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Economic Development Queensland

Waraba Priority Development Area

Proposed Development Scheme

PUBLIC NOTIFICATION

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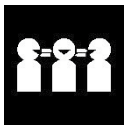

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1 Introduction

1.1 Economic Development Act

The *Economic Development Act 2012* (the ED Act)[1] establishes the Minister for Economic Development Queensland (MEDQ) as a corporation sole to exercise the powers and functions of the ED Act.

The main purpose of the ED Act[2] is to facilitate economic development, development for community purposes, provision of diverse housing, and provision of premises for commercial or industrial uses. The ED Act[3] seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for particular parts of the State declared as priority development areas.

The Waraba Priority Development Area (PDA) was declared by regulation[4] on 2 August 2024.

The PDA includes approximately 2,880 hectares of land in the City of Moreton Bay (Council) Local Government Area. The PDA is bounded by the existing and emerging suburban areas of Bellmere and Lilywood to the east, the D'Aguilar Highway to the north, Caboolture River Road to the south and the low hills along Old North Road to the west.

The PDA name references the locality of Waraba which incorporates Bellmere, Corymbia, Greenstone, Lilywood, Rocksberg, Wagtail Grove, Wamuran and Waraba.

The landscape throughout Waraba is characterised by the Caboolture River and Waraba Creek alluvial lands, which rise and undulate up to the foothills of the D'Aguilar Range in the west. There are unique views north towards the Glass House Mountains and west to the D'Aguilar Range, which create a distinct character specific to this part of the Moreton Bay region.

1.2 Application of the Development Scheme

The Waraba PDA Development Scheme (Scheme) applies to development in the Waraba PDA and Waraba PDA-associated development.[5]

The Waraba PDA boundary is identified on Map 1 and Map 2.

From the date of approval, this Scheme replaces the Waraba PDA Interim Land Use Plan (ILUP), which commenced on declaration of the PDA.

1.3 Content of the Development Scheme

The Scheme consists of:

1. Introduction (section 1) — explaining the context of the PDA,
2. Land Use Plan (section 2) — regulating development in the PDA,
3. Infrastructure Plan (section 3) — describing the infrastructure required to support Land Use Plan and the applicable Development Charges,
4. Implementation Strategy (section 4) — describing the objectives and actions that complement the Land Use Plan and Infrastructure Plan to achieve the main purpose of the ED Act, and
5. Schedules (section 5) — detailing Assessable Development, Accepted Development, Definitions, Transport, access, parking and servicing requirements.

[1] Section 8 of the ED Act.
[2] Section 3 of the ED Act.
[3] Section 4 of the ED Act.
[4] Section 37 of the ED Act.
[5] Section 2.2.13 PDA-associated development.

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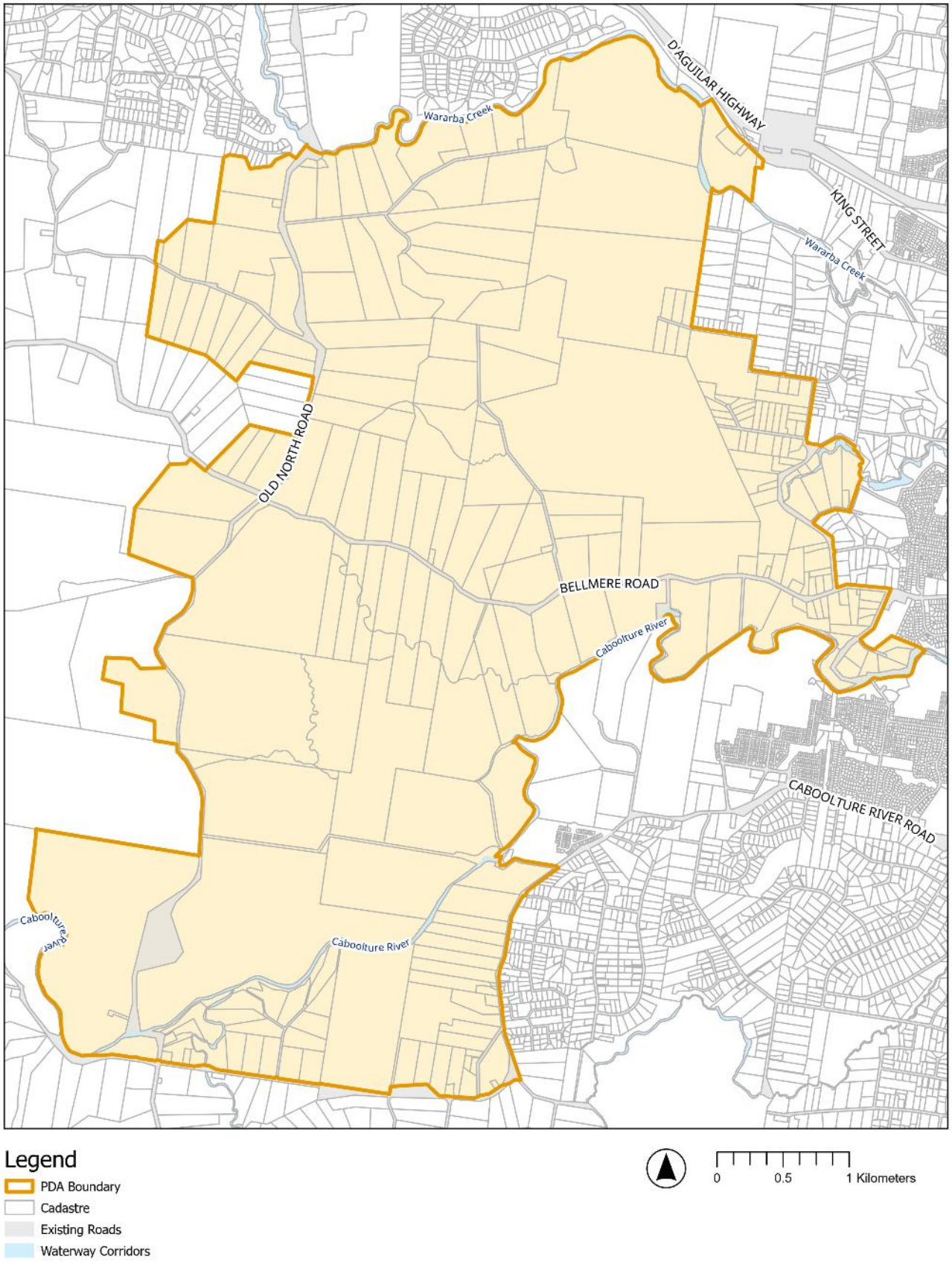
Map 1: Waraba PDA Boundary (cadastral)



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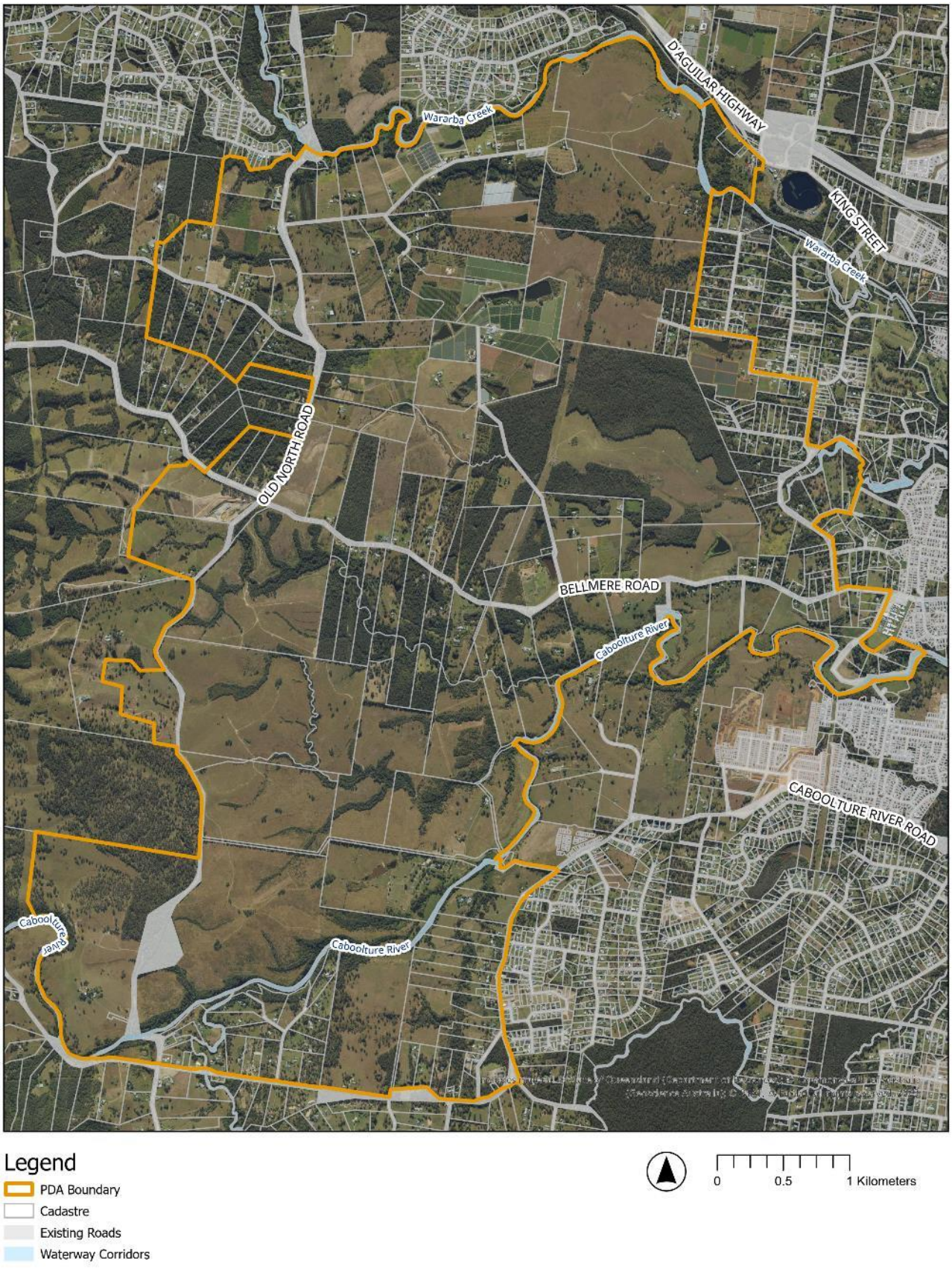
Map 2: Waraba PDA Boundary (aerial)



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2 Land Use Plan

2.1 Components

The Land Use Plan consists of the:

1. PDA Vision (section 2.3), and
2. PDA Development Requirements (section 2.4 – 2.6).

The PDA Vision identifies the overall outcomes to be achieved in the PDA.

The PDA Development Requirements establish the outcomes sought to achieve the PDA Vision. They apply to all PDA Assessable Development and consist of:

1. PDA Structural Elements, comprising a Structural Elements Plan (Map 3) and Structural Elements Criteria (section 2.4.1), and
2. PDA-wide criteria (section 2.5).

The Acceptable Outcomes in Tables 1, 2, 5 and 8 are one way of demonstrating that development is consistent with the relevant PDA Development Requirements. The MEDQ will consider alternative performance-based solutions that are consistent with the PDA Development Requirements.

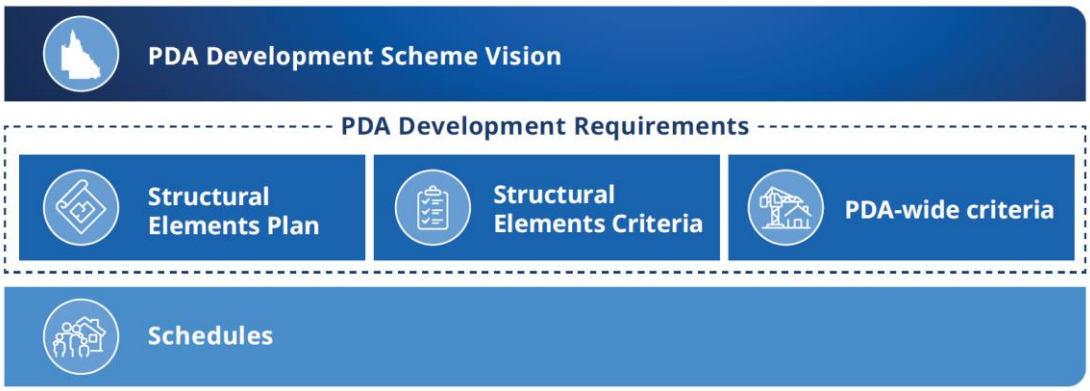
Guidance material assists in the interpretation of the PDA Development Requirements. Guidance material includes the EDQ guidelines[6] and any other documents or guidelines referenced in the Scheme. Where relevant, an applicant may be requested to demonstrate how the guidance material has been considered in the preparation of a PDA development application.

The application of the Scheme also relies on the following Schedules:

Schedule 1 — Categories of Development
Schedule 2 — PDA Accepted Development
Schedule 3 — Use and administrative definitions to interpret and apply the Scheme
Schedule 4 — Transport, access, parking and servicing requirements.

Figure 1 below illustrates components of the Land Use Plan and their relationship to each other.

Figure 1: Land Use Plan Components and Relationships



[6] Available at www.edq.qld.gov.au .

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2.2 Development Assessment Procedures

2.2.1 Categories of Development

Schedule 1 of the Scheme identifies development that is either:

1. PDA Accepted Development (Column 1), or
2. PDA Assessable Development (Column 2).

PDA development approval is not required for PDA Accepted Development.

PDA development approval is required prior to commencing PDA Assessable Development.

2.2.2 Interpretation

The interpretation of terms and definitions relies on:

1. the ED Act, including section 33 which defines Development,
2. Schedule 3 — Definitions, which applies the Use definitions and administrative terms from the *Moreton Bay Regional Council Planning Scheme 2016* (MBRC Planning Scheme), unless otherwise defined in the Scheme or the ED Act, and
3. the Acts Interpretation Act 1954.

A reference in the Scheme to any planning scheme or act includes any regulation or statutory instrument made under the referenced act, as amended or replaced.

A reference to a specific guideline, document or standard means the latest version of that guideline, document or standard, unless otherwise specified in the Scheme.

2.2.3 Development inconsistent with the Land Use Plan

Development inconsistent with the Scheme cannot be granted a PDA development approval.[7]

PDA Assessable Development identified in Schedule 1 as Prohibited Development is inconsistent with the Scheme.

2.2.4 Development consistent with the Land Use Plan

PDA Assessable Development is consistent with the Land Use Plan if it is consistent with the relevant PDA Development Requirements.

Development that is inconsistent with the relevant PDA Development Requirements may be consistent with the Scheme if:

1. the development is an interim use, or
2. the development supports the achievement of the PDA Vision (section 2.3) and there are grounds in the opinion of the MEDQ to justify the approval of the development despite an inconsistency with the relevant PDA Development Requirements.

In this section 'grounds' means matters of public interest, which include the matters specified as the main purposes of the ED Act. 'Grounds' does not include the personal circumstances of an applicant, owner or interested third party.

2.2.5 Notice of Applications

A PDA development application will require public notification if, in the opinion of the MEDQ, the development:

1. may have adverse impacts on the amenity or development potential of adjoining land under separate ownership, or
2. is for a use or is of a size or nature which warrants public notification.

Public notification may also be required for a PDA development application for PDA-associated development[8].

[7] Section 86 of the ED Act.
[8] Section 84 of the ED Act.

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2.2.6 State Interests

Relevant matters of State interest have been considered in the preparation of the Scheme. State interests will be considered further during the assessment of a PDA development application.[9,10]

2.2.7 Relationship with Other Legislation

In addition to assessment against the Scheme, development may require assessment against other State and Commonwealth legislation including, for example, the *Transport Infrastructure Act 1994*, *Environmental Protection Act 1994*, *Nature Conservation Act 1992*, *Plumbing and Drainage Act 2018*, *Building Act 1975* and the *Planning Act 2016* (Planning Act) including subordinate legislation.

In addition to a PDA development approval, a development approval under the *Planning Act 2016* may be required for certain development made assessable by the *Planning Regulation 2017*.

2.2.8 Local Laws and By-laws

Relevant local laws made under the *Local Government Act 2009* apply in the PDA unless replaced by a By-law made under the ED Act.

2.2.9 Relationship with the Moreton Bay Regional Council Planning Scheme 2016

Schedule 6 of the *Planning Regulation 2017* prohibits a Council's Planning Scheme from making development in a PDA or PDA-associated development assessable under the *Planning Act 2016*.

However, the Scheme references various parts of the Council Planning Scheme as guidance material. If there is a conflict between the Scheme and the Council Planning Scheme or an assessment benchmark prescribed by regulation under another Act, the Scheme prevails to the extent of any inconsistency.[11]

The Scheme applies the Use definitions (including Defined activity groups and Industry thresholds) as well as the administrative terms and definitions from the Council Planning Scheme, unless otherwise specified in Schedule 3 of the Scheme.

2.2.10 Interim Use

An interim use is a land use that, because of its nature, scale, form or intensity, is not an appropriate long-term use of the land, but may be appropriate for a short or medium-term period as the PDA develops.

An interim use:

1. may be subject to a limited duration, and
2. must not prejudice or delay appropriate long term uses, or infrastructure delivery envisaged by the PDA Development Requirements and the PDA Vision.

Relevant PDA Development Requirements also apply to PDA Assessable Development that is an interim use. The MEDQ may impose PDA development conditions limiting the operation, management or duration of an interim use, or the provision of infrastructure or applicable Development Charges for an interim use.

Information to support a PDA development application for an interim use may include:

1. a suitability assessment,
2. an infrastructure demand assessment, and
3. plans of how the development could transition from the proposed interim use to an appropriate longer-term use.

[9] See EDQ Practice note 14: State interests in development assessment in priority development areas. Under Section 87 of the ED Act State interests must be considered in deciding a PDA development application. The State Planning Policy (SPP) and State Development Assessment Provisions (SDAP) provide guidance for identifying and considering State interest.

[10] See Section 3.2.7 State Infrastructure and Facilities Network.

[11] Section 71 of the ED Act.

2.2.11 Context Plan

The MEDQ may require a Context Plan to be submitted with a development application, explain how the proposed development:

1. integrates with surrounding land, and
2. does not prejudice the orderly and efficient development of surrounding land in a manner consistent with the Scheme.

A Context Plan does not form part of a PDA development approval, so it does not prescribe or set future development outcomes. Its role is to assist with the assessment of a PDA development application by demonstrating that the proposed development can proceed without compromising the future development potential of surrounding land or strategic infrastructure as required or anticipated by the Scheme.

2.2.12 Plan of Development[12]

A Plan of Development (POD) may be lodged and approved with a PDA development application.

A POD:

1. may establish criteria for future development within the area to which it applies,
2. may include concept designs and deal with the sequencing of development,
3. cannot apply to land that is not the subject of the PDA development application.

Schedule 1 (Categories of Development) and Schedule 2 (PDA Accepted Development) make development carried out in accordance with an approved POD PDA accepted development.

Development that is not carried out in accordance with an approved POD remains PDA Assessable Development and requires PDA development approval, unless another provision of this Scheme applies.

The approval of a POD does not prevent the making of a development application for development that is not in accordance with the POD.

Where a subsequent PDA development approval is inconsistent with an approved POD, or would render the POD inoperable, the POD may require amendment to ensure it remains compatible with approved development.

2.2.13 PDA-associated development

PDA-associated development may be:

1. declared by instrument (a declaration), or
2. identified as PDA-associated development in the relevant development instrument for the PDA.

A list of Waraba PDA-associated development declarations is available at https://www.edq.qld.gov.au/priority-development-areas-pda/pda-associated-development/

[12] See EDQ practice note no.10 Plans of Development.

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2.3 PDA Vision

Waraba is a connected community where people can live, work, learn and enjoy their free time. Around 65,000 people reside in about 25,000 homes and there are approximately 17,000 jobs across diverse employment and Activity Centre locations.

Waraba is an appealing place to live with an expansive greenspace network, a wide choice of homes, community facilities and employment opportunities all connected by an efficient transport network. The area is planned and designed to integrate with the existing and emerging communities in adjoining suburbs. Waraba has a distinct sense of place capitalising on natural features such as the Caboolture River and views to the D'Aguilar Range and Glasshouse Mountains.

Development is supported by efficient and sequenced infrastructure provision.

Neighbourhoods deliver a mix of homes that meet residents' needs throughout their lives. Residential development density is predominantly concentrated around Activity Centres and key public transport routes.

Waraba has a mixed-use town centre located centrally along Bellmere Road that accommodates the highest density and most diverse forms of development including retail, commercial, civic and cultural activities, education, health care services, community and residential uses in a quality, pedestrian oriented environment.

The hierarchy of centres within Waraba complements the Moreton Bay network and strengthens the role and function of the Caboolture Morayfield Principal Regional Activity Centre. The Waraba Town centre is the highest order centre in the area and is supported by local centres and neighbourhood hubs, distributed throughout the community.

The centres align with public transport services and stops, connecting to surrounding residential areas with pedestrian and cycle pathways.

A range of quality educational opportunities are offered to the community through public and private schools. Schools are highly accessible and integrated with or in proximity to complementary uses.

Industrial and commercial enterprises are established in the north of Waraba, supported by local and major roads providing access to the D'Aguilar Highway and future Moreton Motorway including for large vehicles. The road network connects businesses to local and sub-regional markets and employees. As the primary location for low and medium impact industry, business and services, the area is characterised by industrial-commercial building design addressing and activating street frontages.

There is an appropriate transition from employment uses to residential or sensitive uses.

Some rural living areas are identified, appropriate for single detached dwellings on larger allotments. Existing rural uses may continue to operate on these sites.

A Green Network connects parks, open spaces, waterways, drainage lines, riparian flood land, habitat nodes and corridors significant to sustain local biodiversity. The Green Network consolidates and rehabilitates important environments and landscapes. Key waterways are protected and stormwater management solutions are integrated into the Green Network through the development process.

Transport and travel options provides choice for movement and accessibility. These include bus services connecting the Waraba Town centre with Activity Centres at the Caboolture central business district and Morayfield.

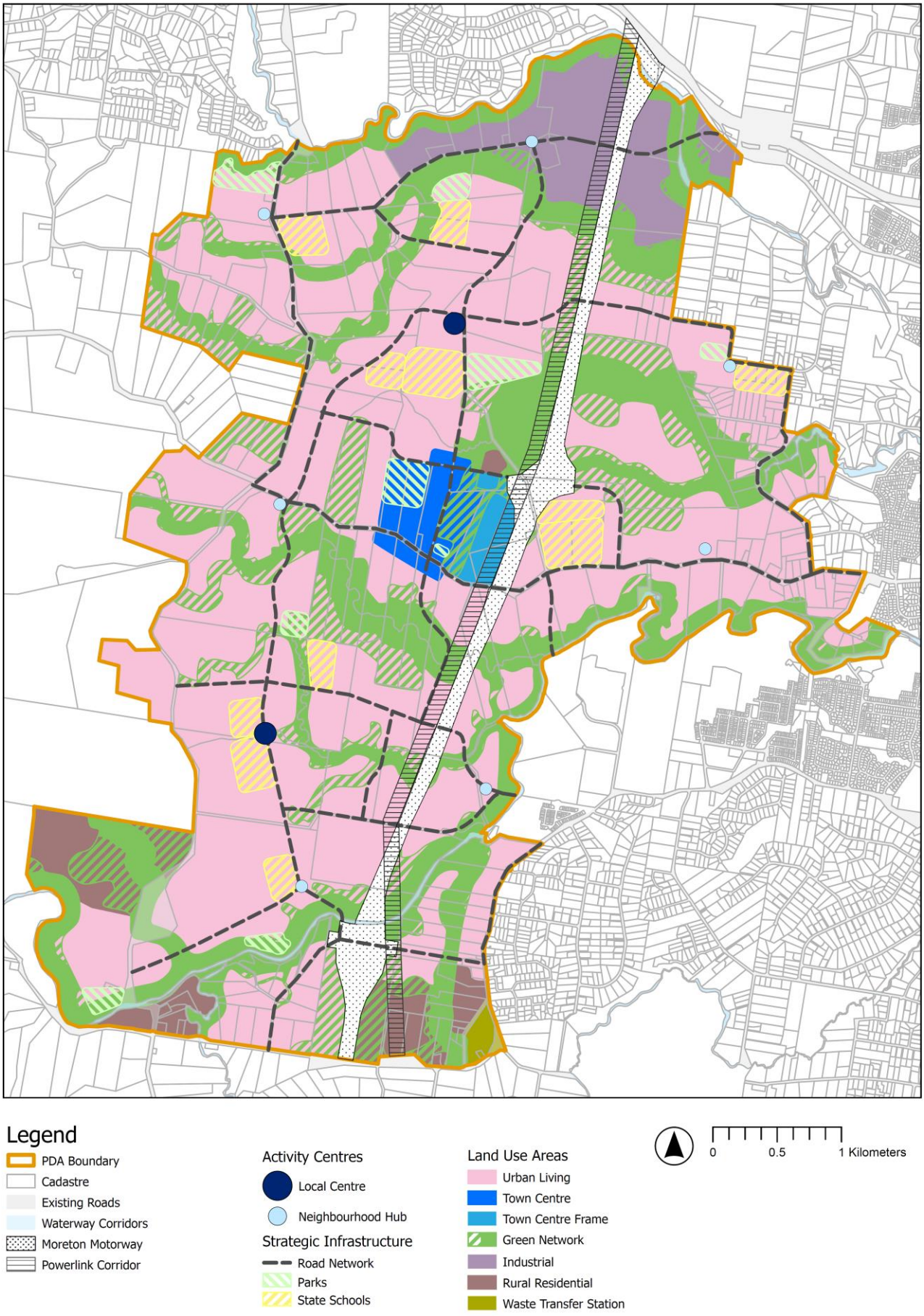
Waraba has direct and convenient access to the future Moreton Motorway providing safe, efficient and reliable inter and intra-regional connectivity.

