Manager Development Services; and
- (2) reviewed and amended in accordance with the "Review Triggers" by the Manager Strategic Direction in consultation with the Manager Development Services.

VERSION CONTROL

CEO Approval Date

Related Links:

ENDNOTES

Amendment No – 2/2008		Date Adopted – 19 August 2008	Effective Date – 1 September 2008
Planning Scheme Policy Reference	Description of Amendment		
PSP 25	<ul style="list-style-type: none"> ▪ To reflect updated network planning ▪ Update infrastructure contribution rates ▪ Incorporate additional material, for example, desired standards of service ▪ Re-wording and restructuring of the document to improve readability ▪ Revised demand factors 		