2.4 PDA Structural Elements

The PDA Structural Elements support the delivery of the Waraba PDA Vision. These are required to be considered in the preparation of a PDA development application and the assessment of PDA Assessable Development.

Map 3 provides a spatial depiction of the key Structural Elements of the Waraba PDA.

Map 3: Structural Elements Plan



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2.4.1 Structural Elements Criteria

2.4.1.1 Urban Living

Development delivers neighbourhoods that:

1. deliver a range of lots sizes distributed throughout the neighbourhood that can support a variety of homes, targeting a net residential density of 25 dwellings per hectare,
2. orientate blocks and lots having regard to site topography, prevailing breezes and thermal comfort,
3. enable variation in built form, to contribute to an attractive and interesting streetscape,
4. incorporate materials and finishes, including roofs, that minimise heat retention,
5. enable buildings to be adequately setback[13] from lot boundaries to provide privacy to occupants and adjoining residents, maintain high levels of amenity and provide suitable transitions in height and form,[14]
6. provide car parking, access, bicycle parking and other servicing,[15]
7. are compact, providing convenient walking access to parks, Activity Centres, schools, community facilities and public transport stops,
8. have integrated and legible movement networks (i.e. streets, paired bus stops, pedestrian and cycling connections) providing convenient access to key destinations,
9. support bus circulation and movement,
10. maintain and enhance local landscape character, scenic amenity, and important cultural landscapes[16] by retaining mature vegetation[17] and integrating natural features such as waterways and slope,
11. include sub-tropical landscaping to create a sense of place, reduce heat exposure and improve amenity,
12. incorporate Crime Prevention Through Environmental Design (CPTED) principles to ensure safety and passive surveillance of streets and open spaces, and mid-block links,
13. deliver parks at a rate[18] which services the anticipated population of the PDA, designed and sited to service the needs of the neighbourhoods and complement the residential character of the area,
14. support the delivery of schools and other educational facilities,[19] and
15. support the delivery of community facilities as identified in Map 11 and Map 18 in Section 3 – Infrastructure Plan.

The Acceptable Outcomes in Tables 1 and 2 below vary from those in the EDQ guidelines and are one way of demonstrating development is consistent with the relevant Development Requirement.

Table 1: Acceptable Outcomes — Residential buildings up to 3 storeys or 12 metres in height

Acceptable outcome		
Setbacks	Primary frontage	• 5.4m to a garage or carport[20] • 2m in other circumstances
	Secondary frontage	• 0.5m to a laneway • 5.4m to a garage or carport[20] • 1m in other circumstances
	Side boundary	• 0.5m for lots with a primary frontage < 12m • 1m for lots with a primary frontage > 12m
	Rear boundary	• 5 metres to the wall where the lot depth is greater than 25, • 3 metres to the wall where the lot depth is 25m or less, or • refer to EDQ guidelines.
Site cover	On lots: > 300m^2, or ≤ 300m^2 with 1 built to boundary wall	• 60% if all walls are < 8.5m high • 50% if any wall is between 8.5 and 12m high

	On lots ≤ 300m^2 with 2 built to boundary walls	• On lots < 7.5m wide:
		  ○ 80% if all walls are < 8.5m high
		  ○ 50% otherwise

[13] See Table 1 and 2 for Acceptable Outcomes.
[14] See EDQ Guideline no. 01: Residential 30, 07: Low rise buildings, 08: Medium and high-rise buildings.
[15] See Schedule 4 – Transport, access, parking and servicing.
[16] Refer to the *Aboriginal Cultural Heritage Act 2003.*
[17] See EDQ Practice Note No. 06: Tree retention in residential subdivisions for guidance.
[18] See Section 3 Infrastructure Plan.
[19] See Section 2.4.1.2 Schools.
[20] Garage setback may be reduced if the lot has a frontage, adjoins a road reserve with footpath or has a primary frontage between 7.5m – 10m.

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Acceptable outcome				
		• On lots between 7.5 – 9.5m wide: ○ 75% if all walls are < 8.5m high ○ 50% otherwise		
Built to boundary walls	Lot frontage width	< 7.5m	7.5m to 12.5m	12.5m to 18m
	Side	Mandatory on 2 sides, unless on a corner lot	Mandatory on 1 side	Optional on 1 side, where the built to boundary wall adjoins a lot with a frontage ≤ 18m
	Length	≤ 80% of the boundary length, for walls ≤ 7.5m high	• ≤ 60% of the boundary length, for walls ≤ 7.5m high • ≤ 80% of the boundary length, for walls ≤ 7.5m high: if the adjoining lot has a frontage of ≤ 7.5m • Nil for walls > 7.5m high	• 15m or ≤ 60% the boundary length, for walls ≤ 7.5m high, whichever is less • Nil for walls > 7.5m high
Maximum GFA for a Secondary Dwellings		• 45m^2 on lots with an area of 450m^2 to 800m^2 • 75m^2 on lots with an area > 800m^2		

Table 2: Acceptable Outcomes — Residential building 3 storeys and above

Acceptable outcome		
Setbacks	Street frontage	3m
	Built to boundary walls	• 0m ≤15m long where: ○ the minimum setback on the adjoining boundary is 0m, or ○ adjoining a non-residential use
	Side	• 2m if 3 storeys, and • 3m if ≥ 4 storeys
	Rear	• 3m if 3 storeys, and • 6m ≥ 4 storeys
Site cover		50%
Separation distances		Between balconies or windows of habitable rooms: • 6m at ground level, unless screened by a 1.8m high fence • 9m above ground level
Landscaping		1m^2 of screen planting between a shared driveway and the side boundary Except on an active frontage: 5% of the site area as sub-tropical planting on the street frontage, with a minimum dimension of 4m
Communal open space for 6 or more dwellings		5% of the site area or 40m^2, whichever is the greater, with a minimum dimension of 4m
Private open space per dwelling		12m^2, with a minimum dimension of 3m

2.4.1.2 Schools

Development facilitates State school sites by:

1. identifying the land required to accommodate the State schools identified on Map 3 and in Table 3, and
2. ensuring development does not compromise the ability for State school sites to be planned and delivered in accordance with the Department of Education's site selection and delivery processes[21].

Table 3: Preferred State school sites

State School Site	Net Useable Area	Property Description
State Primary School 1 (SPS1)	7 hectares	Lot 99 C311684
State Primary School 2 (SPS2)	7 hectares	Lots 98 and 99 C311684
State Primary School 3 (SPS3)	7 hectares	Lot 14 SP330812
State Primary School 4 (SPS4) **State Secondary School 2 (SSS2)**	7 hectares for SPS 12 hectares for SSS2.	Lot 1 on RP864843 and Lots 2 and 4 RP43369

[21] See Department of Education New School Site Selection Guidelines (September 2023), Design standards for Queensland Government education facilities (December 2025), and EDQ Guideline 11: Community Facilities for guidance on design principles and technical standards.

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State Primary School 5 (SPS5)	7 hectares	Lots 1 and 2 RP222902
State Primary School 6 (SPS6)	7 hectares	Lots 6 and 7 RP200248
State Primary School 7 (SPS7)	7 hectares	Lot 10 SP24884
State Primary School 8 (SPS8)	7 hectares	Lot 1, 3 and 4 RP221252 and Lot 1 RP904244
State Secondary School 1 (SSS1)	12 hectares	Lot 98 C311684
State Secondary School 3 (SSS3)	12 hectares	Lot 1 RP187715

2.4.1.3 Activity Centres

Town, Local and Neighbourhood centres are vibrant, accessible, and well-connected destinations that serve the diverse needs of the community. Each centre offers a range of uses, which may include retail, commercial, community facilities and services, education, cultural and entertainment venues, health and medical facilities, recreation spaces, and residential opportunities. Activity Centres support walkability, active streets, and an attractive public realm. The scale and mix of activities and uses in each Activity Centre is commensurate with their role within the broader Moreton Bay centres network. The intended function and intensity of each Activity Centre is set out in Table 4.

The Acceptable Outcomes in Table 4 below vary from those in the EDQ guidelines and are one way of demonstrating development is consistent with the relevant Development Requirements.

Table 4: Centres hierarchy, height, gross floor area and density

Centre Type	No. of Centres	Role	Building height (storeys)	Target residential density	Target GFA
Town centre	1	Focal point for the community offering the broadest range of facilities, services, land uses and highest residential densities in the PDA	7	60 dwellings per hectare	Up to: • 50,000m^2 standard retail GFA • 15,000m^2 large format retail GFA • 40,000m^2 commercial GFA
Local centre	2	Providing a wide range of goods and services that support the communities	5	30 dwellings per hectare	Up to: • 10,000m^2 standard retail GFA • 3,750m^2 commercial GFA
Neighbourhood hub	7	Meeting the day-to-day needs of residents	5	30 dwellings per hectare	Up to: • 1,500m^2 of retail GFA, and • 500m^2 of commercial GFA

Development delivers Activity Centres that[22]:

1. service the retail, commercial and residential needs of the community,
2. orientate to the main street and avoiding internalised shop frontages,
3. achieve a safe and attractive main street at the heart of the centre,
4. deliver active frontages that are interesting and provide a safe environment through the application of CPTED principles including passive surveillance of the street and public spaces,
5. prioritise access from rear lanes or other streets for development on a main street with active frontages,
6. provide cross-block links to facilitate pedestrian movement through large blocks,
7. promote safe movement and provide direct pedestrian and cyclist access to the centre,
8. facilitate convenient active transport connections to public transport and consider bus circulation and bus stops and station infrastructure,
9. co-locate with paired higher order public transport stops to encourage public transport patronage, walkability and high levels of accessibility,
10. for local centres and neighbourhood hubs, are proximate to community infrastructure such as State schools, parks and community facilities,[23]
11. have building heights and form that maintains human scale,
12. provide car parking, access, bicycle parking and other servicing facilities to meet the functional transport requirements of development as detailed in Schedule 4 – Transport, access, parking and servicing,
13. locate car parking areas so that they do not dominate the street,

[22] See EDQ Guideline 08: Medium and high-rise buildings.

[23] See Section 3: Infrastructure Plan.

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14. deliver on-street parking having regard to pedestrian and cyclist safety,
15. incorporate materials and finishes, that minimise heat retention and includes eaves, roof overhangs and sun shading devices,
16. provide buffers to sensitive land uses, and
17. incorporate sub-tropical landscaping and mature vegetation along streets, at intersections, in hard-stand areas, along major pathways, in the public realm and open space areas to create amenity and reduce heat exposure.[24]

The Acceptable Outcomes in Table 5 below vary from those in EDQ guidelines and are one way of demonstrating development is consistent with the relevant Development Requirements.

Table 5: Acceptable Outcomes — Activity Centres

	Acceptable outcome
Separation distances	To a residential use: • 6m to balconies or windows of habitable rooms at ground level, unless screened by a 1.8m high fence, and • 9m to balconies or windows in habitable rooms above ground level
Communal open space	For a residential use with 6 or more dwellings: • 5% of site area or 40m2, whichever is more, and • a minimum dimension of 4m
Private open space	For a residential use provides private open space for each dwelling that is: • a minimum of 12m2 per dwelling, and • a minimum dimension of 3m
Landscaping	• Screen planting between a shared driveway and the side boundary, with a minimum dimension of 1m, and • 5% of the lot area for sub-tropical planting, with a minimum dimension of 4m
Active frontages	On a primary activate frontage: • 70% of the building as active frontage, • a combination of design elements such as projections, recesses and openings, and • visual interest at the street level, having regard to the proportion of openings, windows, materials and features. On a secondary active frontage: • 50% of the building as active frontage • a combination of design elements such as projections, recesses, and openings • visual interest at street level, having regard to the proportion of openings, windows, materials, and features.

2.4.1.4 Town Centre

Key Town centre structural elements are identified in Figure 2.

Development:

1. provides the widest range and highest intensity of uses including residential and non-residential activities to cater for the immediate needs of the Waraba catchment,
2. provides a range of retail and commercial activities including department stores, showrooms, personal services, full-line supermarkets and a range of speciality stores,
3. reinforces the core and frame area, where the core accommodates the highest order mixed-use activities and the frame accommodates lower intensity uses,
4. provides health, education, cultural and entertainment facilities,
5. accommodates and facilitates the delivery of community facilities identified in Table 6 and on Figure 2, including civic and cultural facilities, civic spaces and parks and open space[25],
6. provides medium-high density residential activities,
7. creates a gateway for public transport movements throughout Waraba, through the delivery of a bus station[26] supported by targeted bus priority on Bellmere Road that ensures reliable and efficient access, promoting connectivity with adjoining land uses and meeting the Department of Transport and Main Roads (DTMR) standards for infrastructure design[27],
8. responds to local site characteristics, settings, landmarks and views, and uses natural features to create a

[24] See EDQ Practice Note No. 6: Tree retention in residential subdivisions.

[25] See Section 3 Infrastructure Plan.

[26] Consult DTMR to confirm capacity and functional specifications prior to determining design requirements.

[27] See DTMR's Public Transport Infrastructure Manual (PTIM).

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unique identity and character for the Town centre,

9. supports the Town centre role as the key administration centre and delivers commercial space to enable critical activities such as State and local government offices and professional and service businesses,
10. supports the delivery of:
    a. a regional recreation park on the western boundary of the Town centre, providing a major attractor to the centre and a significant destination for the community, and
    b. a civic park for community gathering, social interaction and events, co-located with other civic uses such as arts and cultural facilities and a public library.
11. facilitates the delivery of a pedestrian oriented retail main street that:
    a. runs north-south through the Town centre core, forming the eastern boundary of the regional recreation park,
    b. is the primary location for fine grain specialised retail activity,
    c. creates an active, urban edge to the Main Street,
    d. at the ground floor, addresses the Main Street alignment and has an active frontage, and
    e. provides a highly engaging, human scale streetscape with opportunities for outdoor dining.
12. facilitates the delivery of an active transport and movement focused green boulevard that:
    a. runs east-west through the Town centre, forming the southern boundary of the regional recreation park, and
    b. links major parks, conservation areas and public spaces in the Town centre in a sub-tropical setting.

Table 6: Desired area for State and local government community facilities in the Town Centre

ID	Facility	Local / State Government	Area Requirement
DRP004	Civic Park	Local Government	0.1ha
DCF001	Public Library & Community Meeting Space	Local Government	0.5ha
DCF002	Cultural Centre / Facility	Local Government	0.5ha
EMG001	Ambulatory Care and Community Health	State Government	4ha
EMG002	Ambulance station	State Government	1ha
EMG003	Queensland Police Service facility	State Government	1ha
CIV002	Courthouse	State Government	1.2ha
STF002	Bus Station	State Government	0.43ha
EMG005	Queensland Fire Department	State Government	1.5ha

Figure 2: Town Centre Structural Elements

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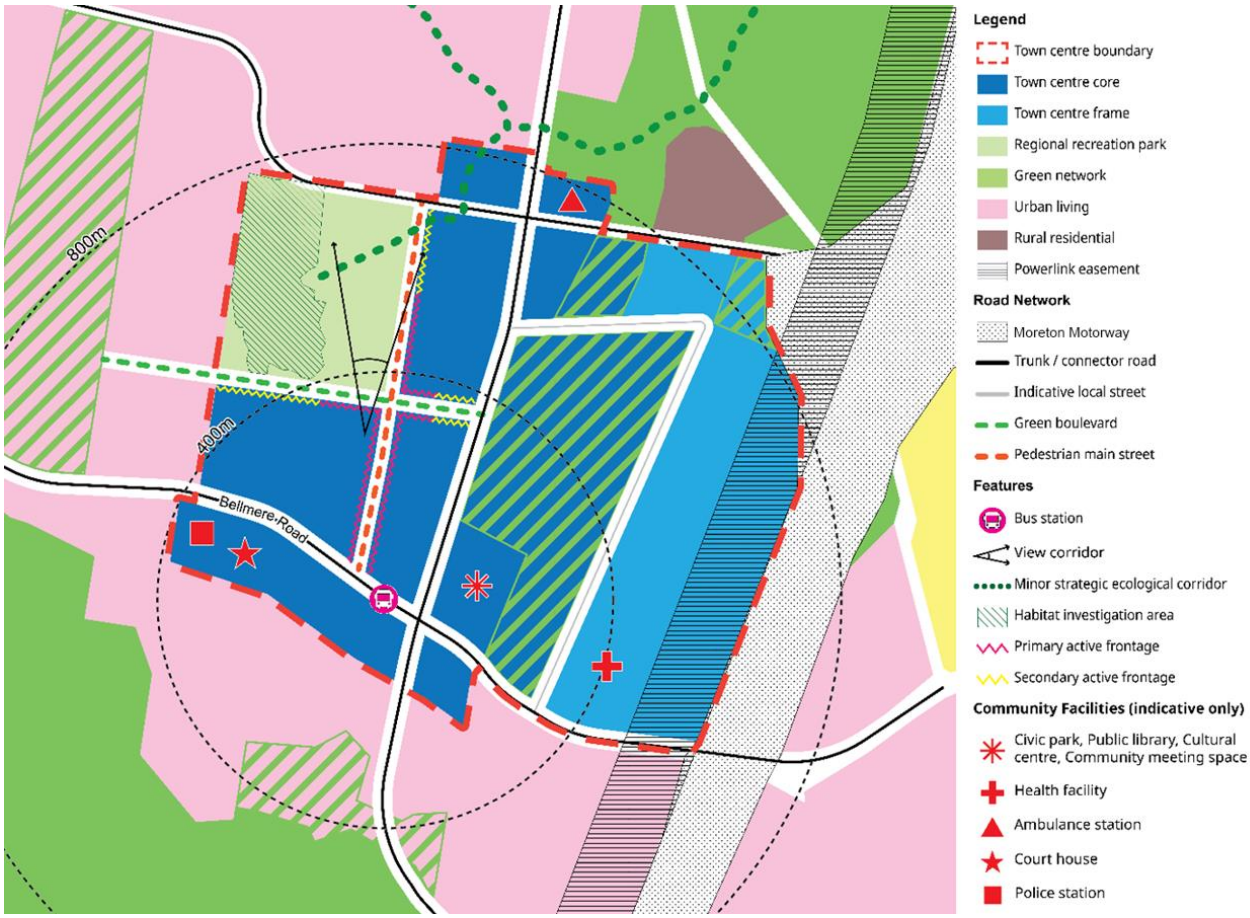

2.4.1.4.1 Town Centre core

Development:

1. establishes the Town centre core as the main location for higher order speciality retail and commercial tenancies and functions within the Town centre,
2. provides a range of retail and commercial activities, residential activities (medium-high density) and community activities with food and drink outlets, home based businesses, small-scale sales offices, and service industry uses,
3. is of a sufficient intensity and land use mix to support its proximity to the future bus station, improve land efficiency and support centre facilities,
4. promotes a compact urban form of mixed-use buildings that concentrate retail and commercial uses at the ground level,
5. locates retail and commercial activities centrally within the precinct, focussed around and providing primary active frontages to the main street,
6. provides podiums that are built to the front boundary where located on a 'Primary Frontage' and have a maximum height of 3 storeys,
7. locates residential activities and office uses above ground level to maintain activity on the street,
8. establishes a defined built frontage along the streets adjoining the regional recreation park, creating a strong relationship with the park and active uses at the ground level,
9. manages the interface with higher order roads to minimise amenity impacts while maintaining casual surveillance,
10. directly opposite the civic park is oriented to address the civic park and local government community facilities,
11. ensures that safe, efficient and legible pedestrian access is provided to the future civic park,
12. provides secondary active frontages to the green boulevard with limited lot access for private vehicles,
13. promotes visual and physical connectivity and integrates active transport connections with the bus station on Bellmere Road, and
14. maximises views from key vantage points to the Glass House Mountains.

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2.4.1.4.2 Town Centre frame

Development:

1. accommodates large footprint bulky retail and commercial activities,
2. may accommodate low impact and low intensity industry, service and business activities which are compatible with the adjacent centre areas, and
3. may provide uses such as Bulk landscape supplies, Caretakers' accommodation, Emergency services, Food and drink outlet, Health care services, Indoor sport and recreation, Place of worship and Service industry uses.

2.4.1.5 Industrial

The Industrial area accommodates a wide range of compatible Industrial and commercial activities including low-medium impact industry activities, Research and technology facilities, Service industry and small-scale Offices. The Industrial area will be supported by a Neighbourhood hub that provides complementary non-industrial activities to service the local workforce. Non-industrial uses, such as service stations, retail and commercial activities, hardware and trade supplies and shops up to 250m^2 may be included where they do not compromise the primary industry and employment purpose of the area and do not compete with the commercial or retail functions of the centres network.

Development:

1. provides a logical and legible subdivision pattern which is efficient for industrial uses and responds to locational characteristics,
2. delivers lots[28] which:
    a. are regular shaped,
    b. generally have access from the internal street network only, and
    c. are laid out to reduce the number of vehicle crossovers.
3. delivers a connected and legible movement network that supports efficient freight access and integration with surrounding land uses,
4. provides access from a higher order road that does not require heavy vehicles to pass through residential areas,
5. locates Low impact industry uses at the periphery of the industrial area providing a 100m transition to Urban living areas within the PDA and Rural residential areas outside of the PDA,[29]
6. for higher impact industrial uses is located centrally within the area and maintains a 500m separation distance from residential areas and other sensitive uses,
7. has an appropriate size and form and is designed to be well articulated with varied materials and provide a distinctively industrial-commercial appearance,[28]
8. promotes passive surveillance and activation of the street frontage with clearly identifiable and accessible entrances to the building and landscaping to promote high-amenity streetscapes,
9. locates the neighbourhood hub[30] and other non-industrial uses adjoining or within the low impact industry area and at major junctions in the road network to maximise accessibility,
10. is not intended to include sensitive land uses or bulk retail,
11. accommodates and facilitates the delivery of community facilities as identified in Table 7, and
12. involving the use, storage and disposal of hazardous chemicals and other hazardous materials[31] minimises health and safety risks to surrounding land uses and individuals.

The Acceptable Outcomes in Table 8 are one way of demonstrating development is consistent with the relevant Development Requirement.

Table 7: Desired areas for State Government Facilities in Industrial Areas[32]

ID	Facility	Local / State Government	Area Requirement
STF001	Translink Bus Depot	State Government	1.5ha
EMG004	State Emergency Services	State Government	1ha

[28] See EDQ Guideline no. 10: Industry and business areas.
[29] See EDQ Guideline no. 18: Development interfaces for further guidance.
[30] See Section 2.4.1.3 Activity Centres.
[31] Development involving the storage of a quantity of Work Health and Safety Regulation schedule 15 chemicals, equal to or exceeding 10% of their aggregate threshold, is referred to the Queensland Government Major Hazard Facilities Unit for advice.
[32] See Section 3 Infrastructure Plan.

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Table 8: Acceptable Outcomes — Industrial

	Acceptable outcome	
Setbacks *(measured to outermost projection)*	Primary frontage	6m
	Secondary frontage	3m
	Side and Rear	3m for buildings with a front façade > 30m
	To non-industrial areas	5m
Scale and bulk	A maximum wall length of 30m on the street frontage.	

2.4.1.6 Green Network

The Green Network is designed to protect, connect, and enhance areas with significant natural environmental values. The area maintains biodiversity and wildlife habitats, and includes flood affected land providing passive recreation opportunities. It aligns ecological corridors and connects stands of intact native vegetation and waterways. These corridors link local environmental values and habitat both within the PDA and to areas such as Sheep Station Creek Conservation Park and the D'Aguilar mountain range.

The Green Network shown on the PDA Structural Elements Plan (Map 3) supports the delivery of the Waraba PDA Vision. These are required to be considered in the preparation of a PDA development application and the assessment of PDA Assessable Development.

Map 4 provides a spatial depiction of the Green Network in the Waraba PDA and is indicative of the planned outcome. The final alignment of the Green Network boundaries will be determined through site planning in the PDA development assessment process.[33]

Development:

1. protects and strengthens local and regional ecological connectivity through the strategic ecological corridors identified on Map 4, with indicative average corridor widths as follows:
    a. Significant corridors – 300m
    b. Major corridors – 200m
    c. Moderate corridors – 100m
    d. Minor corridors – 50m
2. establishes core conservation areas within Significant and Major ecological corridors that:
    a. are at least 100m wide in Significant corridors, and 50m wide in Major corridors, measured from the top of bank, and
    b. prioritise environmental protection, ecological restoration and long-term land management through retention of significant vegetation.
    c. establish multipurpose green space areas in the balance of strategic ecological corridors, where identified on Map 4, to accommodate compatible uses such as informal open space, low-impact recreation, active transport, flood management and stormwater infrastructure, where these uses:
        i. do not compromise existing or future environmental values or corridor function, and
        ii. provide separation from areas of current or future bushfire hazard.[34]
3. maintains corridor integrity by:
    a. avoiding fragmentation through the careful location and design of development, infrastructure and earthworks,
    b. restricting development within corridors to uses that support conservation, rehabilitation and land management objectives, and
    c. addressing potential edge effects adjacent to ecological corridors or valuable ecological features through appropriate buffers and planting,[35]
4. implements good practice environmental management, including weed and pest control, erosion and sediment management, and rehabilitation using locally appropriate native species, to:
    a. restore degraded land,
    b. enable revegetation within and adjacent to strategic ecological corridors, and
    c. offset unavoidable vegetation clearing elsewhere within the PDA.

[33] Hatched areas indicate further investigations are required to determine the final extent of the Green Network. Hatched areas and solid areas are to be given equal weighting in assessment.

[34] See Chapter 8 of the Bushfire Resilient Communities Technical Reference Guide (QFES 2019).

[35] See EDQ Guideline no. 18: Development interfaces.

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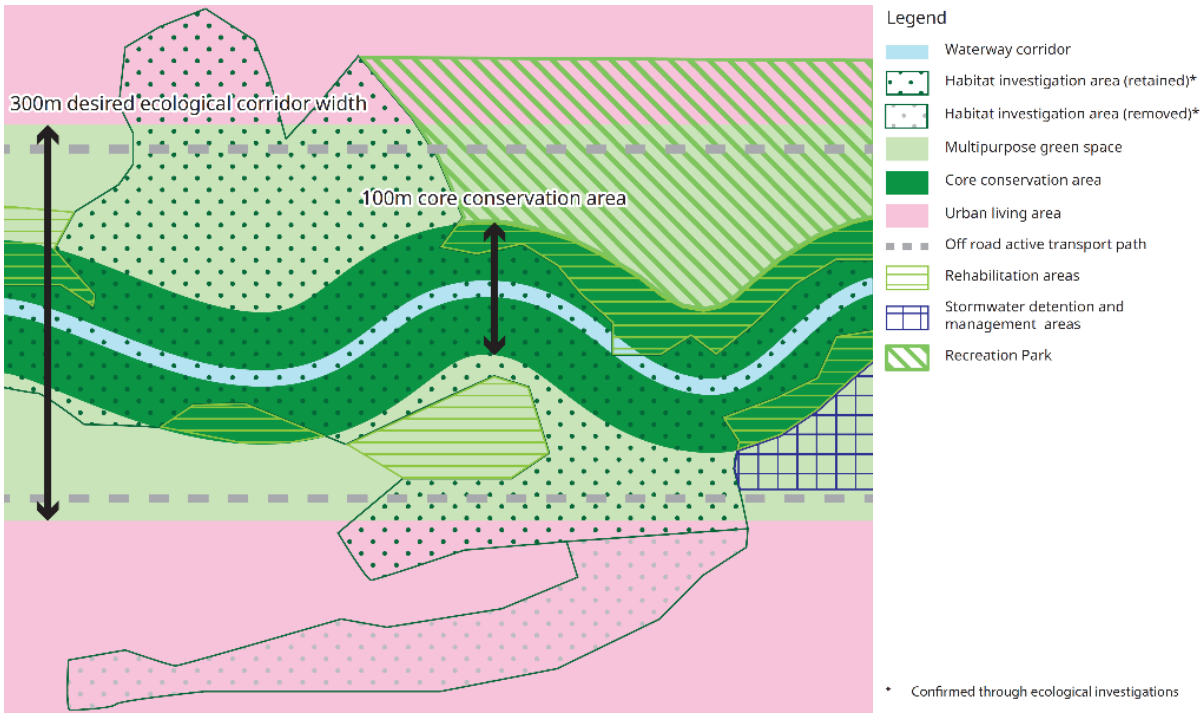
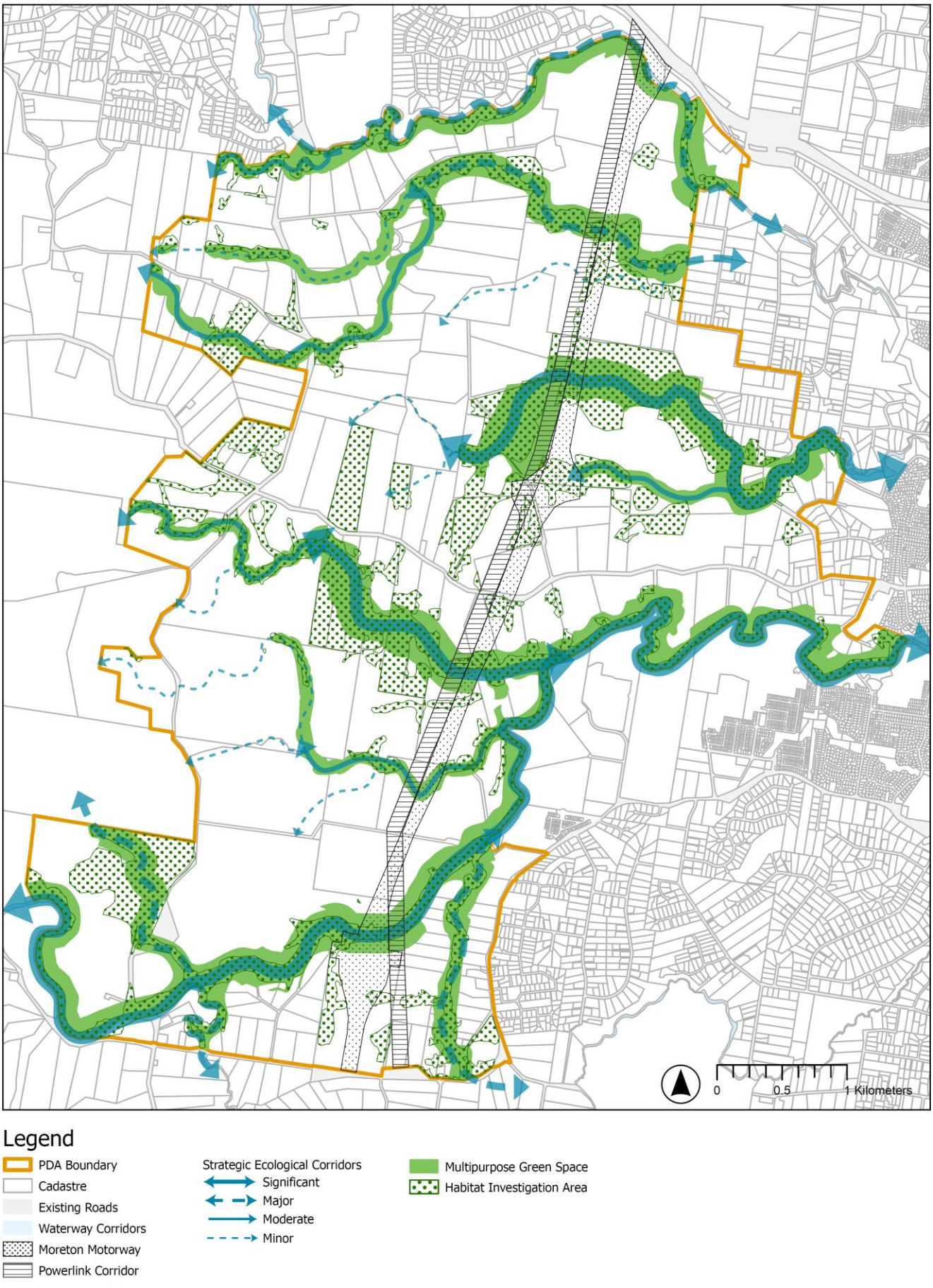
5. manages impacts on significant vegetation where identified on Map 4 as Habitat investigation area by:
    a. being informed by site-specific ecological investigations,
    b. avoiding impacts on areas of high ecological or habitat value,
    c. minimising and mitigating impacts where avoidance is not practicable,
    d. allowing clearing of isolated or lower value habitat only where it does not form part of a critical ecological linkage.

Figure 3 below demonstrates how multiple characteristics of the Green Network can be incorporated into the design and function of strategic ecological corridors.

Figure 3: Design and Function of Strategic Ecological Corridors



Map 4: Green Network - Strategic ecological corridors and habitat investigation areas



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2.4.1.7 Rural Residential

The Rural Residential area is characterised by homes on large lots that retain the established low density rural living character. The Rural Residential area maintains and enhances strategic environmental corridors and improves habitat connectivity by preserving and where possible augmenting existing vegetation. Existing lawful rural uses may continue, with the expectation that their ongoing operation does not negatively impact the amenity of surrounding areas.

Development:

1. delivers lots which:
   a. retain the low density and open area character,
   b. have access via a sealed road.
2. allows one Dwelling house per lot, excepting a secondary dwelling.

The Acceptable Outcomes in Table 9 below vary from those in the EDQ guidelines and are one way of demonstrating development is consistent with the relevant Development Requirement.

Table 9: Acceptable Outcomes — Rural Residential

	Acceptable outcome	
Minimum lot size	6,000m^2 with an average lot size of 8,000m^2	
Building Height	1. Up to 2 storeys or 8.5m for residential buildings 2. Up to 4.5m for domestic outbuildings	
Setbacks *(measured to outermost projection)*	To a road	6m
	Side and rear boundary	• 1.5m to a wall with a height of 3m or less • 2m to a wall with a height greater than 3m to 4.5m • 4m to a wall with height of greater than 4.5m
Maximum roofed area	Lot size	Maximum roofed area
	Less than 1,500m^2	50% of the lot
	1,500m^2 to 3,000m^2	750m^2
	3,001m^2 to 6,000m^2	25% of the lot
	Greater than 6,000m^2	1,500m^2

Secondary Dwellings	• has a maximum GFA of 100m^2
	• retains its connection with the primary dwelling by:
	  ○ avoiding the establishment of a separate access
	  ○ being located within 50m of the primary dwelling	

2.4.1.8 Powerlink Easement

Development:

1. adjacent to the easement responds to high voltage powerline corridors identified on Map 3 by providing effective separation distances, buffers and mitigation measures along the high voltage transmission line infrastructure as well as promoting the ongoing viability, and safety of this infrastructure[36].
2. within the Powerlink easement, may accommodate other infrastructure functions including stormwater and/or overland flow paths, active transport linkages and other passive recreation functions (where part of a wider open space network) provided this does not compromise the ability of the infrastructure to perform its critical power distribution function.
3. may locate stormwater and/or overland flow paths only where outside of the conductor shadow area plus 5m (CSA+5m) exclusion zone to avoid impeding Powerlink's ability to undertake ongoing maintenance, repair and upgrade of the infrastructure, and
4. ensures land encumbered by the Powerlink Easement is in appropriate tenure and ownership to facilitate the ongoing management and maintenance of the infrastructure.

[36] Refer to Powerlink Management of Easement Co-Use Requests Guideline for further guidance.

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2.4.1.9 Waste Transfer Station

Development:

1. supports the ongoing use of the Upper Caboolture Waste Facility, and
2. responds to environmental values on the site and preserves significant vegetation, enhancing connectivity to Sheep Station Creek Conservation Park.

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2.5 PDA-wide criteria

2.5.1 Transport and Connectivity

2.5.1.1 General

Development provides an effective, efficient and integrated movement network that is consistent with the transport network in Section 3 and delivers a high level of safety and accessibility, maintains residential amenity and promotes the use of public and active transport modes for local trips.

2.5.1.2 Roads[37]

Development delivers a road network that:

1. connects centres within the PDA with the neighbourhoods they serve and is well integrated with the external road network,
2. accommodates a range of users including cars, service vehicles, pedestrians, cyclists and public transport,
3. has a functional hierarchy to provide multiple access routes to and through neighbourhoods and minimises traffic impacts on residential areas, and
4. is a complete and connected network of new roads and existing road upgrades within the PDA and sub-regional road and intersection upgrades external to the PDA.

2.5.1.3 Moreton Motorway

The Queensland Government has preserved the Moreton Motorway corridor to provide a future western alternative to the Bruce Highway and support the role of the Bruce Highway.

Development:

1. does not impede the delivery of the Moreton Motorway, being a high capacity north-south inter-regional and intra-regional movement network (multi-modal) through the PDA that is safe, efficient and reliable[38],
2. includes Moreton Motorway interchanges that integrate with strategic east-west roads within and external to the PDA,
3. for infrastructure including for stormwater and/or overland flow paths (only where related to key existing stormwater network functions) and active transport links identified as trunk infrastructure, may be considered in the corridor provided it does not compromise the ability to deliver the Moreton Motorway for its intended function or future service operations, and must be undertaken in consultation with TMR in compliance with TMR's Non-Transport Utility Management and Design Manual, and
4. complies with the applicable noise standards and requirements.

2.5.1.4 Public and Active Transport

Development contributes to:

1. providing a public transport network and supporting infrastructure consistent with the PTIM that:
    a. is reliable and accessible and links Waraba with inter-regional heavy rail services and the key regional centres of Caboolture and Morayfield, and
    b. connects residents to key destinations within the PDA and is integrated with the active transport network,
2. a continuous and legible active transport network that provides safe, direct and convenient walking and cycling connections to and through key destinations, including on and offroad connections[39],
3. delivering a high frequency trunk bus corridor along Bellmere Road linking to a fit for purpose bus station[40] in the Waraba Town centre supported by paired premium or intermediate stops on approaches and opportunities for short-term bus layover between runs, and

[37] Refer to Section 3 Infrastructure Plans.

[38] Refer to the SPP State interest: Transport infrastructure.

[39] Active transport paths are of a sufficient width and include appropriate levels of shade and embellishments in accordance with Section 3 of this document.

[40] Capacity and function requirements are to be developed in consultation with DTMR.

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4. the delivery of a bus depot[40] within the industrial area to support public transport routes servicing the PDA.

2.5.2 Community Safety, Natural Hazards and Development Constraints

2.5.2.1 Natural Hazards

Development responds to mapped natural hazards by:

1. designing, siting and locating development in any area subject to a constraint to minimise the potential risk to people, property and the environment through avoidance of the hazard in the first instance to achieve a tolerable or acceptable risk,
2. ensuring effective and efficient disaster management response and recovery capabilities for both existing and new development areas, and
3. ensuring community infrastructure and State School infrastructure is located and designed to maintain the required level of functionality during and immediately after a natural hazard event.

2.5.2.1.1 Bushfire[41]

Development in the PDA avoids areas of bushfire hazard[42] to the greatest extent practical and if avoidance cannot be achieved then manages potential impacts from bushfire hazard using measures that minimise and mitigate the risk to life and property from bushfire hazard to a tolerable level or acceptable level by:

1. ensuring development involving new premises for vulnerable uses, difficult to evacuate uses and assembly uses is not located in areas of bushfire risk,
2. locating development in areas of lowest risk from bushfire,
3. avoiding potential for entrapment during a bushfire by providing alternate egress routes that are not subject to the same or higher level of hazard,
4. providing effective separation from sources of bushfire risk, and
5. adapting built form and infrastructure using responsive design measures such as setbacks and fire-resistant materials.

2.5.2.1.2 Overland Flow[43]

Where located in an overland flow path development:

1. siting, built form, layout and access responds to the risk presented by the overland flow and minimises risk to personal safety,
2. is resilient to overland flow impacts by ensuring the siting and design accounts for the potential risks to property associated with overland flow,
3. does not impact on the conveyance of overland flow up to and including the overland flow defined flood event, and
4. avoids an increase in the severity of overland flow and potential for damage on the premises or to a surrounding property.

[41] See the State Planning Policy and associated mapping for State interest Natural Hazards, risk and resilience - Bushfire prone areas. The parts of the Bushfire prone area under the State Planning Policy IMS mapping apply as the 'designated' bush fire prone area' for the Waraba PDA for the purposes of the BCA and QDC.

[42] Where located in a bushfire prone area development is supported by a Bushfire Hazard Assessment or Management Plan. Refer to relevant supporting material from Council and Queensland Fire Department for guidance on the preparation of a Bushfire Hazard Assessment or Management Plan.

[43] See Overland flow path overlay map in the MBRC Planning Scheme to identify overland flow areas. A report is to be prepared by a suitably qualified Registered Professional Engineer in Queensland in accordance with MBRC Planning Scheme Planning scheme policy – Flood hazard, Coastal hazard and Overland flow.

2.5.2.1.3 Flood Risk Management[44,45]

Development minimises the risk to life, property, community, economic development and the environment from the flood hazard by:

1. ensuring development appropriate for the relevant flood hazard category occurs within flood planning areas.[45]
2. avoiding development in an area of extremely intolerable risk of flood hazard,
3. managing development in an area of intolerable or tolerable risk of flood hazard to mitigate the risk of the flood hazard,
4. ensuring that development does not increase the potential for adverse impacts on the premises or other premises, public lands, watercourses, roads or infrastructure without appropriate mitigation,
5. supporting disaster management response and recovery capability, and
6. managing risks to public health and safety and the environment from the location of hazardous materials and the release of these materials because of a flood hazard.

2.5.2.2 Community Safety

Development:

1. ensures personal safety, security, and well-serviced built environments are promoted, (including through well-located emergency services facilities), and
2. for a sensitive use ensures compatibility with any existing use in the vicinity that could present hazards and risks to the new development.

2.5.2.3 Emissions

Development considers constraints by avoiding, or where this is not reasonably possible, then minimising and mitigating:

1. impacts of emissions on the natural environment, residential amenity and public health,[46]
2. impacts of noise and vibration (ensuring appropriate noise mitigation measures are incorporated into the overall building design)[47], and
3. impacts from light nuisance.

2.5.2.4 Contaminated Land[48]

Development:

1. avoids, and where this is not reasonably practical, minimises and mitigates adverse impacts on people, property and the environment from contaminated land,
2. ensures all land is suitable for its proposed future use, and sensitive uses are to be protected from the impacts of previous hazardous activities, and
3. ensures that good practice management measures are implemented to prevent contamination spreading beyond its existing extent.

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[44] See Council's most up to date flood mapping, available via Council's website as amended from time to time. It is recommended that applicants contact Council for confirmation of the most up to date mapping for assessment purposes.

[45] See the requirements, standards and guidance identified in the MBRC Planning Scheme Flood overlay code and Flood planning scheme policy for guidance. Flood reports and plans are to be prepared by a suitably qualified Registered Professional Engineer Queensland.

[46] See the *Environmental Protection Act 1994* and relevant policies relating to the management of emissions.

[47] See Transport and Main Roads' 2013 Transport Noise Management: Code of Practice: Volume 1 (Road Traffic Noise), Transport Noise Management: Code of Practice, Development Affected by Environmental Emissions from Transport Policy, Department of Transport and Main Roads 2016, Transport Noise Management: Code of Practice: Volume 2 – Construction Noise and Vibration, and where relevant, the Queensland Development Code Mandatory Part 4.4 "Buildings in a Transport Noise Corridor", each as amended or replaced from time to time.

[48] Development on contaminated land under the *EPA 1994* must be in accordance with a site management plan under chapter 7 part 8 of the Act. Removal of contaminated soil from contaminated land under the EPA must be in accordance with a site disposal permit under the Act.

2.5.2.5 Acid Sulfate Soils[49]

Development:

1. involving filling, excavation or any other form of development that may disturb potential or actual acid sulfate soils (ASS) is to be supported by ASS investigation reports,
2. ensures ASS is treated in accordance with good practice in Queensland,[50] and
3. ensures the disturbance of ASS is:
    a. avoided to the greatest extent practical, and
    b. is managed to reduce risks posed to the natural and built environments from the release of acid, and metal contaminants and protect human health.

2.5.3 Infrastructure

Development:

1. supports the efficient and effective delivery and operation of infrastructure as outlined in Section 3,
2. provides infrastructure and services in a timely and coordinated manner to support land uses and works,
3. ensures all connections and access to infrastructure and services are in accordance with the requirements of the relevant infrastructure entity,
4. allows for future advancements in technology,
5. ensures infrastructure and services are located and designed to maximise efficiency and ease of maintenance,
6. provides for site frontage works, access and manoeuvring arrangements, and onsite utilities and services to the standards that ensure an acceptable level of environmental performance, safety and efficiency as per Section 3,
7. wherever possible, collocates services in shared corridors/easements to minimise the infrastructure or services footprint,
8. facilitates opportunities for integrated localised water, wastewater, waste, energy or other systems provided they:
    a. do not result in any undue impact on the amenity or visual quality of the surrounding area,
    b. achieve a level of service, environmental performance and life-cycle cost that is equivalent to or better than normal servicing arrangements,
    c. do not detract from the ability to develop and use the PDA as intended, and
    d. do not affect the delivery of the planned infrastructure to achieve the PDA vision.
9. ensures stormwater[51] is discharged to a legal point of discharge,
10. discharges achieve water quality standards prior to discharge, and meets the objectives prescribed in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 and management of prescribed water contaminants under section 440ZG of the Environmental Protection Act 1994,
11. discharges will not adversely affect the hydrology of wetland and heathland ecosystems and does not increase flooding and nuisance flows to adjoining properties[52], and
12. within the Moreton Motorway must be undertaken in consultation with TMR in compliance with TMR's Non-Transport Utility Management and Design Manual.

[49] See the Acid sulfate soils overlay map in the MBRC Planning Scheme.

[50] See Queensland Acid sulfate soil technical manual: Soil Management Guidelines v4.0, Department of Science, Information Technology, Innovation and the Arts, 2014.

[51] See MBRC Planning Scheme policy – Integrated design for details and examples.

[52] See Queensland Urban Drainage Manual (QUDM) for additional guidance.

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2.5.4 Waterways[53]

Development concerning a waterway identified on Map 5:

1. avoids, or where avoidance is not reasonably possible, minimises and mitigates adverse impacts on aquatic species that exist along waterways,
2. involving waterway barrier works maintains connectivity for fish throughout waterways and between fish habitats[54],
3. retains waterways that are Moderate, High or Major, in their existing alignment forming an important foundation to the Green Network to the greatest extent possible[55],
4. where Low risk may be realigned where a diversion is designed to replicate natural waterway processes and ecological functions. Acceptable solutions may include designs that:
    a. are of the same length or greater than that existing waterway,
    b. tie in with the natural bed levels upstream (where relevant) and down,
    c. are a relatively constant upstream to downstream grade,
    d. are concave in shape so that lower flows are concentrated in the bottom of the channel, and
    e. are an open channel that contains natural fish habitat features such as pools, aquatic vegetation and riparian vegetation.

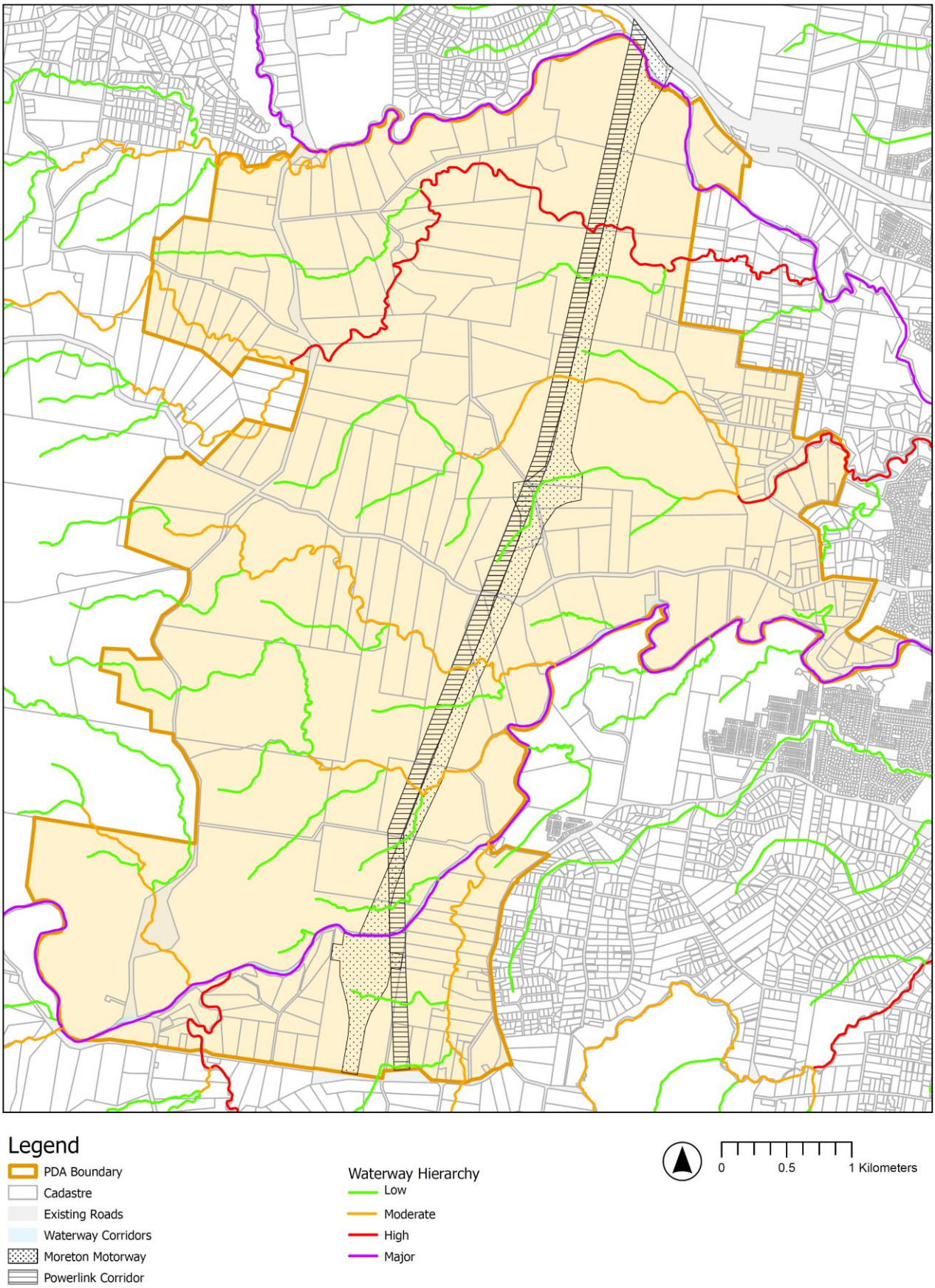
Map 5 below illustrates the waterway classifications as set by the Department of Primary Industry.

[53] PDA related development involving the construction or raising of waterway barrier works remains Assessable Development under the Planning Act 2016 unless it otherwise meets accepted development provisions and may require a separate development approval for operational works. To ensure the best chance of approval and to reduce project delivery risks the provisions in this section should be considered for PDA related development.

[54] See DTMR Fauna Sensitive Transport Infrastructure Delivery manual.

[55] See State Code 18: Constructing or raising waterway barrier works in fish habitats.

Map 5: Waterway Classifications



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3 Infrastructure Plan

3.1 Purpose

The purpose of the Waraba PDA Infrastructure Plan is to ensure that the Vision is achieved through:

1. integrating infrastructure delivery with outcomes established in the land use plan,
2. identifying the infrastructure responsibilities of the local government, State Government, water supply and sewer provider or developers,
3. identifying trunk infrastructure and associated schedules of works,
4. providing a basis for imposing conditions on development approvals increasing demand on the relevant infrastructure networks,
5. identifying Development Charges for trunk infrastructure provision for the following PDA networks:
    a. water supply
    b. sewerage
    c. stormwater
    d. transport
    e. parks and community facilities, and
6. setting out how credits, offsets and refunds are treated in relation to Development Charges.

3.1.1 Infrastructure Networks

The following infrastructure networks require enhancements or additions to support growth in the PDA:

1. Local Government transport
2. Local Government community facilities
3. parks
4. stormwater
5. sewerage supply
6. water supply
7. State roads and transport Facilities
8. State community facilities
9. electricity and gas
10. telecommunications.

3.1.2 Infrastructure Categories

The infrastructure planned for the PDA falls into one of the following categories:

1. trunk infrastructure (Municipal and Sub-regional infrastructure)
2. non-trunk infrastructure, and
3. other infrastructure.

3.1.2.1 Trunk Infrastructure

Trunk infrastructure is the higher order shared infrastructure that is planned to service the wider catchments in (Municipal) or external to (Sub-regional) the PDA. Trunk infrastructure may be delivered by the relevant infrastructure provider, including Council, Unitywater, or by developers if required by a condition of a PDA development approval. Trunk infrastructure may be wholly or partially funded by Development Charges.

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3.1.2.2 Non-trunk Infrastructure

Non-trunk infrastructure is the lower order infrastructure which generally services a single development site, is internal to a development site, or connects the development site to trunk infrastructure and protects or maintains the safety or efficiency of the infrastructure network of which the non-trunk infrastructure is a component. Non-trunk infrastructure will be provided by the developer, in accordance with the ultimate asset owner's requirements and as specified in a condition of a PDA development approval. Non-trunk infrastructure will not be eligible for a Development Charges offset.

3.1.2.3 Other Infrastructure

Other infrastructure may include:

1. State community facilities, State transport facilities and State-controlled road infrastructure,
2. Council and Unitywater infrastructure items that are not funded from Waraba PDA Development Charges, and
3. provision of new items or upgrades to the electricity, gas or telecommunications networks.

Other infrastructure will be delivered by the State government, Council, other infrastructure providers or by developers who may be required to, deliver or preserve land for the purposes of enabling and/or providing this infrastructure by a condition of a PDA development approval.

State expenditure on infrastructure (including public passenger transport servicing and/or infrastructure) will be subject to normal budgetary processes and any subsequent approved state agency investment program. The provision of infrastructure (including public passenger transport servicing and/or infrastructure) by the State and other providers is not determined by the PDA declaration and follows separate planning processes governed by other legislation.

3.2 Infrastructure Networks

3.2.1 Transport Network

3.2.1.1 Desired Standards of Service

3.2.1.1.1 Transport Network Asset Types

The following asset types are trunk infrastructure for the Waraba PDA:

1. Road network:
    a. Arterial roads
    b. Sub-arterial roads
    c. District Collector roads
    d. Intersections
    e. Bridges
    f. Culverts.
2. Active transport network:
    a. In road corridor
        i. Footpaths
        ii. Cycle paths.
    a. Off Road:
        i. Footpaths
        ii. Cycle paths
        iii. Shared paths.

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3.2.1.1.2 Transport Network Design Criteria

The MBRC Planning Scheme Desired Standards of Service (Council's DSS) has been adopted for the Waraba PDA Transport Network. However, where Council's DSS conflicts with the following standards, the standards listed in Table 10 and the cross sections prevail.

Table 10: Road Design Standards

Street Type	District Collector	Arterial & Sub-arterial
Reservation	26.8m Preferred	26m for a 2-lane road 35m for a 4-lane road
Median (width)	Not required unless identified through detailed design for safety reasons.	Not required as a minimum but is likely to be required because of detailed design at intersections and other conflict points i.e. pedestrian crossings.
Trafficable lanes	3.3m Minimum	3.5m Minimum
Parking	• Minimum of 0.5 on street car parking spaces per lot frontage. • Minimum 2.6m width car parking spaces. • Kerbside parallel parking bays are to be provided on both sides of the carriageway, formalised by street tree build outs.	• No on street car parking.
Bus route	Yes	
Bus facilities[56]	Paired on-road bus stops within parking lane if already provided, OR Designed in accordance with an intermediate stop and allowing for an indented bus bay where no parking lane (PTIM).	Indented bus bays, providing opportunity for: • Premium Stops near major attractors (e.g. Town centre) • Stops at ~400m spacing
Verge width	7.5m	8m
Footpath	2.5m width, inclusive of 0.5m clearance from cycle path, on both sides of road	
Cycle lane	2m uni-directional separated cycle path in the verge on both sides of road	
Property access	Direct vehicle access is generally not permitted. MEDQ may consider alternative access arrangements on a detailed design basis.	
Posted speed	50 – 60 km/h	60 - 80 km/h
Intersection spacing	• 100 – 200m • Localised Protection	• 500 – 1000m Arterial • 200 – 500m Sub-arterial • Protected acceleration and deceleration lanes

Figure 3: Cross section – 2 lane district collector

[56] See EDQ Guideline no. 13: Engineering Standards, and subject to PT service planning at the time of development assessment. Additional verge width may be required at locations where indented bays are proposed.

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Figure 4: Cross section - 2 lane sub-arterial / arterial

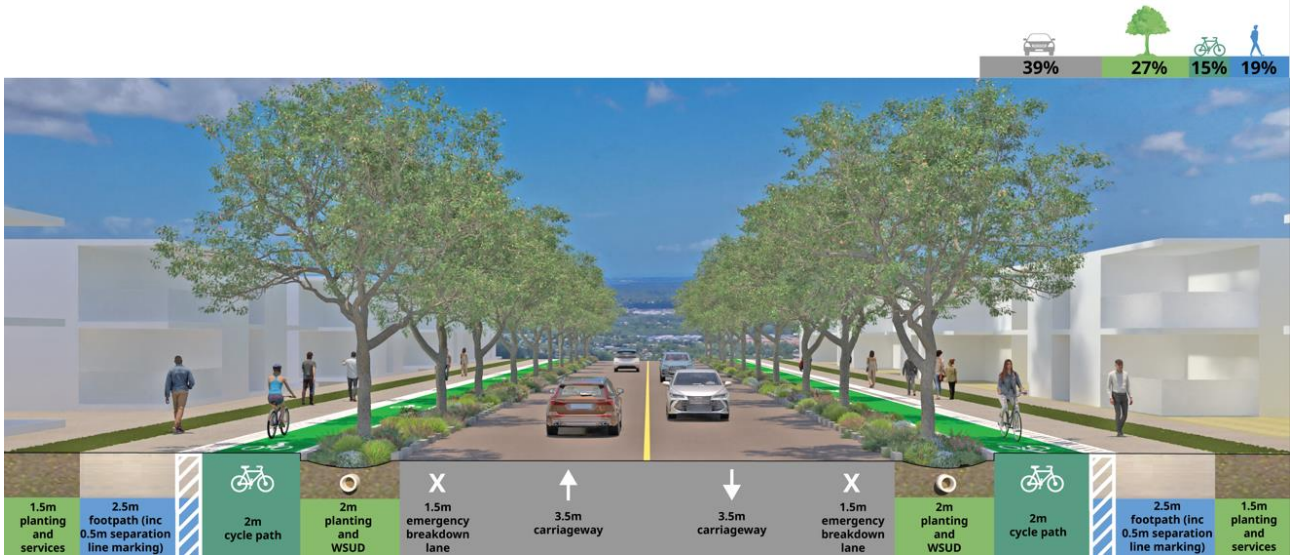

Figure 5: Cross section – 4 lane sub-arterial / arterial

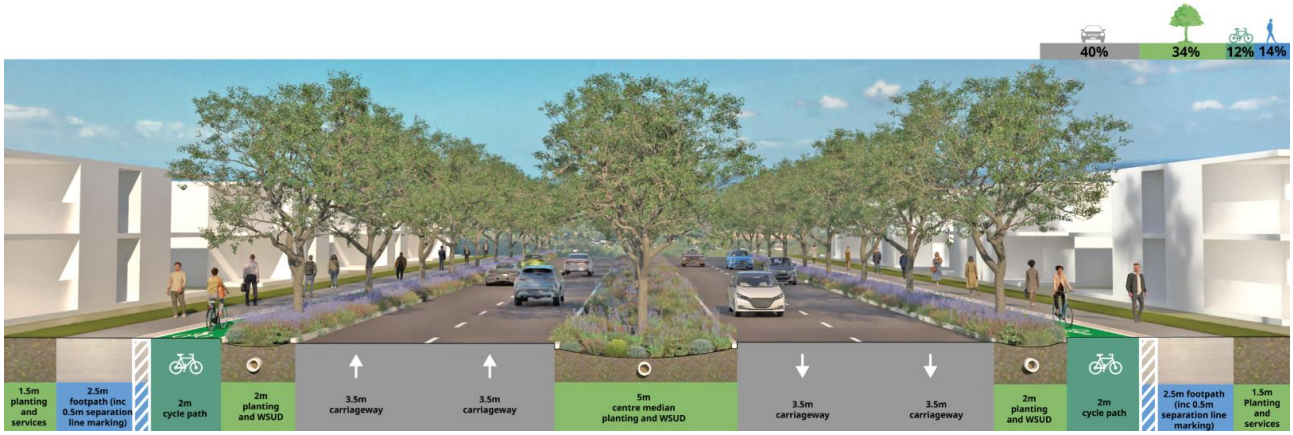

Figure 6: Cross section – Waraba Town Centre Main Street

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3.2.1.1.3 Active Transport

Table 10 adopts Council's DSS for the Waraba PDA Active Transport Network – In Road Corridor. Where Council's DSS conflicts with the standards in Table 10, the standards listed in Table 10 and the cross sections prevail. Dimensions and potential solutions to protect for inclusion of bus stops within road corridor cross-sections can be found in the relevant sections of PTIM and Austroads.

Table 11 adopts Council's DSS for the Waraba PDA Active Transport Network – Out of Road Corridor. Where Council's DSS conflicts with the following standards, the standards listed in Table 11 and the cross sections prevail.

Table 11: Active Transport Asset Types

Asset type	Description	Other requirements
Out of Road Active Transport Network		
Primary	• 3m Separated bi-directional cycle path • 2m wide pedestrian pathway	• 1.5m clearance on outer side of pathway for safety • This may be located within electrical corridor • Where constraints apply – a minimum 9m dedicated corridor
Secondary	• 3.5m Shared pathway	• 1.5m clearance on either side of shared pathway for safety • Preferred to be located within or adjacent to Green Network • Where constraints apply – a minimum 6m dedicated corridor

3.2.1.2 Plans for Trunk Infrastructure

Plans for the Waraba PDA Transport network are shown on:

- Map 6: Transport Network Plan – Municipal Road Corridors and Intersections
- Map 7: Transport Network Plan – Municipal Road Structures
- Map 8: Transport Network Plan – Municipal Active Transport Routes
- Map 9: Transport Network Plan – Sub-regional Road Corridors, Structures and Intersections
- Map 10: Transport Network Plan – Sub-regional Active Transport Routes – In Road Corridor

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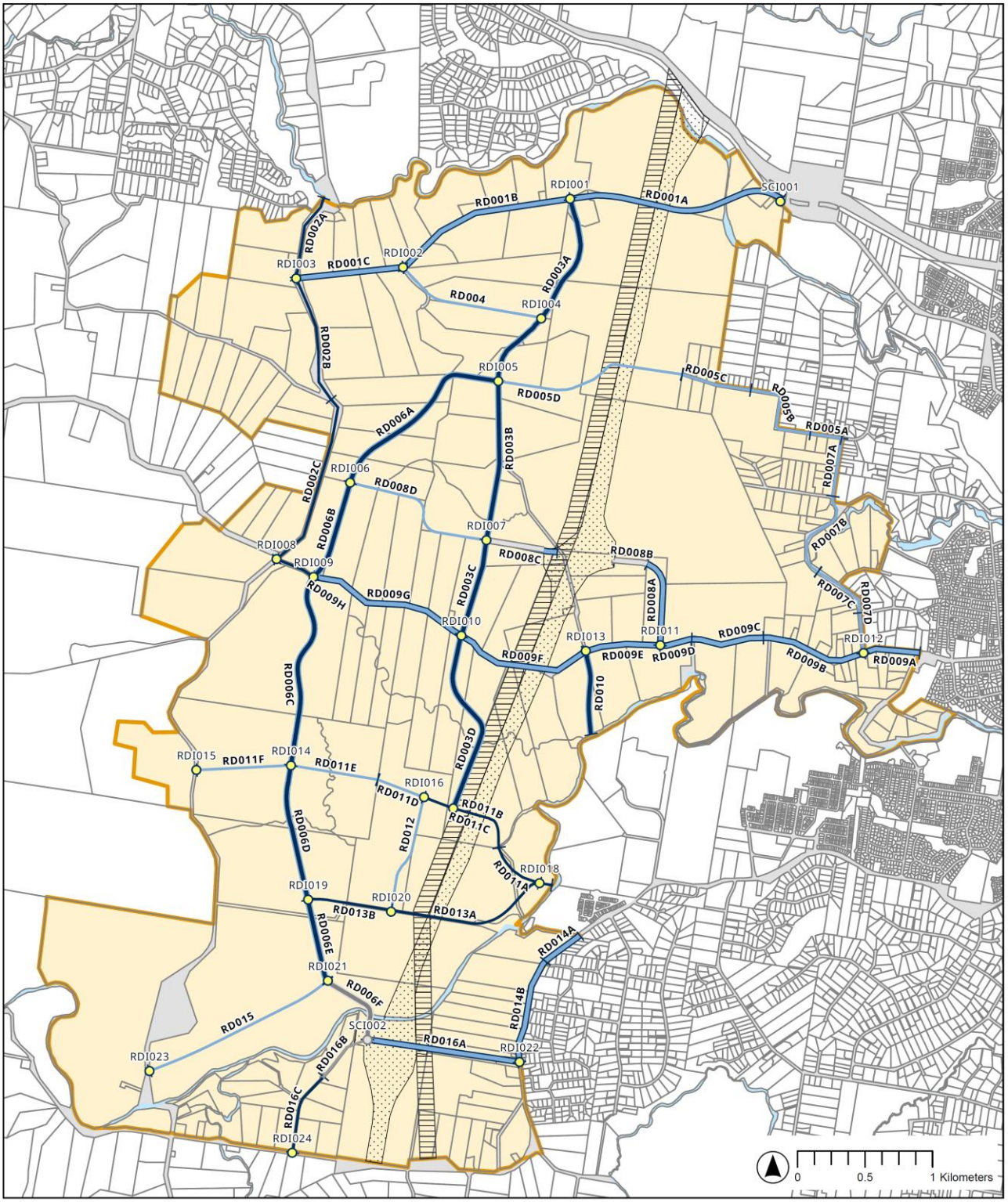
Map 6: Transport Network Plan – Municipal Road Corridors and Intersections



Legend

- PDA Boundary
- Cadastre
- Existing Roads
- Waterway Corridors
- Moreton Motorway
- Powerlink Corridor

Trunk Infrastructure

- 4 Lane Arterial
- 4 Lane Sub-arterial
- 2 Lane Sub-arterial
- 2 Lane District Collector
- Intersection

Other Infrastructure

- 4 Lane Arterial
- 4 Lane Sub-arterial
- 2 Lane Sub-arterial
- Intersection

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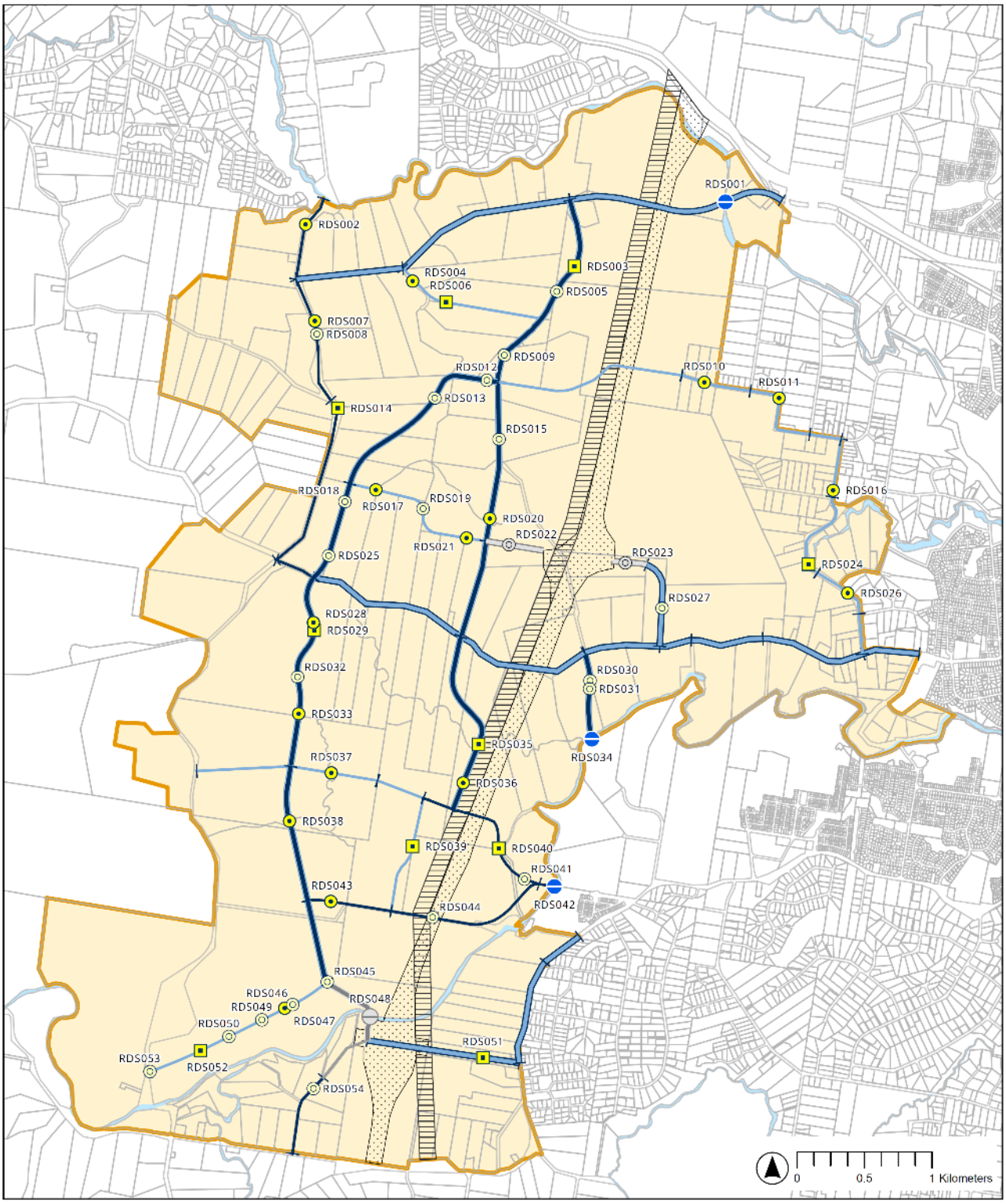
Map 7: Transport Network Plan – Municipal Road Structures



Legend

- PDA Boundary
- Cadastre
- Waterway Corridors
- Moreton Motorway
- Powerlink Corridor

Trunk Infrastructure

Regional Flood Extent Structure
- Bridge
- Reinforced Concrete Box Culvert
- Reinforced Concrete Pipe

Overland Flow Structure
- Reinforced Concrete Pipe

Other Infrastructure

Regional Flood Extent Structure
- Bridge

Overland Flow Structure
- Reinforced Concrete Pipe

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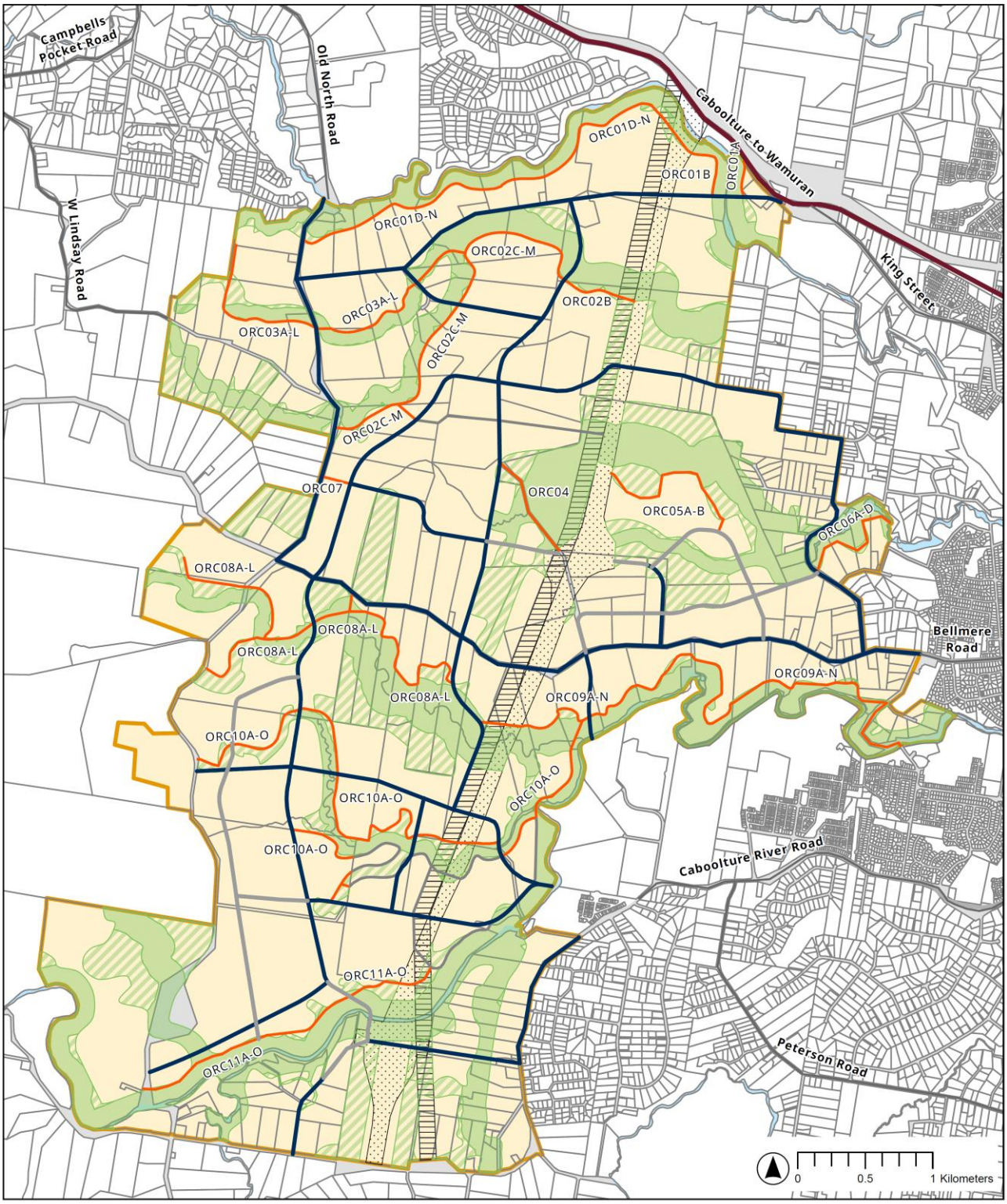
Map 8: Transport Network Plan – Municipal Active Transport Routes



Legend

- PDA Boundary
- Cadastre
- Existing Roads
- Waterway Corridors
- Moreton Motorway
- Powerlink Corridor

Strategic Active Transport Connections

- Caboolture to Wamuran Rail Trail
- Principal Cycle Network

Trunk Infrastructure

- In Road Route
- Out of Road Route

Other Infrastructure

- In Road Route
- Out of Road Route

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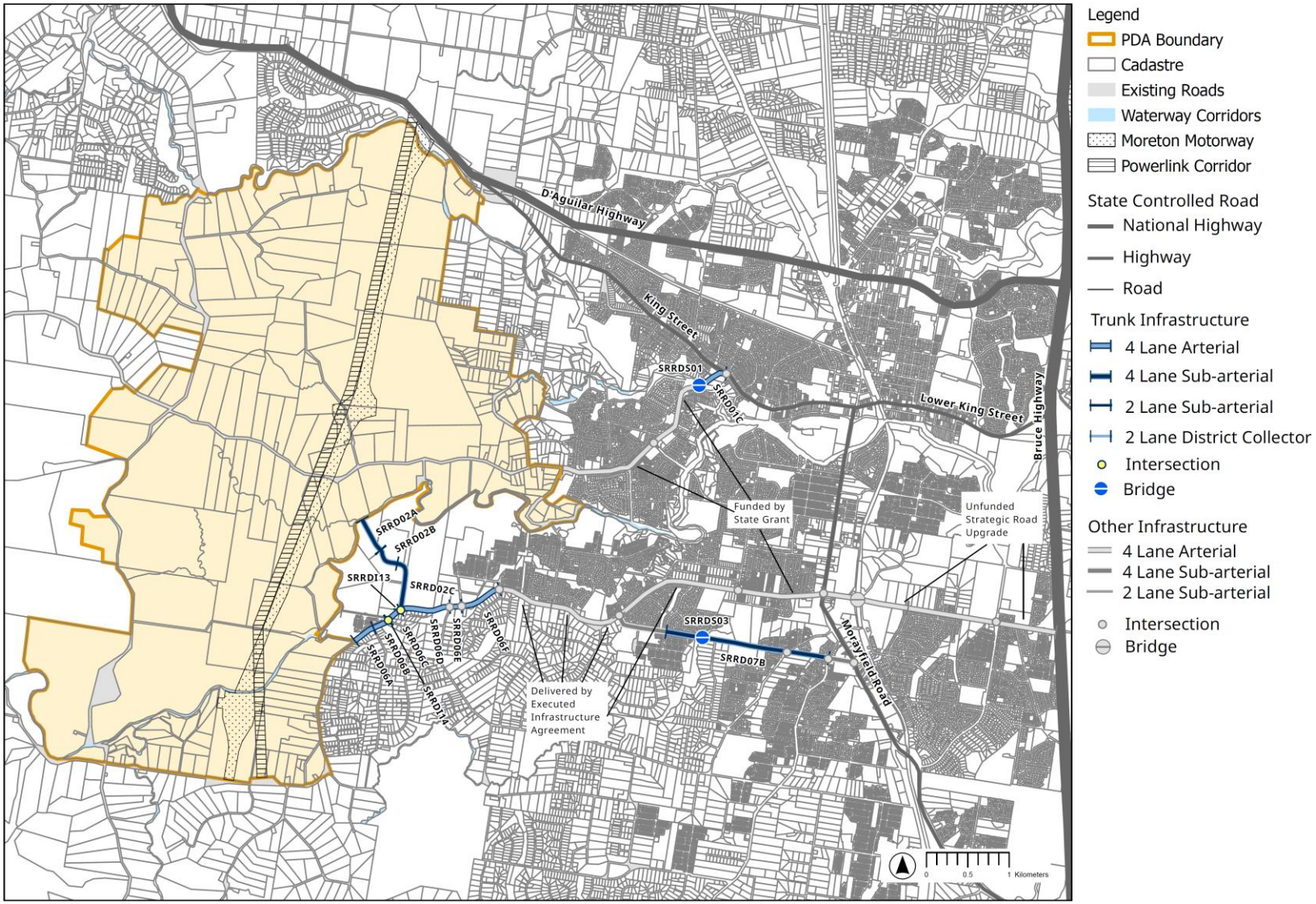
Map 9: Transport Network Plan – Sub-regional Road Corridors, Structures and Intersections



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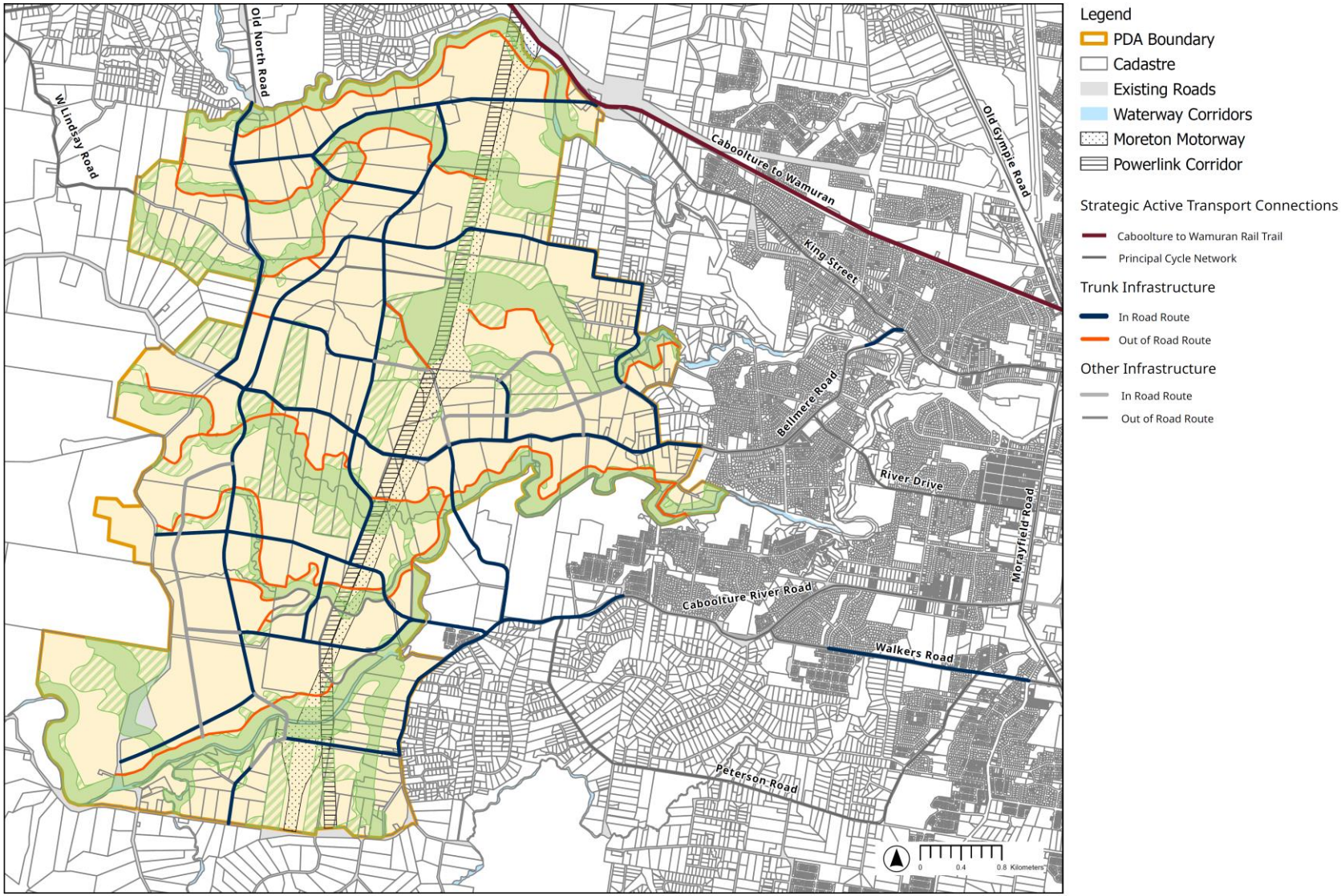
Map 10: Transport Network Plan – Sub-regional Active Transport Routes – In Road Corridor



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3.2.1.3 Schedule of Works

The Schedule of Works outlines future trunk land and works required to service the projected residential and non-residential development within the PDA. Base rates are shown in FY2025/26 dollars. The contingency rate for this network reflects the level of planning maturity and the delivery risks identified for this infrastructure network.

Table 12: Transport Network — Municipal road corridors

ID	Asset type	Hierarchy	No. of lanes	Description	Estimated delivery year	Land rate ($/m²)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (30%)	Total Works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
RD01A-I	New corridor	Arterial	2	Extend Schrodter Rd to 2 lane connection to Moreton Motorway, with bridge - DCOP ID RDS001	2036 - 2041	60	3,286,500	13,904,112	2,085,617	4,796,919	20,786,648	24,073,148	24,073,148
RD01A-U	Corridor upgrade	Arterial	4	Duplicate Schrodter Rd to 4 lane divided road, with duplication of bridge - DCOP ID RDS001	2056 - 2061	N/A	N/A	7,025,607	1,053,841	2,423,835	10,503,283	10,503,283	10,503,283
RD01B-I	Corridor upgrade	Arterial	2	Widen Schrodter Rd from substandard to 2 lane standards	2051 - 2056	60	1,281,540	12,496,275	1,874,441	4,311,215	18,681,931	19,963,471	19,963,471
RD01B-U	Corridor upgrade	Arterial	4	Duplicate Schrodter Rd to 4 lane divided road	2066 - 2071	N/A	N/A	6,320,763	948,114	2,180,663	9,449,540	9,449,540	9,449,540
RD01C-I	Corridor upgrade	Arterial	2	Widen Schrodter Rd from substandard to 2 lane standards	2051 - 2056	60	741,180	723,078	108,462	249,462	1,081,002	1,822,182	1,822,182
RD01C-U	Corridor upgrade	Arterial	4	Duplicate Schrodter Rd to 4 lane divided road	2066 - 2071	N/A	N/A	3,661,209	549,181	1,263,117	5,473,508	5,473,508	5,473,508
RD02A-U	Corridor Upgrade	Sub-arterial	2	Widen Old Northern Rd from substandard to 2 lane standards	2036 - 2041	N/A	N/A	5,581,068	837,160	1,925,469	8,343,697	8,343,697	8,343,697
RD02B-U	Corridor upgrade	Sub-arterial	2	Widen Old Northern Rd from substandard to 2 lane standards	2036 - 2041	N/A	N/A	7,095,605	1,064,341	2,447,984	10,607,929	10,607,929	10,607,929
RD02C-U	Corridor upgrade	Sub-arterial	2	Widen Old Northern Rd from substandard to 2 lane standards	2036 - 2041	N/A	N/A	10,334,980	1,550,247	3,565,568	15,450,794	15,450,794	15,450,794
RD03A-I	New corridor	Sub-arterial	2	New 2 lane road	2051 - 2056	60	3,290,700	13,884,040	2,082,606	4,789,994	20,756,640	24,047,340	24,047,340
RD03A-U	Corridor upgrade	Sub-arterial	4	Road duplication	2066 - 2071	N/A	N/A	8,214,910	1,232,236	2,834,144	12,281,290	12,281,290	12,281,290
RD03B-I	New corridor	Sub-arterial	2	New 2 lane road	2051 - 2056	60	2,402,400	11,224,228	1,683,634	3,872,359	16,780,221	19,182,621	19,182,621
RD03B-U	Corridor upgrade	Sub-arterial	4	Road duplication	2066 - 2071	N/A	N/A	5,770,498	865,575	1,990,822	8,626,895	8,626,895	8,626,895
RD03C-I	New corridor	Sub-arterial	2	New 2 lane road	2036 - 2041	60	1,537,200	7,072,406	1,060,861	2,439,980	10,573,247	12,110,447	12,110,447

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Table 12: Transport Network — Municipal road corridors

ID	Asset type	Hierarchy	No. of lanes	Description	Estimated delivery year	Land rate ($/m^2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (30%)	Total Works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
RD03C-U	Corridor upgrade	Sub-arterial	4	Duplication	2036 - 2041	N/A	N/A	3,763,217	564,483	1,298,310	5,626,010	5,626,010	5,626,010
RD03D-I	New corridor	Sub-arterial	2	New 2 lane road	2036 - 2041	60	2,935,800	13,364,385	2,004,658	4,610,713	19,979,756	22,915,556	22,915,556
RD03D-U	Corridor upgrade	Sub-arterial	4	Duplication	2046 - 2051	N/A	N/A	6,828,386	1,024,258	2,355,793	10,208,437	10,208,437	10,208,437
RD04-U	Corridor upgrade / New corridor	District Collector	2	Widen Keates Crt to 2 lane standards and new road to RD004A/B	2056 - 2061	60	1,537,884	11,539,300	1,730,895	3,981,059	17,251,254	18,789,138	18,789,138
RD05A-U	Corridor upgrade	District collector	2	Widen Behrens Rd to 2 lane standards	2046 - 2051	N/A	N/A	2,418,770	362,816	834,476	3,616,062	3,616,062	3,616,062
RD05B-U	Corridor upgrade	District Collector	2	Widen Behrens Rd to 2 lane standards	2046 - 2051	N/A	N/A	7,751,339	1,162,701	2,674,212	11,588,252	11,588,252	11,588,252
RD05C-U	Corridor upgrade	District Collector	2	Widen Behrens Rd to 2 lane standards	2051 - 2056	60	207,636	6,222,914	933,437	2,146,905	9,303,257	9,510,893	9,510,893
RD05D-U	New corridor	District Collector	2	New 2 lane road	2056 - 2061	60	1,661,268	13,837,615	2,075,642	4,773,977	20,687,234	22,348,502	22,348,502
RD06A-I	New corridor	Sub-arterial	2	New 2 lane road	2046 - 2051	60	3,099,600	12,605,926	1,890,889	4,349,045	18,845,860	21,945,460	21,945,460
RD06A-U	Corridor upgrade	Sub-arterial	4	Road duplication	2066 - 2071	N/A	N/A	6,652,163	997,824	2,294,996	9,944,983	9,944,983	9,944,983
RD06B-I	New corridor	Sub-arterial	2	New 2 lane road	2041 - 2046	60	1,596,000	6,601,878	990,282	2,277,648	9,869,808	11,465,808	11,465,808
RD06B-U	Corridor upgrade	Sub-arterial	4	Duplication	2066 - 2071	N/A	N/A	3,635,758	545,364	1,254,336	5,435,458	5,435,458	5,435,458
RD06C-I	New corridor	Sub-arterial	2	New 2 lane road	2041 - 2046	60	3,049,200	12,394,663	1,859,199	4,276,159	18,530,021	21,579,221	21,579,221
RD06C-U	Corridor upgrade	Sub-arterial	4	Duplication	2066 - 2071	N/A	N/A	6,765,861	1,014,879	2,334,222	10,114,963	10,114,963	10,114,963
RD06D-I	New corridor	Sub-arterial	2	New 2 lane road	2051 - 2056	60	2,127,300	9,339,329	1,400,899	3,222,069	13,962,297	16,089,597	16,089,597
RD06D-U	Corridor upgrade	Sub-arterial	4	Duplication	2066 - 2071	N/A	N/A	5,209,406	781,411	1,797,245	7,788,062	7,788,062	7,788,062
RD06E-I	New corridor	Sub-arterial	2	New 2 lane road	2036 - 2041	60	1,297,800	5,686,728	853,009	1,961,921	8,501,659	9,799,459	9,799,459
RD06E-U	Corridor upgrade	Sub-arterial	4	Duplication	2066 - 2071	N/A	N/A	3,170,987	475,648	1,093,991	4,740,626	4,740,626	4,740,626
RD06F-I	New corridor	Sub-arterial	2	New 2 lane road	2036 - 2041	60	1,100,400	4,819,151	722,873	1,662,607	7,204,631	8,305,031	1,100,400
RD07A-U	Corridor upgrade	District Collector	2	Widen Bells Lane to 2 lane standards	2046 - 2051	60	118,860	4,320,124	648,019	1,490,443	6,458,585	6,577,445	6,577,445
RD07B-U	Corridor upgrade	District Collector	2	Widen Bells Lane to 2 lane standards	2036 - 2041	N/A	N/A	7,113,780	1,067,067	2,454,254	10,635,101	10,635,101	10,635,101

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Table 12: Transport Network — Municipal road corridors

ID	Asset type	Hierarchy	No. of lanes	Description	Estimated delivery year	Land rate ($/m^2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (30%)	Total Works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
RD07C-U	Corridor upgrade	District Collector	2	Widen Bells Lane to 2 lane standards	2036 - 2041	N/A	N/A	4,613,090	691,963	1,591,516	6,896,569	6,896,569	6,896,569
RD07D-U	Corridor upgrade	District Collector	2	Widen Bells Lane (Bellmere Road to 75 Bells Ln) 2 lane standards	2036 - 2041	N/A	N/A	3,028,516	454,277	1,044,838	4,527,631	4,527,631	4,527,631
RD08A-I	New corridor	Arterial	2	New 2 lane road (Bellmere Rd to Stern Rd Motorway Interchange)	2036 - 2041	60	1,383,900	5,770,221	865,533	1,990,726	8,626,481	10,010,381	10,010,381
RD08D-I	New corridor	District Collector	2	New 2 lane road	2046 - 2051	60	1,944,000	9,286,800	1,393,020	3,203,946	13,883,766	15,827,766	15,827,766
RD09A-I	Corridor upgrade	Arterial	2	Bellmere Road (Bells Ln to Dobson Ln) interim widening to 2 lane Arterial	2031 - 2036	60	144,900	3,894,503	584,175	1,343,604	5,822,282	5,967,182	5,967,182
RD09A-U	Corridor upgrade	Arterial	4	Ultimate duplication of Bellmere Road (Bells Ln to Dobson Ln)	2031 - 2036	N/A	N/A	2,156,073	323,411	743,845	3,223,328	3,223,328	3,223,328
RD09B-I	Corridor upgrade	Arterial	2	Bellmere Road (Rd 12C to Bells Ln) interim widening to 2 lane Arterial	2031 - 2036	60	298,380	7,231,627	1,084,744	2,494,911	10,811,283	11,109,663	11,109,663
RD09B-U	Corridor upgrade	Arterial	4	Ultimate duplication of Bellmere Road (Rd 12C to Bells Ln)	2031 - 2036	N/A	N/A	4,001,352	600,203	1,380,467	5,982,022	5,982,022	5,982,022
RD09C-I	Corridor upgrade	Arterial	2	Bellmere Road (Rd 12D to Rd 12B) interim widening to 2 lane Arterial	2031 - 2036	60	46,740	4,970,105	745,516	1,714,686	7,430,307	7,477,047	7,477,047
RD09C-U	Corridor upgrade	Arterial	4	Ultimate duplication of Bellmere Road (Rd 12D to Rd 12B)	2031 - 2036	N/A	N/A	2,750,832	412,625	949,037	4,112,494	4,112,494	4,112,494
RD09D-I	Corridor upgrade	Arterial	2	Bellmere Road (Rd 10A to Rd 12D) interim widening to 2 lane Arterial	2031 - 2036	60	5,040	1,807,651	271,148	623,640	2,702,439	2,707,479	2,707,479
RD09D-U	Corridor upgrade	Arterial	4	Ultimate duplication of Bellmere Road (Rd 10A to Rd 12D)	2031 - 2036	N/A	N/A	1,002,137	150,321	345,737	1,498,195	1,498,195	1,498,195
RD09E-I	Corridor upgrade	Arterial	2	Bellmere Road (Stern Rd to Rd 10A) interim widening to 2 lane Arterial	2031 - 2036	60	127,440	5,595,241	839,286	1,930,358	8,364,886	8,492,326	8,492,326

Table 12: Transport Network — Municipal road corridors

ID	Asset type	Hierarchy	No. of lanes	Description	Estimated delivery year	Land rate ($/m^2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (30%)	Total Works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
RD09E-U	Corridor upgrade	Arterial	4	Ultimate duplication of Bellmere Road (Stern Rd to Rd 10A)	2031 - 2036	N/A	N/A	3,096,504	464,476	1,068,294	4,629,274	4,629,274	4,629,274
RD09F-I	Corridor upgrade	Arterial	2	Bellmere Road (Rd 8B to Stern Rd) interim widening to 2 lane Arterial	2036 - 2041	60	40,320	9,539,116	1,430,867	3,290,995	14,260,978	14,301,298	14,301,298
RD09F-U	Corridor upgrade	Arterial	4	Ultimate duplication of Bellmere Road (Rd 8B to Stern Rd)	2036 - 2041	N/A	N/A	5,666,164	849,925	1,954,827	8,470,916	8,470,916	8,470,916
RD09G-I	Corridor upgrade	Arterial	2	Bellmere Road (Rd 4D to Rd 8B) interim widening to 2 lane Arterial	2036 - 2041	60	423,360	11,114,060	1,667,109	3,834,351	16,615,519	17,038,879	17,038,879
RD09G-U	Corridor upgrade	Arterial	4	Ultimate duplication of Bellmere Road (Rd 4D to Rd 8B)	2036 - 2041	N/A	N/A	6,121,664	918,250	2,111,974	9,151,887	9,151,887	9,151,887
RD09H-U	Corridor upgrade	Sub-arterial	2	Widen Bellmere Rd to 2 lane standards	2046 - 2051	N/A	N/A	2,293,569	344,035	791,281	3,428,885	3,428,885	3,428,885
RD10-I	New corridor	Sub-arterial	2	Extend Stern Road (Bellmere Rd to Haussman Lane Extension) and new 2 lane road	2031 - 2036	60	1,348,200	5,838,266	875,740	2,014,202	8,728,208	10,076,408	10,076,408
RD10-U	Corridor upgrade	Sub-arterial	4	Ties into Bridge RDS028	2041 - 2046	N/A	N/A	3,240,650	486,097	1,118,024	4,844,771	4,844,771	4,844,771
RD11A-U	New corridor	Sub-arterial	2	Ultimate duplication of Stern Road Extension (Bellmere Rd to Haussman Lane Extension)	2036 - 2041	60	656,760	4,104,339	615,651	1,415,997	6,135,987	6,792,747	6,792,747
RD11B-U	New corridor	Sub-arterial	2	Links to Bridge RDS028	2036 - 2041	60	817,440	5,070,685	760,603	1,749,386	7,580,675	8,398,115	8,398,115
RD11C-U	New corridor	District Collector	2	New 2 lane road	2036 - 2041	60	376,272	2,673,977	401,096	922,522	3,997,595	4,373,867	4,373,867
RD11D-U	New corridor	District Collector	2	New 2 lane road	2036 - 2041	60	586,920	3,738,102	560,715	1,289,645	5,588,463	6,175,383	6,175,383
RD11E-U	New corridor	District Collector	2	New 2 lane road	2036 - 2041	60	1,046,808	6,379,716	956,957	2,201,002	9,537,676	10,584,484	10,584,484
RD11F-U	New corridor	District Collector	2	New 2 lane road	2046 - 2051	60	1,119,168	6,687,080	1,003,062	2,307,043	9,997,185	11,116,353	11,116,353
RD12-U	New corridor	District Collector	2	New 2 lane road	2036 - 2041	60	1,421,472	8,948,738	1,342,311	3,087,314	13,378,363	14,799,835	14,799,835
RD13A-U	New corridor	Sub-arterial	2	New 2 lane road	2026 - 2031	60	1,091,580	11,016,630	1,652,494	3,800,737	16,469,861	17,561,441	17,561,441

Table 12: Transport Network — Municipal road corridors

ID	Asset type	Hierarchy	No. of lanes	Description	Estimated delivery year	Land rate ($/m^2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (30%)	Total Works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
RD13B-U	New corridor	Sub-arterial	2	New 2 lane road	2036 - 2041	60	298,500	3,653,294	547,994	1,260,387	5,461,675	5,760,175	5,760,175
RD14A-I	Corridor upgrade	Arterial	2	New 2 lane road.	2036 - 2041	60	225,840	2,871,525	430,729	990,676	4,292,930	4,518,770	4,518,770
RD14A-U	Corridor upgrade	Arterial	4	Links to Bridge RDS041 noting length excludes the bridge length	2036 - 2041	N/A	N/A	1,631,835	244,775	562,983	2,439,594	2,439,594	2,439,594
RD14B-I	Corridor upgrade	Arterial	2	New 2 lane road	2036 - 2041	60	708,360	7,262,644	1,089,397	2,505,612	10,857,652	11,566,012	11,566,012
RD14B-U	Corridor upgrade	Arterial	4	Widen Caboolture River Rd to 4 lane standards	2036 - 2041	N/A	N/A	4,127,074	619,061	1,423,841	6,169,976	6,169,976	6,169,976
RD14C-U	Corridor upgrade	District Collector	2	Road duplication	2061 - 2066	N/A	N/A	7,058,548	1,058,782	2,435,199	10,552,530	10,552,530	10,552,530
RD15-U	New corridor	District Collector	2	Widen Caboolture River Rd to 2 lane standards	2061 - 2066	60	2,381,448	15,013,701	2,252,055	5,179,727	22,445,483	24,826,931	24,826,931
RD16A-U	New corridor	Arterial	4	Widen Caboolture River Rd to 4 lane standards	2036 - 2041	N/A	N/A	7,292,501	1,093,875	2,515,913	10,902,290	10,902,290	10,902,290
RD16B-U	New corridor	Sub-arterial	2	Widen Caboolture River Rd to 2 lane standards	2036 - 2041	60	74,760	4,044,138	606,621	1,395,227	6,045,986	6,120,746	74,760
RD16C-U	Corridor upgrade	Sub-arterial	2	New 2 lane road	2036 - 2041	60	380,520	5,841,152	876,173	2,015,197	8,732,522	9,113,042	9,113,042
						Total	**52,238,796**	**515,135,615**	**77,270,342**	**177,721,787**	**770,127,745**	**822,366,541**	**749,256,281**

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Table 13: Transport Network — Municipal road intersections

ID	Asset Type	Hierarchy	No. of lanes	Description	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (30%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
RDI01-I	Municipal intersection	Arterial, Sub-arterial	2	Signalised	2041 - 2046	N/A	N/A	3,323,101	498,465	1,146,470	4,968,035	4,968,035	4,968,035
RDI01-U	Municipal intersection	Arterial, Sub-arterial	4	Signalised	2056 - 2061	N/A	N/A	496,694	74,504	171,359	742,558	742,558	742,558
RDI02-I	Municipal intersection upgrade	Arterial, District Collector	2	Priority	2056 - 2061	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
RDI02-U	Municipal intersection upgrade	Arterial, District Collector	4	Signalised	2051 - 2056	N/A	N/A	2,854,672	428,201	984,862	4,267,735	4,267,735	4,267,735
RDI03-I	Municipal intersection upgrade	Arterial, Sub-arterial	2	Priority	2036 - 2041	N/A	N/A	1,057,101	158,565	364,700	1,580,365	1,580,365	1,580,365
RDI04-I	Municipal intersection	Sub-arterial, District Collector	2	Priority	2046 - 2051	N/A	N/A	1,028,076	154,211	354,686	1,536,974	1,536,974	1,536,974
RDI04-U	Municipal intersection	Sub-arterial, District Collector	4	Signalised	2046 - 2051	N/A	N/A	2,873,212	430,982	991,258	4,295,453	4,295,453	4,295,453
RDI05-I	Municipal intersection	Sub-arterial, District Collector	2	Priority	2056 - 2061	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
RDI05-U	Municipal intersection	Sub-arterial, District Collector	4	Signalised	2066 - 2071	N/A	N/A	2,854,672	428,201	984,862	4,267,735	4,267,735	4,267,735
RDI06-I	Municipal intersection	Sub-arterial, District Collector	2	Priority	2046 - 2051	N/A	N/A	1,094,225	164,134	377,508	1,635,866	1,635,866	1,635,866
RDI06-U	Municipal intersection	Sub-arterial, District Collector	4	Signalised	2066 - 2071	N/A	N/A	2,854,672	428,201	984,862	4,267,735	4,267,735	4,267,735
RDI07-I	Municipal intersection	Sub-arterial, District Collector	2	Priority	2036 - 2041	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
RDI07-U	Municipal intersection	Sub-arterial, District Collector	4	Signalised	2036 - 2041	N/A	N/A	2,854,672	428,201	984,862	4,267,735	4,267,735	4,267,735
RDI08-U	Municipal intersection upgrade	Sub-arterial, Sub-arterial	2	Priority	2046 - 2051	N/A	N/A	1,057,101	158,565	364,700	1,580,365	1,580,365	1,580,365
RDI09-I	Municipal intersection upgrade	Arterial, Sub-arterial	2	Priority	2041 - 2046	N/A	N/A	1,057,101	158,565	364,700	1,580,365	1,580,365	1,580,365
RDI09-U	Municipal intersection upgrade	Arterial, Sub-arterial	4	Signalised	2066 - 2071	N/A	N/A	2,762,694	414,404	953,129	4,130,228	4,130,228	4,130,228
RDI10-I	Municipal intersection upgrade	Arterial, Sub-arterial	2	Priority	2036 - 2041	N/A	N/A	1,057,101	158,565	364,700	1,580,365	1,580,365	1,580,365
RDI10-U	Municipal intersection upgrade	Arterial, Sub-arterial	4	Signalised	2036 - 2041	N/A	N/A	2,762,694	414,404	953,129	4,130,228	4,130,228	4,130,228

DELIVERING FOR QUEENSLAND
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Table 13: Transport Network — Municipal road intersections

ID	Asset Type	Hierarchy	No. of lanes	Description	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (30%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
RDI11-I	Municipal intersection	Arterial, Sub-arterial	2	Priority	2036 - 2041	N/A	N/A	1,057,101	158,565	364,700	1,580,365	1,580,365	1,580,365
RDI11-U	Municipal intersection	Arterial, Sub-arterial	4	Signalised	2036 - 2041	N/A	N/A	2,762,694	414,404	953,129	4,130,228	4,130,228	4,130,228
RDI12-I	Municipal intersection upgrade	Arterial, District Collector	2	Priority	2036 - 2041	N/A	N/A	1,070,343	160,551	369,268	1,600,162	1,600,162	1,600,162
RDI12-U	Municipal intersection upgrade	Arterial, District Collector	4	Signalised	2036 - 2041	N/A	N/A	2,837,377	425,607	978,895	4,241,879	4,241,879	4,241,879
RDI13-I	Municipal intersection upgrade	Arterial, District Collector	2	Priority	2031 - 2036	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
RDI13-U	Municipal intersection upgrade	Arterial, District Collector	4	Signalised	2031 - 2036	N/A	N/A	2,854,672	428,201	984,862	4,267,735	4,267,735	4,267,735
RDI14-I	Municipal intersection	Sub-arterial, District Collector	2	Priority	2046 - 2051	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
RDI14-U	Municipal intersection	Sub-arterial, District Collector	4	Priority	2046 - 2051	N/A	N/A	2,854,672	428,201	984,862	4,267,735	4,267,735	4,267,735
RDI15-U	Municipal intersection	Sub-arterial, District Collector	2	Priority	2051 - 2056	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
RDI16-U	Municipal intersection	District Collector, District Collector	2	Priority	2036 - 2041	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
RDI17-U	Municipal intersection	Sub-arterial, District Collector	2	Priority	2036 - 2041	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
RDI18-U	Municipal intersection	Sub-arterial, District Collector	2	Priority	2026 - 2031	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
RDI19-I	Municipal intersection	Sub-arterial, District Collector	2	Priority	2036 - 2041	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
RDI19-U	Municipal intersection	Sub-arterial, District Collector	4	Signalised	2066 - 2071	N/A	N/A	2,854,672	428,201	984,862	4,267,735	4,267,735	4,267,735
RDI20-U	Municipal intersection	Sub-arterial, District Collector	2	Priority	2036 - 2041	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
RDI21-I	Municipal intersection	Sub-arterial, District Collector	2	Priority	2041 - 2046	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
RDI21-U	Municipal intersection	Sub-arterial, District Collector	4	Signalised	2066 - 2071	N/A	N/A	2,854,672	428,201	984,862	4,267,735	4,267,735	4,267,735
RDI22-U	Municipal intersection	Arterial	4	Signalised	2036 - 2041	N/A	N/A	2,854,672	428,201	984,862	4,267,735	4,267,735	4,267,735
RDI23-U	Municipal intersection	Sub-arterial, District Collector	2	Priority	2061-2066	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863

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Table 13: Transport Network — Municipal road intersections

ID	Asset Type	Hierarchy	No. of lanes	Description	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (30%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
RDI24-U	Municipal intersection upgrade	Sub-arterial, Sub-arterial	2	Priority	2036 - 2041	N/A	N/A	1,094,223	164,133	377,507	1,635,863	1,635,863	1,635,863
SCI01	Municipal intersection upgrade	Arterial	4	Signalised	2036 - 2041	N/A	N/A	2,896,694	434,504	999,359	4,330,558	4,330,558	4,330,558
						Total	**0**	**71,261,576**	**10,689,236**	**24,585,244**	**106,536,057**	**106,536,057**	**104,955,691**

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Table 14: Transport Network — Municipal road structures

ID	Asset type	Asset sub-type	Description	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base Cost ($)	Works - on-cost ($) (15%)	Works - contingency excluding land ($) (20%)	Total Works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
RDS01-I	Road structure	New Bridge	Schrodter Road Bridge Stage 1 crossing at W1	2036 - 2041	N/A	N/A	22,620,000	3,393,000	5,202,600	31,215,600	31,215,600	31,215,600
RDS01-U	Road structure	Bridge Widening	Schrodter Road Bridge Stage 2 crossing at W1	2056 - 2061	N/A	N/A	22,620,000	3,393,000	5,202,600	31,215,600	31,215,600	31,215,600
RDS02-U	Quantity device	Culvert - RCP	New crossing at W1	2036 - 2041	N/A	N/A	442,900	66,435	101,867	611,202	611,202	611,202
RDS03-U	Quantity device	Culvert - RCBC	New crossing at W2	2051 - 2056	N/A	N/A	698,581	104,787	160,674	964,042	964,042	964,042
RDS04-U	Quantity device	Culvert - RCP	New crossing at W2	2056 - 2061	N/A	N/A	294,788	44,218	67,801	406,807	406,807	406,807
RDS05-U	Quantity device	Culvert - RCP	New crossing at W6	2051 - 2056	N/A	N/A	127,856	19,178	29,407	176,442	176,442	176,442
RDS06-U	Quantity device	Culvert - RCBC	New crossing at W2	2056 - 2061	N/A	N/A	597,856	89,678	137,507	825,042	825,042	825,042
RDS07-U	Quantity device	Culvert - RCP	New crossing at W2	2036 - 2041	N/A	N/A	176,988	26,548	40,707	244,243	244,243	244,243
RDS08-U	Quantity device	Culvert - RCP	New crossing at W2	2036 - 2041	N/A	N/A	60,259	9,039	13,860	83,157	83,157	83,157
RDS09-U	Quantity device	Culvert - RCP	New crossing at W2	2051 - 2056	N/A	N/A	116,450	17,468	26,784	160,701	160,701	160,701
RDS10-U	Quantity device	Culvert - RCP	New crossing at W3	2046 - 2051	N/A	N/A	125,369	18,805	28,835	173,009	173,009	173,009
RDS11-U	Quantity device	Culvert - RCP	New crossing at W3	2051 - 2056	N/A	N/A	175,834	26,375	40,442	242,651	242,651	242,651
RDS12-U	Quantity device	Culvert - RCP	New crossing at W5a	2046 - 2051	N/A	N/A	119,438	17,916	27,471	164,824	164,824	164,824
RDS13-U	Quantity device	Culvert - RCP	New crossing at W2	2046 - 2051	N/A	N/A	119,359	17,904	27,453	164,716	164,716	164,716
RDS14-U	Quantity device	Culvert - RCBC	New crossing at W2	2036 - 2041	N/A	N/A	594,194	89,129	136,665	819,987	819,987	819,987
RDS15-U	Quantity device	Culvert - RCP	New crossing at W5a	2051 - 2056	N/A	N/A	119,744	17,962	27,541	165,246	165,246	165,246
RDS16-U	Quantity device	Culvert - RCP	Bells Ln crossing at W4	2046 - 2051	N/A	N/A	126,906	19,036	29,188	175,131	175,131	175,131
RDS17-U	Quantity device	Culvert - RCP	New crossing at W5a	2046 - 2051	N/A	N/A	174,681	26,202	40,177	241,060	241,060	241,060
RDS18-U	Quantity device	Culvert - RCP	New crossing at W5a	2046 - 2051	N/A	N/A	65,725	9,859	15,117	90,701	90,701	90,701
RDS19-U	Quantity device	Culvert - RCP	New crossing at W5a	2046 - 2051	N/A	N/A	66,109	9,916	15,205	91,231	91,231	91,231
RDS20-U	Quantity device	Culvert - RCP	New crossing at W5a	2036 - 2041	N/A	N/A	399,588	59,938	91,905	551,431	551,431	551,431
RDS21-U	Quantity device	Culvert - RCP	New crossing at W5a	2046 - 2051	N/A	N/A	175,834	26,375	40,442	242,651	242,651	242,651
RDS24-U	Quantity device	Culvert - RCBC	Bells Ln crossing at W5a	2036 - 2041	N/A	N/A	711,856	106,778	163,727	982,362	982,362	982,362
RDS25-U	Quantity device	Culvert - RCP	New crossing at W5a	2066 - 2071	N/A	N/A	64,509	9,676	14,837	89,023	89,023	89,023
RDS26-U	Quantity device	Culvert - RCP	New crossing at W5b	2036 - 2041	N/A	N/A	119,359	17,904	27,453	164,716	164,716	164,716
RDS27-U	Quantity device	Culvert - RCP	New crossing at W5a	2036 - 2041	N/A	N/A	168,288	25,243	38,706	232,237	232,237	116,118
RDS28-U	Quantity device	Culvert - RCP	New crossing at W6	2041 - 2046	N/A	N/A	64,894	9,734	14,926	89,553	89,553	89,553
RDS29-U	Quantity device	Culvert - RCBC	New crossing at W6	2041 - 2046	N/A	N/A	423,050	63,458	97,302	583,809	583,809	583,809
RDS30-U	Quantity device	Culvert - RCP	New crossing at W7	2031 - 2036	N/A	N/A	60,164	9,025	13,838	83,026	83,026	83,026
RDS31-U	Quantity device	Culvert - RCP	New crossing at W7	2031 - 2036	N/A	N/A	61,125	9,169	14,059	84,353	84,353	84,353
RDS32-U	Quantity device	Culvert - RCP	New crossing at W6	2041 - 2046	N/A	N/A	60,741	9,111	13,970	83,822	83,822	83,822
RDS33-U	Quantity device	Culvert - RCP	New crossing at W8	2041 - 2046	N/A	N/A	399,788	59,968	91,951	551,707	551,707	551,707
RDS34I	Road structure	New Bridge	Haussman Lane Bridge (Stage 1) crossing at W6	2031 - 2036	N/A	N/A	29,145,000	4,371,750	6,703,350	40,220,100	40,220,100	40,220,100
RDS34-U	Road structure	Bridge Widening	Haussman Lane Bridge (Stage 2) crossing at W6	2041 - 2046	N/A	N/A	29,145,000	4,371,750	6,703,350	40,220,100	40,220,100	40,220,100
RDS35-U	Quantity device	Culvert - RCBC	New crossing at W6	2036 - 2041	N/A	N/A	536,850	80,528	123,476	740,853	740,853	740,853
RDS36-U	Quantity device	Culvert - RCP	New crossing at W6	2036 - 2041	N/A	N/A	120,788	18,118	27,781	166,687	166,687	166,687
RDS37-U	Quantity device	Culvert - RCP	New crossing at W8	2036 - 2041	N/A	N/A	453,100	67,965	104,213	625,278	625,278	625,278
RDS38-U	Quantity device	Culvert - RCP	New crossing at W8	2036 - 2041	N/A	N/A	170,484	25,573	39,211	235,268	235,268	235,268

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Table 14: Transport Network — Municipal road structures

ID	Asset type	Asset sub-type	Description	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base Cost ($)	Works - on-cost ($) (15%)	Works - contingency excluding land ($) (20%)	Total Works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
RDS39-U	Quantity device	Culvert - RCBC	New crossing at W6	2036 - 2041	N/A	N/A	529,931	79,490	121,884	731,305	731,305	731,305
RDS40-U	Quantity device	Culvert - RCBC	New crossing at W8	2036 - 2041	N/A	N/A	529,931	79,490	121,884	731,305	731,305	731,305
RDS41-U	Quantity device	Culvert - RCP	New crossing at W8	2036 - 2041	N/A	N/A	65,894	9,884	15,156	90,933	90,933	90,933
RDS42-U	Road structure	New Bridge	Rivermont Bld Bridge crossing at W6	2026 - 2031	N/A	N/A	21,750,000	3,262,500	5,002,500	30,015,000	30,015,000	15,015,000
RDS43-U	Quantity device	Culvert – RCP	New crossing at W8	2036 - 2041	N/A	N/A	171,638	25,746	39,477	236,860	236,860	236,860
RDS44-U	Quantity device	Culvert – RCP	New crossing at W8	2026 - 2031	N/A	N/A	168,288	25,243	38,706	232,237	232,237	232,237
RDS45-U	Quantity device	Culvert – RCP	New crossing at W10	2036 - 2041	N/A	N/A	66,278	9,942	15,244	91,464	91,464	91,464
RDS46-U	Quantity device	Culvert – RCP	New crossing at W10	2061 - 2066	N/A	N/A	119,359	17,904	27,453	164,716	164,716	164,716
RDS47-U	Quantity device	Culvert – RCP	New crossing at W10	2061 - 2066	N/A	N/A	119,359	17,904	27,453	164,716	164,716	164,716
RDS49-U	Quantity device	Culvert – RCP	New crossing at W10	2061 - 2066	N/A	N/A	118,975	17,846	27,364	164,186	164,186	164,186
RDS50-U	Quantity device	Culvert – RCP	New crossing at W10	2061 - 2066	N/A	N/A	118,975	17,846	27,364	164,186	164,186	164,186
RDS51-U	Quantity device	Culvert – RCBC	New crossing at W9	2061 - 2066	N/A	N/A	536,850	80,528	123,476	740,853	740,853	740,853
RDS52-U	Quantity device	Culvert – RCP	New crossing at W10	2061 - 2066	N/A	N/A	436,750	65,513	100,453	602,715	602,715	602,715
RDS53-U	Quantity device	Culvert – RCP	New crossing at W12	2061 - 2066	N/A	N/A	475,300	71,295	109,319	655,914	655,914	655,914
RDS54-U	Quantity device	Culvert – RCP	New crossing at W12	2066 - 2071	N/A	N/A	120,128	18,019	27,629	165,777	165,777	165,777
					Total	**0**	**180,840,785**	**27,126,118**	**41,593,381**	**249,560,284**	**249,560,284**	**174,181,929**

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Table 15: Transport Network — Sub-regional road corridors

ID	Asset type	Hierarchy	Description	No. of lanes	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base Cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (30%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
SRRD01C-U	Corridor upgrade	Arterial	Bellmere Rd - Ulster Drive to King Street	4	2031 - 2036	60	248,234	4,136,417	620,463	1,427,064	6,183,944	6,432,178	4,373,881
SRRD02A-I	New corridor	Sub-arterial	Hausman Lane - Bellmere Rd to Hausman Lane (Existing)	2	2031 - 2036	60	906,510	3,976,845	596,527	1,372,012	5,945,383	6,851,894	6,509,299
SRRD02A-U	New corridor	Sub-arterial	Hausman Lane - Bellmere Rd to Hausman Lane (Existing)	4	2041 - 2046	N/A	N/A	1,677,290	251,594	578,665	2,507,549	2,507,549	2,382,172
SRRD02B-I	Corridor upgrade	Sub-arterial	Hausman Lane - Hausman Lane Existing to Lilywood Blvd	2	2031 - 2036	N/A	N/A	2,752,963	412,944	949,772	4,115,680	4,115,680	3,909,896
SRRD02B-U	Corridor upgrade	Sub-arterial	Hausman Lane - Hausman Lane (Existing) to Lilywood Boulevard	4	2041 - 2046	N/A	N/A	1,145,756	171,863	395,286	1,712,905	1,712,905	1,627,260
SRRD02C-I	Corridor upgrade	Sub-arterial	Hausman Lane - Hausman Lane (Existing) to Lilywood Boulevard	2	2031 - 2036	N/A	N/A	5,884,637	882,696	2,030,200	8,797,532	9,395,015	9,019,214
SRRD02C-U	Corridor upgrade	Sub-arterial	Hausman Lane - Lilywood Boulevard to Caboolture River Road	4	2041 - 2046	60	597,483	2,541,761	381,264	876,908	3,799,933	3,799,933	3,647,936
SRRD06A-I	Corridor upgrade	Arterial	Caboolture River Rd - Litherland Rd to Rivermont Blvd	2	2036 - 2041	N/A	N/A	5,838,266	875,740	2,014,202	8,728,208	8,728,208	4,724,682
SRRD06A-U	Corridor upgrade	Arterial	Caboolture River Rd - Litherland Rd to Rivermont Blvd	4	2036 - 2041	60	26,034	3,240,650	486,098	1,118,024	4,844,772	4,870,806	6,895,284
SRRD06B-I	Corridor upgrade	Arterial	Caboolture River Rd - Rivermont Blvd to Hausmann Ln	2	2026 - 2031	N/A	N/A	5,838,266	875,740	2,014,202	8,728,208	8,728,208	3,827,370
SRRD06B-U	Corridor upgrade	Arterial	Caboolture River Rd - Rivermont Blvd to Hausmann Ln	4	2031 - 2036	N/A	N/A	3,240,650	486,098	1,118,024	4,844,772	4,844,772	1,906,063
SRRD06C-I	Corridor upgrade	Arterial	Caboolture River Road - Rivermont Boulevard to Hausmann Lane	2	2026 - 2031	N/A	N/A	1,401,053	210,158	483,363	2,094,575	2,094,575	1,068,873
SRRD06C-U	Corridor upgrade	Arterial	Caboolture River Road - Rivermont Boulevard to Hausmann Lane	4	2031 - 2036	60	73,112	736,772	110,516	254,186	1,101,474	1,174,586	6,213,659

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Table 15: Transport Network — Sub-regional road corridors

ID	Asset type	Hierarchy	Description	No. of lanes	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base Cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (30%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
SRRD06D-I	Corridor upgrade	Arterial	Caboolture River Road - Hausmann Lane to Tinney Road	2	2026 - 2031	N/A	N/A	5,195,367	779,305	1,792,402	7,767,074	7,767,074	3,401,538
SRRD06D-U	Corridor upgrade	Arterial	Caboolture River Road - Hausmann Lane to Tinney Road	4	2031 - 2036	60	189,187	2,717,549	407,632	937,554	4,062,735	4,251,922	4,724,682
SRRD06E-I	Corridor upgrade	Arterial	Caboolture River Rd - Tinney Rd to Craig Rd	2	2026 - 2031	60	0	1,275,136	191,270	439,922	1,906,328	1,906,328	1,467,873
SRRD06E-U	Corridor upgrade	Arterial	Caboolture River Rd - Tinney Rd to Craig Rd	4	2031 - 2036	60	100,830	671,038	100,656	231,508	1,003,202	1,104,032	850,105
SRRD06F-I	Corridor upgrade	Arterial	Caboolture River Rd - Craig Rd to Lilywood Blvd	2	2026 - 2031	N/A	N/A	4,372,706	655,906	1,508,584	6,537,196	6,537,196	4,772,153
SRRD06F-U	Corridor upgrade	Arterial Road	Caboolture River Rd - Craig Rd to Lilywood Blvd	4	2031 - 2036	N/A	N/A	2,288,088	343,213	789,390	3,420,692	3,420,692	2,497,105
SRRD07B-U	Corridor upgrade	Sub-arterial	Walkers Rd - Petersen Rd to Oakey Flat Rd	4	2026 - 2031	60	3,379,924	20,651,381	3,097,707	7,124,727	30,873,815	34,253,740	10,276,122
						Total	**5,521,314**	**79,582,594**	**11,937,389**	**27,455,995**	**118,975,977**	**124,497,291**	**87,733,953**

Table 16: Transport Network — Sub-regional road intersections and structures

ID	Asset type	Hierarchy	Description	No. of lanes	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works -base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (30%)	Total work cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
Intersections													
SRRI13-U	Intersection upgrade	Sub-arterial	Signalised	4	2041 - 2046	N/A	N/A	2,896,694	434,504	999,359	4,330,558	4,330,558	4,157,335
SRRI14-U	Intersection upgrade	Arterial	Signalised	4	2041 - 2046	N/A	N/A	2,896,694	434,504	999,359	4,330,558	4,330,558	4,330,558
						Total	**0**	**5,793,388**	**869,008**	**1,998,719**	**8,661,115**	**8,661,115**	**8,487,893**
Structures													
SRRDS01-U	Road structure	Arterial	Bridge widening	2	2031 - 2036	N/A	N/A	30,812,500	4,621,875	7,086,875	42,521,250	42,521,250	28,914,450
SRRDS03-U	Road structure	Sub-arterial	Bridge widening	2	2026 - 2031	N/A	N/A	29,000,000	4,350,000	6,670,000	40,020,000	40,020,000	12,006,000
						Total	**0**	**59,812,500**	**8,971,875**	**13,756,875**	**82,541,250**	**82,541,250**	**40,920,450**

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Table 17: Active Transport Network — Out-of-road corridor

ID	Asset Type	Description	Estimated delivery year	Land Rate ($/m2)	Total land cost ($)	Works Base Cost ($)	Works – on-cost ($) (15%)	Works - contingency ($) (15%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
ORC01A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2046 - 2051	N/A	N/A	177,426	26,614	30,606	234,646	234,646	234,646
ORC01B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2046 - 2051	N/A	N/A	297,977	44,697	51,401	394,075	394,075	394,075
ORC01D	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2051 - 2056	5	1,820	33,841	5,076	5,838	44,755	46,575	46,575
ORC01E	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2051 - 2056	N/A	N/A	377,611	56,642	65,138	499,391	499,391	499,391
ORC01F	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2051 - 2056	N/A	N/A	316,855	47,528	54,657	419,040	419,040	419,040
ORC01G	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2056 - 2061	N/A	N/A	146,570	21,986	25,283	193,839	193,839	193,839
ORC01H	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2056 - 2061	N/A	N/A	179,539	26,931	30,970	237,440	237,440	237,440
ORC01I	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2056 - 2061	N/A	N/A	354,675	53,201	61,181	469,058	469,058	469,058
ORC01J	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	127,805	19,171	22,046	169,022	169,022	169,022
ORC01K	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	100,816	15,122	17,391	133,329	133,329	133,329
ORC01L	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	98,844	14,827	17,051	130,721	130,721	130,721
ORC01M	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	109,287	16,393	18,852	144,532	144,532	144,532
ORC01N	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	152,790	22,919	26,356	202,065	202,065	202,065
ORC03A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2056 - 2061	N/A	N/A	57,079	8,562	9,846	75,487	75,487	75,487
ORC03B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2056 - 2061	N/A	N/A	287,241	43,086	49,549	379,876	379,876	379,876
ORC03C	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	133,704	20,056	23,064	176,824	176,824	176,824
ORC03D	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	274,086	41,113	47,280	362,479	362,479	362,479
ORC03E	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	280,081	42,012	48,314	370,407	370,407	370,407
ORC03F	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	84,253	12,638	14,534	111,425	111,425	111,425
ORC03G	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	143,407	21,511	24,738	189,656	189,656	189,656
ORC03H	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	108,835	16,325	18,774	143,934	143,934	143,934
ORC04A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	125,771	18,866	21,695	166,332	166,332	166,332
ORC04B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	335,734	50,360	57,914	444,008	444,008	444,008
ORC04C	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	100,634	15,095	17,359	133,089	133,089	133,089

Table 17: Active Transport Network — Out-of-road corridor

ID	Asset Type	Description	Estimated delivery year	Land Rate ($/m2)	Total land cost ($)	Works Base Cost ($)	Works – on-cost ($) (15%)	Works - contingency ($) (15%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
ORC04D	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	55,183	8,278	9,519	72,980	72,980	72,980
ORC04E	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	5	9,205	170,738	25,611	29,452	225,802	235,007	235,007
ORC005A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	64,122	9,618	11,061	84,801	84,801	84,801
ORC005B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	117,520	17,628	20,272	155,420	155,420	155,420
ORC005C	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	126,907	19,036	21,891	167,835	167,835	167,835
ORC006A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	188,565	28,285	32,527	249,377	249,377	249,377
ORC006B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	146,213	21,932	25,222	193,367	193,367	193,367
ORC006C	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	222,066	33,310	38,306	293,682	293,682	293,682
ORC006D	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	83,856	12,578	14,465	110,899	110,899	110,899
ORC007A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	129,773	19,466	22,386	171,625	171,625	171,625
ORC007B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	156,738	23,511	27,037	207,286	207,286	207,286
ORC007C	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2056 - 2061	N/A	N/A	195,770	29,365	33,770	258,905	258,905	258,905
ORC007D	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2056 - 2061	N/A	N/A	322,053	48,308	55,554	425,915	425,915	425,915
ORC008	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2056 - 2061	N/A	N/A	113,974	17,096	19,660	150,730	150,730	150,730
ORC010	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2051 - 2056	N/A	N/A	530,498	79,575	91,511	701,584	701,584	701,584
ORC011A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	5	3,395	62,788	9,418	10,831	83,038	86,433	86,433
ORC011B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	816,391	122,459	140,827	1,079,677	1,079,677	1,079,677
ORC012A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	110,687	16,603	19,093	146,383	146,383	146,383
ORC012B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	219,346	32,902	37,837	290,085	290,085	290,085
ORC012C	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	128,958	19,344	22,245	170,547	170,547	170,547
ORC012D	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	152,291	22,844	26,270	201,405	201,405	201,405
ORC013	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2046 - 2051	5	7,525	139,809	20,971	24,117	184,897	192,422	192,422
ORC014A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2041 - 2046	N/A	N/A	278,237	41,736	47,996	367,969	367,969	367,969
ORC014B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2041 - 2046	N/A	N/A	68,645	10,297	11,841	90,783	90,783	90,783

Table 17: Active Transport Network — Out-of-road corridor

ID	Asset Type	Description	Estimated delivery year	Land Rate ($/m2)	Total land cost ($)	Works Base Cost ($)	Works – on-cost ($) (15%)	Works - contingency ($) (15%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
ORC014C	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2056 - 2061	N/A	N/A	362,612	54,392	62,550	479,554	479,554	479,554
ORC015	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2041 - 2046	N/A	N/A	81,403	12,210	14,042	107,656	107,656	107,656
ORC016A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2046 - 2051	N/A	N/A	113,685	17,053	19,611	150,349	150,349	150,349
ORC016B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2046 - 2051	N/A	N/A	125,515	18,827	21,651	165,994	165,994	165,994
ORC016C	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2046 - 2051	N/A	N/A	235,339	35,301	40,596	311,236	311,236	311,236
ORC016D	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2046 - 2051	N/A	N/A	207,762	31,164	35,839	274,765	274,765	274,765
ORC016E	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2046 - 2051	N/A	N/A	165,256	24,788	28,507	218,551	218,551	218,551
ORC016F	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2046 - 2051	N/A	N/A	87,640	13,146	15,118	115,904	115,904	115,904
ORC016G	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2041 - 2046	N/A	N/A	273,813	41,072	47,233	362,117	362,117	362,117
ORC017	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2041 - 2046	N/A	N/A	598,920	89,838	103,314	792,072	792,072	792,072
ORC018A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2031 - 2036	N/A	N/A	421,475	63,221	72,704	557,401	557,401	557,401
ORC018B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2031 - 2036	N/A	N/A	143,454	21,518	24,746	189,718	189,718	189,718
ORC018C	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2031 - 2036	N/A	N/A	390,120	58,518	67,296	515,934	515,934	515,934
ORC018D	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2031 - 2036	N/A	N/A	118,536	17,780	20,447	156,764	156,764	156,764
ORC018E	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2031 - 2036	N/A	N/A	205,164	30,775	35,391	271,329	271,329	271,329
ORC018E	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2031 - 2036	N/A	N/A	630,343	94,551	108,734	833,629	833,629	833,629
ORC018F	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2031 - 2036	N/A	N/A	356,279	53,442	61,458	471,178	471,178	471,178
ORC018G	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2031 - 2036	N/A	N/A	236,583	35,487	40,810	312,880	312,880	312,880
ORC018H	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2031 - 2036	N/A	N/A	55,894	8,384	9,642	73,920	73,920	73,920
ORC019A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2041 - 2046	N/A	N/A	165,462	24,819	28,542	218,823	218,823	218,823
ORC019B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	182,325	27,349	31,451	241,125	241,125	241,125
ORC020A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	184,180	27,627	31,771	243,578	243,578	243,578
ORC020B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	296,021	44,403	51,064	391,488	391,488	391,488
ORC020C	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2031 - 2036	N/A	N/A	437,944	65,692	75,545	579,181	579,181	579,181

Table 17: Active Transport Network — Out-of-road corridor

ID	Asset Type	Description	Estimated delivery year	Land Rate ($/m2)	Total land cost ($)	Works Base Cost ($)	Works – on-cost ($) (15%)	Works - contingency ($) (15%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
ORC021A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2041 - 2046	N/A	N/A	70,015	10,502	12,078	92,595	92,595	92,595
ORC021B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2041 - 2046	N/A	N/A	367,186	55,078	63,340	485,604	485,604	485,604
ORC022A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	167,055	25,058	28,817	220,930	220,930	220,930
ORC022B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	264,415	39,662	45,612	349,689	349,689	349,689
ORC023	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2046 - 2051	N/A	N/A	239,553	35,933	41,323	316,808	316,808	316,808
ORC024A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	433,878	65,082	74,844	573,804	573,804	573,804
ORC024B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	241,449	36,217	41,650	319,317	319,317	319,317
ORC025	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2031 - 2036	N/A	N/A	260,480	39,072	44,933	344,485	344,485	344,485
ORC026B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2036 - 2041	N/A	N/A	123,384	18,508	21,284	163,176	163,176	163,176
ORC028A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2046 - 2051	N/A	N/A	183,116	27,467	31,587	242,170	242,170	242,170
ORC028B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2046 - 2051	5	1,680	30,985	4,648	5,345	40,977	42,657	42,657
ORC029	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2031 - 2036	N/A	N/A	248,038	37,206	42,787	328,030	328,030	328,030
ORC030A	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2026 - 2031	N/A	N/A	408,041	61,206	70,387	539,634	539,634	539,634
ORC030B	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2026 - 2031	N/A	N/A	190,312	28,547	32,829	251,688	251,688	251,688
ORC030C	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2056 - 2061	N/A	N/A	207,588	31,138	35,809	274,535	274,535	274,535
ORC031	Secondary AT Network	Works for 3m shared pathway with 1.5m clearance on either side	2061 - 2066	N/A	N/A	1,180,666	177,100	203,665	1,561,430	1,561,430	1,561,430
				Total	**33,495**	**20,315,169**	**3,047,275**	**3,504,367**	**26,866,811**	**26,900,306**	**26,900,306**

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3.2.2 Land for Local Government Community Facilities Network

3.2.2.1 Desired Standards of Service

The MBRC Planning Scheme Desired Standards of Service (Council's DSS) has been adopted for the Waraba PDA Community Facilities Network. However, where Council's DSS conflicts with the following standards related to rate of provision and establishment of land, the standards listed in Tables 18, 19 and Table 20 prevail.

3.2.2.1.1 Local Government Community Facility Asset Types

The following asset types are trunk infrastructure for the Waraba PDA Local Government Community Facilities Network:

1. Local community facility
    a. Community space.
2. District community facility
    a. Community space
    b. Library
    c. Cultural precinct
    d. Indoor sport and recreation facility
    e. Youth centre
    f. Aquatic centre.

All other Local Government community facility asset types identified in the MBRC Planning Scheme are considered non-trunk or other infrastructure. The design and construction of Local Government community facility building is considered other infrastructure.

3.2.2.1.2 General Planning and Design Criteria

Table 18 sets out general planning and design criteria for providing community facilities within the Waraba PDA.

Table 18: General planning and design criteria for Local Government community facility network

Measure	Planning criteria	Design criteria
Functional network	Land for a network of community facilities is established to provide for the development of community facilities.	Land for community facilities is provided at a local and district level.
Land quality / suitability	Land for community facilities is provided at a standard, size and configuration that supports a diverse range of community services.	The maximum gradient for land for community facilities is assessed on a site-by-site basis. The minimum flood immunity for land for community facilities 1% AEP.

3.2.2.1.3 Public Accessibility

Land for community facilities is located within or adjacent to Activity Centres, State schools or parks.

3.2.2.1.4 Rate of Provision and Minimum Size

Table 19 identifies the rate of provision and minimum size land for the Local Government Community Facilities Network.

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Table 19: Land Provision for Local Government Community Facilities Network

Measure	Rate of provision	Minimum land size (ha)
Local Community Space	1 per 15,000 people	0.5ha
District Community Space	1 per 50,000 people	0.5ha *(Note – this facility is co-located on same land as District Library)*
District Library	1 per 50,000 people	0.5ha *(Note – this facility is co-located on same land as District Community Space)*
District Cultural Precinct	1 per 50,000 people	0.5ha
District Indoor Sport and Recreation	1 per 50,000 people	2.5ha
District Youth Centre	1 per 50,000 people	1ha
District Aquatic Centre	1 per 50,000 people	2ha

3.2.2.1.5 Land Establishment Standards

Table 20 identifies land establishment design standards for Local Government Community Facilities within Waraba PDA.

Table 20: Land Establishment Design Standards for Local Government Community Facilities Network

Establishment item	Description
Clearing and Grubbing	The removal of vegetation, trees, roots, stumps and debris from the site.
Bulk Earthworks	• An allowance of one metre cut and fill. • The removal of any unsuitable material. • Installation of sediment and erosion control devices, including surface drainage and grassing to stabilise the site.
Service Connections	• Services including electricity, sewerage, potable water, telephony, broadband and stormwater. • The connection to non-potable water, if adjacent to a supply system.

3.2.2.1.6 Local Government Community Facilities Network Plan

The Waraba PDA Local Government Community Facilities Network Plan is shown on Map 11.

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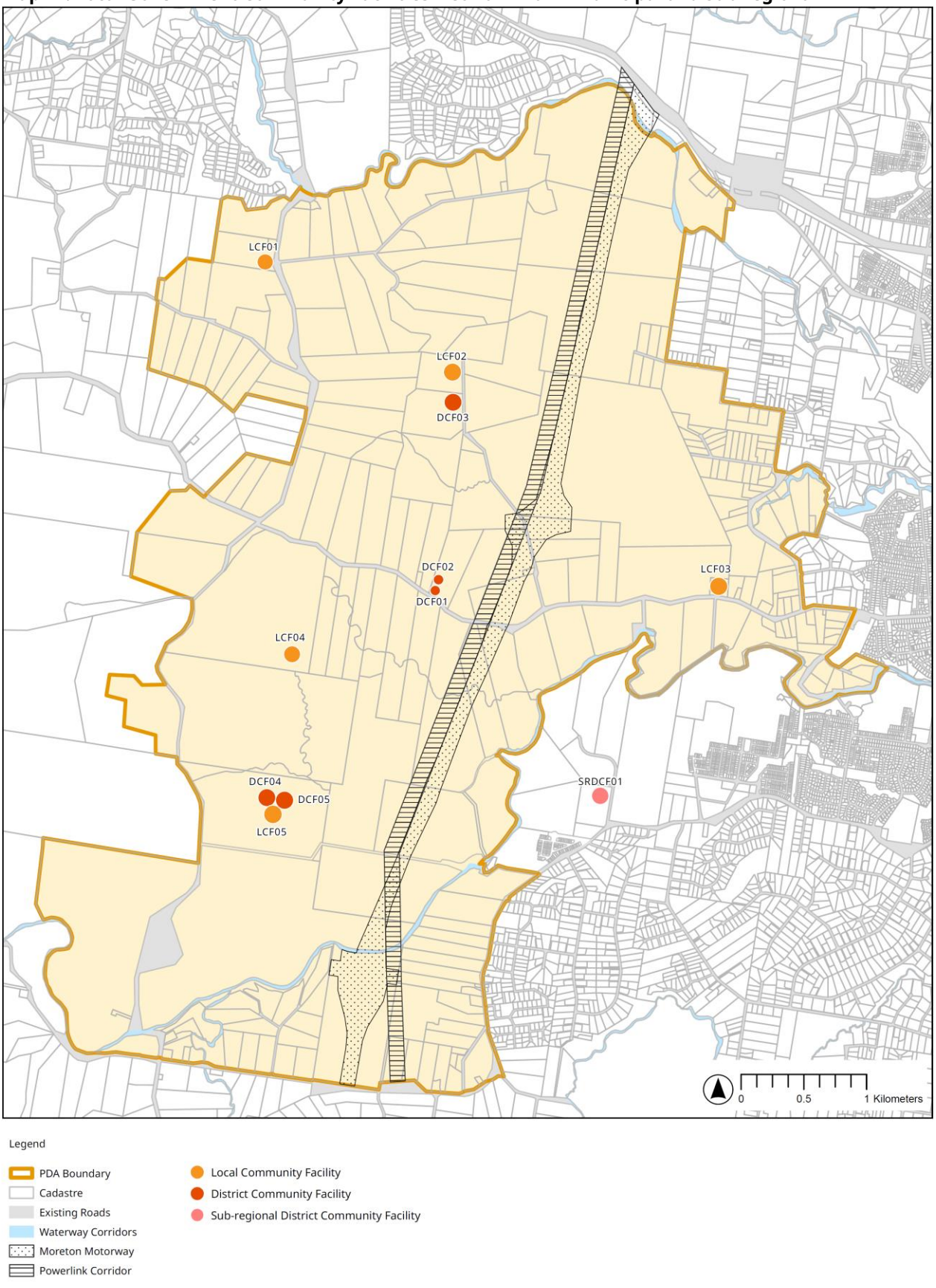
Map 11: Local Government Community Facilities Network Plan – Municipal and Sub-regional



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3.2.2.2 Schedule of Works

The Schedule of Works outlines future trunk land and works required to service the projected residential and non-residential development within the PDA. Base rates are shown in FY2025/26 dollars. The contingency rate for this network reflects the level of planning maturity and the delivery risks identified for this infrastructure network.

Table 21: Land for local government community facilities

ID	Asset type	Asset Sub-type	Area (ha)	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (10%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
Municipal												
LCF01	Local	Community space	0.5	2061 – 2066	45	225,000.00	265,000	39,750	30,475	335,225	560,225	560,225
LCF02	Local	Community space	0.5	2056 – 2061	70	350,000.00	265,000	39,750	30,475	335,225	685,225	685,225
LCF03	Local	Community space	0.5	2031 - 2036	150	750,000.00	265,000	39,750	30,475	335,225	1,085,225	1,085,225
LCF04	Local	Community space	0.5	2036 - 2041	60	300,000.00	265,000	39,750	30,475	335,225	635,225	635,225
LCF05	Local	Community Space	0.5	2051 - 2056	60	300,000.00	265,000	39,750	30,475	335,225	635,225	635,225
DCF01[57]	District	Library & community space	0.5	2041 - 2046	35	175,000.00	177,100	26,565	20,367	224,032	399,032	399,032
DCF02	District	Cultural precinct	0.5	2041 - 2046	35	175,000.00	177,100	26,565	20,367	224,032	399,032	399,032
DCF03	District	Indoor recreation	2.5	2051 – 2056	70	1,750,000.00	885,500	132,825	101,833	1,120,158	2,870,158	2,870,158
DCF04	District	Youth centre	0.55	2051 – 2056	33	330,000.00	354,200	53,130	40,733	448,063	778,063	778,063
DCF05	District	Aquatic centre	2	2051 – 2056	60	1,200,000.00	708,400	106,260	81,466	896,126	2,096,126	2,096,126
					Total	**5,555,000**	**3,627,300**	**544,095**	**417,140**	**4,588,535**	**10,143,535**	**10,143,535**
Sub-regional												
SRDCF01	District	Community Space	0.5	2026 - 2031	50	250,000	177,100	26,565	20,367	224,032	474,032	179,225
					Total	**250,000**	**177,100**	**26,565**	**20,367**	**224,032**	**474,032**	**179,225**

[57] The District Library and Community Space community facilities are proposed to be co-located on same land.

3.2.3 Parks Network

3.2.3.1 Desired Standards of Service

The MBRC Planning Scheme Desired Standards of Service (Council's DSS) has been adopted for the Waraba PDA Parks Network. However, where Council's DSS conflicts with the following standards related to rate of provision and establishment of land, the standards listed in Table 22, Table 23, and Table 24 prevail.

3.2.3.1.1 Park Asset Type

The following asset types are trunk infrastructure for the Waraba PDA Parks Network:

1. Local recreation
2. District recreation
3. Regional recreation
4. District civic
5. District sports, and
6. Regional sports.

All other park asset types identified in the MBRC Planning Scheme are considered non-trunk infrastructure.

3.2.3.1.2 Public Accessibility

Table 22 sets out the public accessibility standards for the Waraba PDA parks network.

Table 22: Public Accessibility Standards for the Waraba PDA Parks Network

Asset Type	Accessibility Standard
Local recreation	400m
District recreation	2.5km
District civic	Within Town centre
District sports	3km
Regional recreation	10km
Regional sports	15km

3.2.3.1.3 Rate of Provision and Minimum Size

Table 23 identifies rate of provision and minimum size for the Waraba PDA Parks Network.

Table 23: Land Provision for Parks Network

Asset Type	Rate of Provision	Minimum Park Size (ha)
Local recreation	1ha per 1000 people	0.5ha
District recreation	0.6ha per 1000 people	4ha
District civic	1 site in the Town centre	0.1ha
District sport	0.8ha per 1000 people	20ha
Regional recreation	0.5ha per 1000 people	10ha
Regional sport	0.4ha per 1000 people	40ha

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3.2.3.1.4 Facilities / Embellishment Standards

Table 24 identifies facilities and embellishment standards for each trunk infrastructure park within the Waraba PDA.

Table 24: Embellishment Standards for Parks Network

Facilities/ Embellishments	Local Recreation	District Recreation	Regional Recreation	District Civic	District Sports	Regional Sports
Landscaping (trees, turf, gardens and bollards)	Y	Y	Y	Y	Y	Y
Utility installations (water, sewer, electricity, telecommunications)	Y	Y	Y	Y	Y	Y
Drinking fountains and taps	Y	Y	Y	Y	Y	Y
Seating (seats, informal seating, amphitheatre, elements eg. rocks, blocks, steps)	Y	Y	Y	Y	Y	Y
Pathways for cycling and walking	Y	Y	Y	Y	Y	Y
Open multi-use or kick-about space (minimum 20m x 40m)	Y	Y	Y		Y	Y
Hard surface, (multi-use) activity space (minimum size 15m x 14m) (e.g. basketball hoops, handball, personal training/exercise)	Y	Y	Y	–	–	–
Play areas including range of elements	Small	Large	Large	Small	Small	Small
Fitness nodes	–	Y	Y	–	–	–
BMX / skate / scooter / pump track	–	Y	Y	–	–	–
Picnic areas (tables and seating)	Y	Y	Y	Preferred *(if meeting locational requirement)*	Y	Y
Shelters and pavilions		Y	Y	Y	Y	Y
Park name signage	Y	Y	Y	Y	Y	Y
Barbeque		Y	Y	Y	Y	Y
Event / Performance space (e.g. urban plaza, multipurpose hard surface for performances or events)	–	Y	Y	Y	–	–
Gateway statement	–	Y	Y	Y	–	–
Outdoor recreation elements (i.e. propriety climbing equipment)	–	Y	Y	–	–	Y
Dog off leash areas	–	Preferred *(if meeting locational requirement)*	Preferred *(if meeting locational requirement)*	–	–	–
Public amenities (toilets)	–	Y	Y	Y	Y	Y
Private vehicle movement and internal parking	–	Y	Y	–	Y	Y

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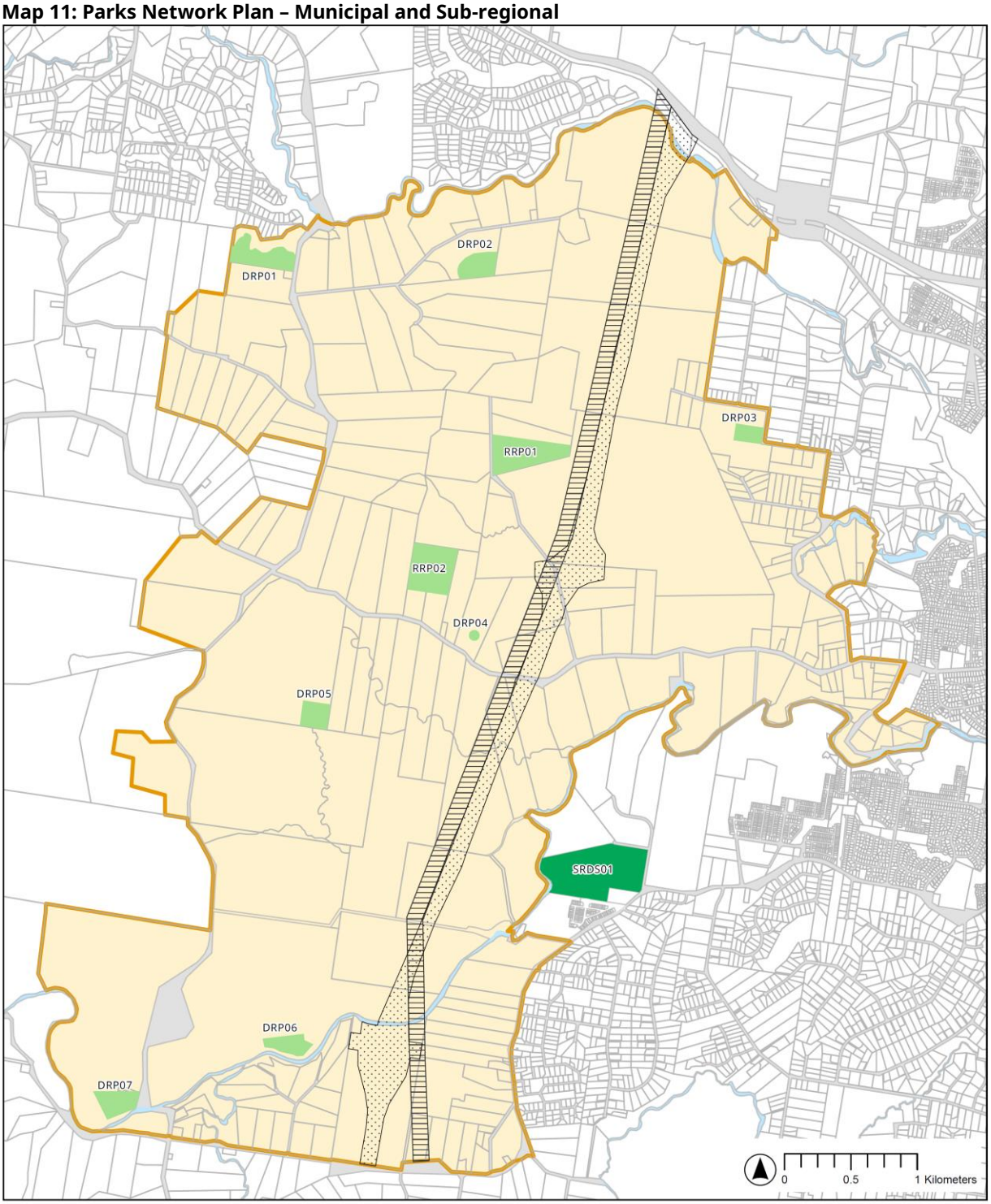
3.2.3.2 Parks Network Trunk Infrastructure Plan

The Waraba PDA Parks network Infrastructure Plan is shown on Map 11.

Map 11: Parks Network Plan – Municipal and Sub-regional



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3.2.3.2 Schedule of Works

The Schedule of Works outlines future trunk land and works required to service the projected residential and non-residential development within the PDA. Base rates are shown in FY2025/26 dollars. The contingency rate for this network reflects the level of planning maturity and the delivery risks identified for this infrastructure network.

Table 25: Parks Network

.	Asset type	Asset sub-type	Area (ha)	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (10%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
Municipal Infrastructure												
N/A[58]	Recreation	Local	1ha each, 32ha total	Various	60	19,200,000	23,264,000	3,489,600	2,675,360	29,428,960	48,628,960	48,628,960
DRP01	Recreation	District	~7.35ha	2061 - 2066	21.28	1,564,100	4,393,274	658,991	505,227	5,557,492	7,121,592	7,121,592
DRP02	Recreation	District	~4.86ha	2061 - 2066	69.97	3,402,000	2,906,256	435,938	334,219	3,676,414	7,078,414	7,078,414
DRP03	Recreation	District	~3.14ha	2046 - 2051	135.23	4,239,000	1,873,550	281,033	215,458	2,370,041	6,609,041	6,609,041
DRP04	Recreation	Civic Park	0.1ha	2041 - 2046	35.00	35,000	644,940	96,741	74,168	815,849	850,849	850,849
DRP05	Recreation	District	~4ha	2036 - 2041	25.16	1,010,535	2,400,483	360,072	276,056	3,036,611	4,047,146	4,047,146
DRP06	Recreation	District	~4ha	2061 - 2066	18.54	750,000	2,417,577	362,637	278,021	3,058,235	3,808,235	3,808,235
DRP07	Recreation	District	~5ha	2066 - 2071	22.20	1,125,000	3,029,562	454,434	348,400	3,832,396	4,957,396	4,957,396
RRP01	Recreation	Regional	~10ha	2051 - 2056	6.84	700,000	5,794,321	869,148	666,347	7,329,816	8,029,816	8,029,816
RRP02	Recreation	Regional	~11ha	2046 - 2051	36.79	4,240,285	6,525,568	978,835	750,440	8,254,844	12,495,129	12,495,129
Totals						**36,265,920**	**53,249,532**	**7,987,430**	**6,123,696**	**67,360,658**	**103,626,578**	**103,626,578**
Sub-regional Infrastructure												
SRDS01 (Lilywood)	District Sport	Sports Park	20ha	2026 - 2031	55.86	11,172,000	15,281,845	2,292,277	1,757,412	19,331,534	23,688,614	14,450,055
SRDS02 (Rocksberg)	District Sport	Sports Park	20ha	2041 - 2046	55.41	11,082,000	22,584,585	3,387,688	2,597,227	28,569,500	39,651,500	39,651,500
SRDS03 (Rocksberg)	District Sport	Sports Park	20ha	2036 - 2041	31.91	6,382,000	26,138,735	3,920,810	3,005,955	33,065,500	39,447,500	39,447,500
SRRS01 (Moodlu)	Regional Sport	Sports Park	40ha	2041 - 2046	19.15	7,660,000	27,167,194	4,075,079	3,124,227	34,366,500	42,026,500	29,418,550
				Total		**36,296,000**	**91,172,359**	**13,675,854**	**10,484,821**	**115,333,034**	**144,814,114**	**122,967,605**

[58] A total of 32 local recreation parks is planned but not identified on Map 3. These are required to be considered in the preparation of a PDA development application with the location to be resolved though development applications.

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3.2.4 Stormwater Network

3.2.4.1 Desired Standards of Service

The MBRC Planning Scheme Desired Standards of Service (Council's DSS) has been adopted for the Waraba PDA Stormwater Network. However, where Council's DSS conflicts with the following standards related to rate of provision and establishment of land, the standards listed in Table 26 and Table 27 prevail.

3.2.4.1.1 Asset Type

The following asset types are trunk infrastructure for the Waraba PDA Stormwater network:

1. Stormwater Quantity Devices
    a. Detention Basins
2. Stormwater Quality Devices
    a. Constructed Wetlands
    b. Vegetated Swales

All other stormwater asset types identified in the MBRC Planning Scheme are considered non-trunk or other infrastructure.

3.2.4.1.2 Desired standards and design intent

Table 26 identifies the desired standards and design intent for the Waraba PDA stormwater network.

Table 26: Desired standards and design intent

Desired Standard	Design Intent
Collect and convey stormwater flows from existing and future land use in a way that protects life and does not cause nuisance or inundation of habitable rooms or public utility infrastructure.	Conceptual designs to consider major (1% AEP) events for future land use. Consideration will be given to detention basin siting and flood depths to reduce exposure to hazardous conditions.
Complying with Council's adopted standards in the Planning Scheme Policy - Integrated Design.	Consideration given to use of open space, aesthetics, and siting and integration of detention basins and stormwater devices.
Trunk road crossing structures provide an appropriate level of flood conveyance and immunity for a flood event in accordance with Council's adopted standards identified in the Planning Scheme Policy - Integrated Design.	Major crossings designed for the major 1% AEP event, with consideration of climate change (SSP2 2100).
In accordance with the Council's planning scheme, assumes development provides local infrastructure necessary to ensure the development does not result in any increase in flood risk off-site.	Hydrology and hydraulic modelling to ensure flood conditions downstream of the PDA are not worsened. Regional detention basins will be proposed to manage increases in peak discharge where impacts are predicted downstream.
"No Net Worsening" (NNW) target load objectives at a major catchment level prescribed in the Total Water Cycle Management Plan (TWCMP), when compared to the 2016 pollutant loads.	Stormwater quality devices conceptually designed based on detailed MUSIC modelling with the intent to achieve "no net worsening" compared to 2016 pollutant loads. The MUSIC modelling approach will be consistent with the TWCMP guidance. Bioretention basins, swales and wetlands considered as part of the analysis. Stormwater harvesting schemes and other stormwater quality management approaches (for example, external revegetation or bank stabilisation works outside of the PDA) will not be included in the modelling.

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Desired Standard	Design Intent
Meets water quality objectives for receiving waters outlined in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 (EPP Water and Wetland Biodiversity).	Consideration given to the EPP documents, however, the WSUD strategy analysis will be limited to the pollutants discussed in the SPP.
Planning and management of urban stormwater to comply with the design objectives as set out in the Shaping SEQ, Southeast Queensland Regional Plan 2017 for water sensitive communities.	Consideration given to local environmental values and natural systems.

Design Criteria

Table 27 identifies the proposed design criteria for stormwater quantity and quality assets within Waraba PDA.

Table 27: Design Criteria

Major cross drainage	Detention basins	Stormwater quality devices
Pipes, box culverts, bridges	Detention basins	Constructed Wetlands and vegetated swales
Peak Flow – 1% AEP climate change SSP2 (2100)	Existing Case vs Fully Developed Case (PDA catchment only)	MUSIC modelling to establish “baseline” pollutant conditions
Assumed design parameters – upstream control, HW/d < 1.5 (similar process to Austroads Part 5B)	20% AEP and 1% AEP HEH WBNM model at key locations	Target no net worsening
Maximum height 1800mm RCP, 2400mm RCBC (sets the number of barrels required)	Identify where detention is required and not required	Include any vegetated swale (any existing vegetated swale is not considered) or wetland
Check Froude and outlet velocity – iterate until acceptable	Size storage and outlet (pipes and spillway) until no net worsening is achieved	Remaining treatment to be provided by non-trunk bioretention stormwater infrastructure
Maximum number of barrels is 13 – anything requiring additional capacity is a bridge – generally where peak flow >200m3/s	Simulate in TUFLOW to check impacts	Provide conceptual swale and wetland design parameters
		Provide bioretention size for each sub catchment to be scaled to contributing catchment

3.2.4.2 Stormwater Network Trunk Infrastructure Plan

The Waraba PDA Stormwater network trunk infrastructure plan is shown on Map 12.

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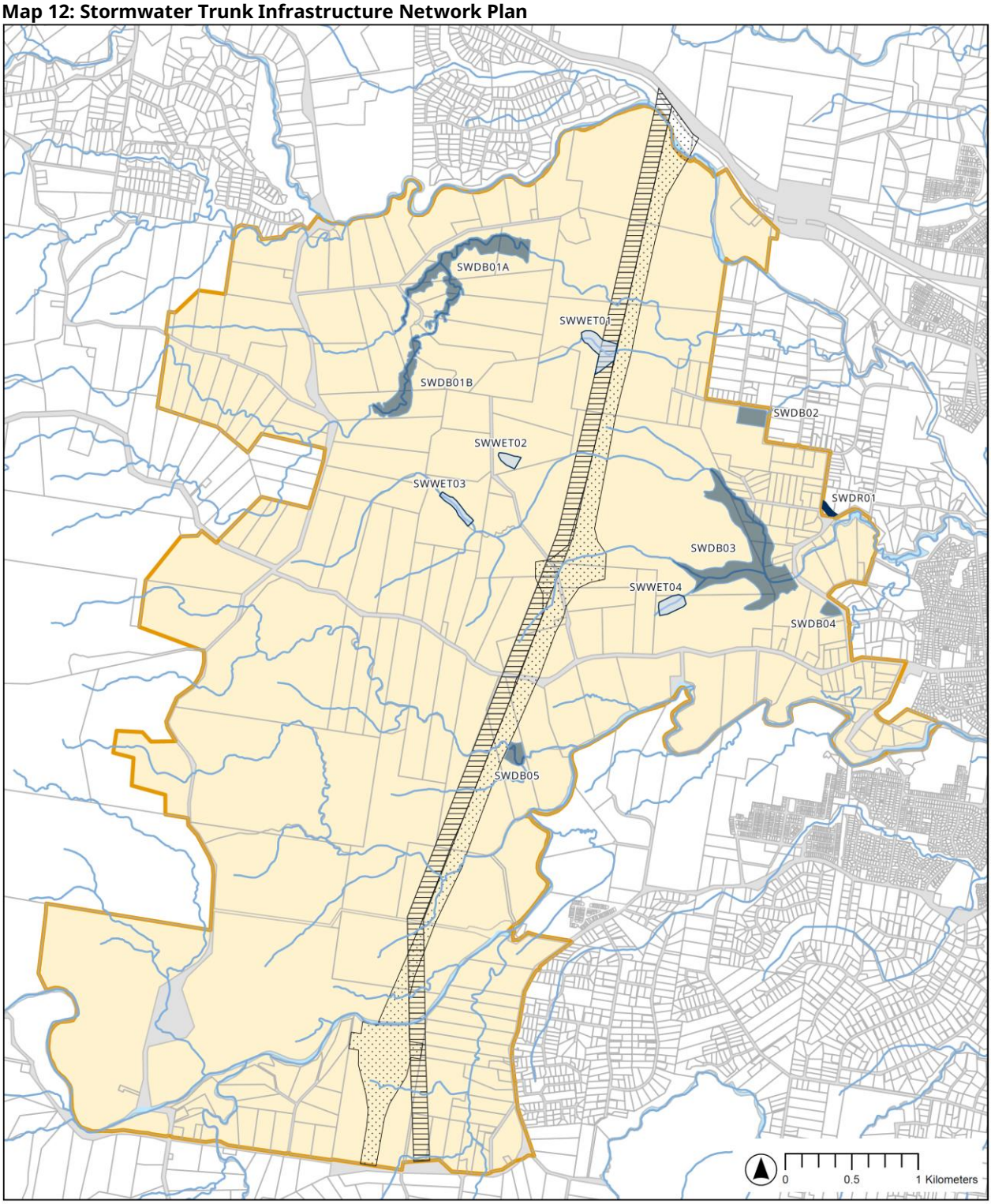
Map 12: Stormwater Trunk Infrastructure Network Plan



Legend

- PDA Boundary
- Cadastre
- Existing Roads
- Waterway Corridors
- Moreton Motorway
- Powerlink Corridor
- State Waterway Corridors

Stormwater Quality Devices
- Wetlands

Stormwater Quantity Devices
- Detention Basin
- Drainage Reserve

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3.2.4.3 Schedule of Works

The Schedule of Works outlines future trunk land and works required to service the projected residential and non-residential development within the PDA. Base rates are shown in FY2025/26 dollars. The contingency rate for this network reflects the level of planning maturity and the delivery risks identified for this infrastructure network.

Table 28: Stormwater Network — Quantity and Quality

ID	Asset type	Asset sub- type	Volume (m3)	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - On-cost ($) (15%)	Works - contingency ($) (10%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
Municipal Infrastructure												
SWDB01A	Quantity device	Detention basin	160,000	2061 - 2066	N/A	N/A	1,610,400	241,560	185,196	2,037,156	2,037,156	2,037,156
SWDB01B	Quantity device	Detention basin	130,000	2061 - 2066	N/A	N/A	5,698,500	854,775	655,328	7,208,603	7,208,603	7,208,603
SWD02	Quantity device	Detention basin	29,600	2046 - 2051	60	1,584,000	5,624,900	843,735	646,864	7,115,499	8,699,499	8,699,499
SWD03	Quantity device	Detention basin	236,000	2036 - 2041	N/A	N/A	1,610,400	241,560	185,196	2,037,156	2,037,156	2,037,156
SWD04	Quantity device	Detention basin	15,500	2036 - 2041	N/A	N/A	2,624,500	393,675	301,818	3,319,993	3,319,993	3,319,993
SWD05	Quantity device	Detention basin	45,000	2036 - 2041	N/A	N/A	2,091,000	313,650	240,465	2,645,115	2,645,115	2,645,115
SWWET01	Quantity device	Constructed wetland	0	2056 - 2061	N/A	N/A	3,249,800	487,470	373,727	4,110,997	4,110,997	4,110,997
SWWET02	Quantity device	Constructed wetland	0	2056 - 2061	N/A	N/A	5,908,790	886,319	679,511	7,474,619	7,474,619	7,474,619
SWWET03	Quantity device	Wetland	0	2051 - 2056	N/A	N/A	2,616,990	392,549	300,954	3,310,492	3,310,492	3,310,492
SWWET04	Quantity device	Wetland	0	2031 - 2036	N/A	N/A	3,419,050	512,858	393,191	4,325,098	4,325,098	4,325,098
					Totals	**1,584,000**	**34,454,330**	**5,168,150**	**3,962,248**	**43,584,727**	**45,168,727**	**45,168,727**
Sub-regional Infrastructure												
SWDR01	Quantity device	Drainage reserve - works	0	2046 - 2051	N/A	N/A	300,000	45,000	34,500	379,500	379,500	368,115
					Total	**0**	**300,000**	**45,000**	**34,500**	**379,500**	**379,500**	**368,115**

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3.2.5 Sewerage Network

3.2.5.1 Desired Standards of Service

3.2.5.1.1 Sewer Supply Asset Types

The SEQ Water Supply and Sewerage Design and Construction Code design criteria have been adopted for hydraulic assessment and infrastructure sizing for the Waraba PDA.

EDQ and Unitywater specify that all developers in the Waraba catchment will be adopting NuSewer. NuSewer refers to fully welded PE pipes, fittings and maintenance shafts and is designed to minimise groundwater infiltration and tree root intrusion.

In the context of Waraba PDA, NuSewer adopts a design PWWF of 4x180L/EP/Day, which is a 28% reduction in flows compared to the adoption of RIGGS at 5x200L/EP/Day. This includes the following demand rates and key infrastructure sizing criteria:

1. Average Dry Weather Flow (ADWF) = 180 L/EP/day
2. Peak Wet Weather Flow (PWWF) = 4 x ADWF
3. Peak Dry Weather Flow (PDWF) = C2 x ADWF, where C2 = 4.7 x EP-0.105
4. Sewer Pump Station (SPS) capacity to meet or exceed PWWF
5. Gravity pipe grades as follows:
    a. DN150: 1:100 (for first 10 allotments) OR 1:180 (after first 10 allotments)
    b. DN125: 1:300
    c. DN300: 1:400
    d. > DN300: Minimum grade as required to meet minimum velocity criteria
6. Pipes to meet velocity of 0.75 – 3.0 m/s at PDWF
7. Gravity sewer sizing to ensure less than 75% flow depth at PWWF
8. Rising main sizing based on preferred velocity of 1.0-1.5 m/s where practical, and otherwise within 0.75-3.0 m/s
9. Rising mains also sized to not exceed pump head of 60m

3.2.5.2 Sewerage Network Infrastructure Plans

The plans for the Waraba PDA Sewerage network trunk infrastructure are shown on Map 13: Sewerage Network – Municipal and Map 14: Sewerage Network – Sub-regional.

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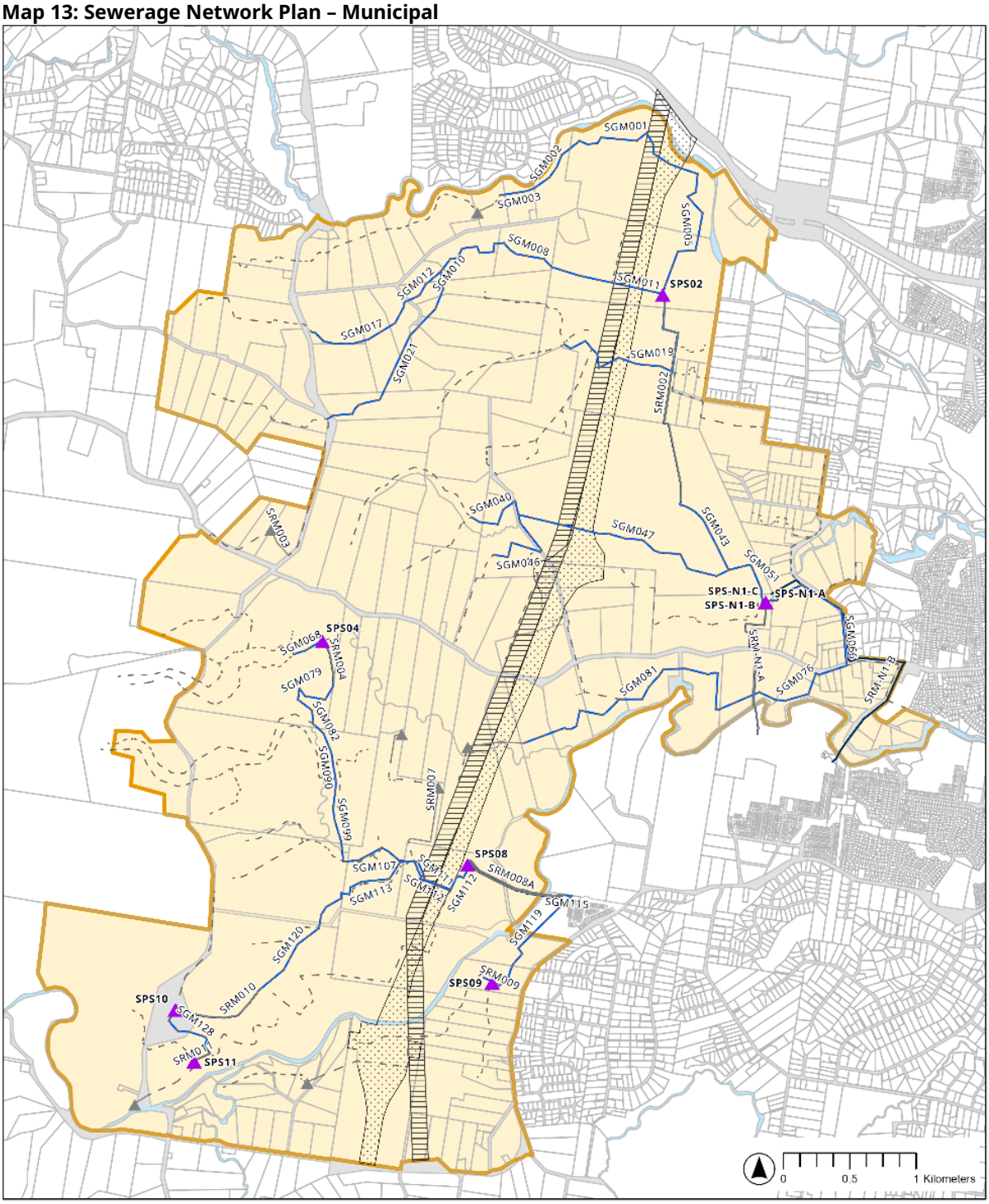
Map 13: Sewerage Network Plan – Municipal



Legend

- PDA Boundary
- Cadastre
- Existing Roads
- Waterway Corridors
- Moreton Motorway
- Powerlink Corridor

Trunk Infrastructure
- Rising Main
- Gravity Main
- Pump Station

Non-trunk Infrastructure
- Rising Main
- Gravity Main
- Pump Station

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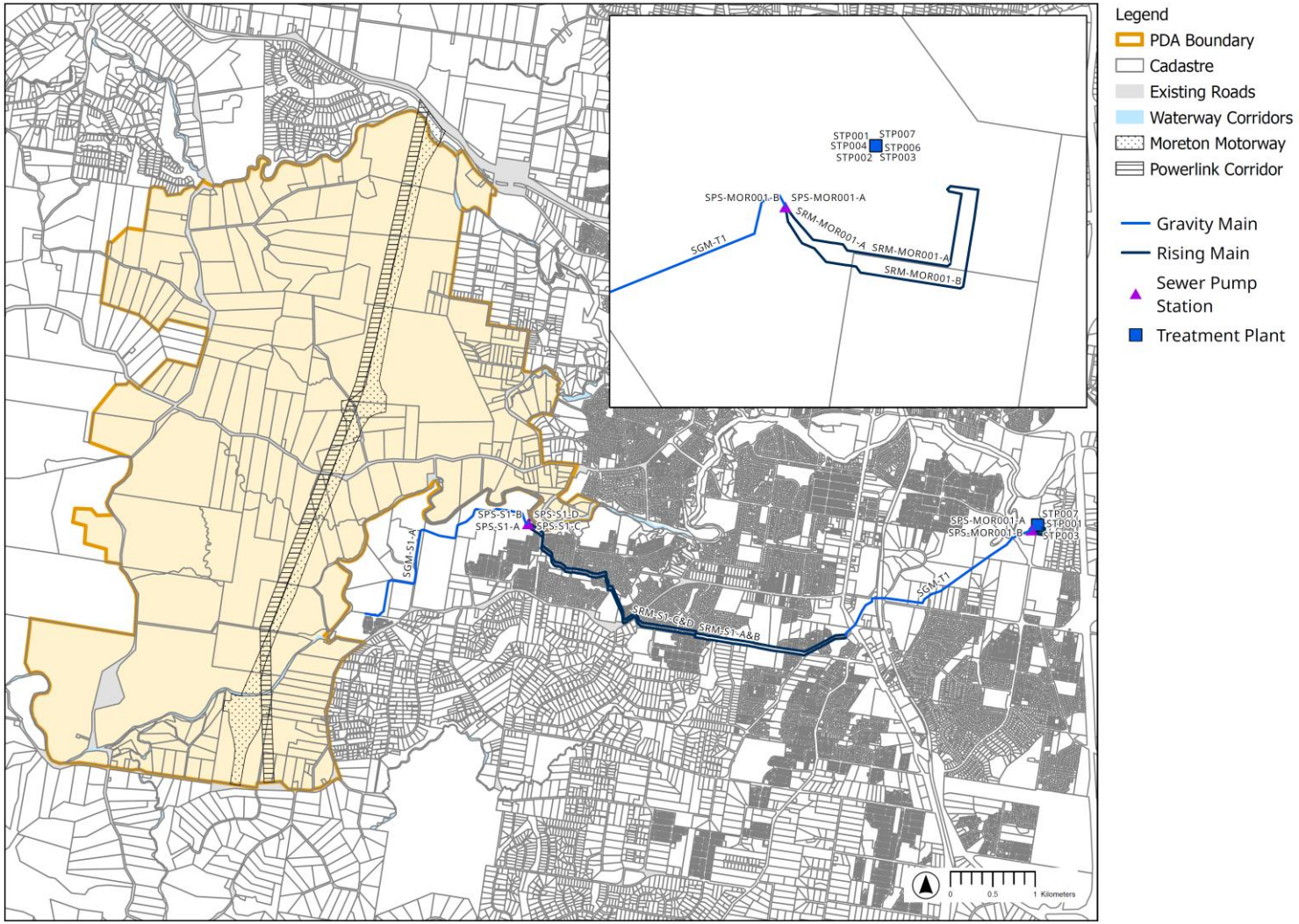
Map 14: Sewerage Network Plan – Sub-regional



Legend

- PDA Boundary
- Cadastre
- Existing Roads
- Waterway Corridors
- Moreton Motorway
- Powerlink Corridor
- Gravity Main
- Rising Main
- Sewer Pump Station
- Treatment Plant

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3.2.5.3 Schedule of Works

The Schedule of Works outlines future trunk land and works required to service the projected residential and non-residential development within the PDA. Base rates are shown in FY2025/26 dollars. The contingency rate for this network reflects the level of planning maturity and the delivery risks identified for this infrastructure network.

Table 29: Sewerage Network — Municipal

ID	Asset type	Asset sub-type	Description	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (20%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
SGM051	Gravity Main	HDPE	442.8m DN1000mm	2036 - 2041	N/A	N/A	1,121,661	168,249	257,982	1,547,892	1,547,892	1,547,892
SGM058	Gravity Main	HDPE	28m DN1000mm	2026 - 2031	N/A	N/A	106,975	16,046	24,604	147,626	147,626	147,626
SGM043	Gravity Main	HDPE	670.5m DN900mm	2036 - 2041	N/A	N/A	1,267,062	190,059	291,424	1,748,546	1,748,546	1,748,546
SGM056	Gravity Main	HDPE	386.1m DN710mm	2026 - 2031	N/A	N/A	1,319,694	197,954	303,530	1,821,177	1,821,177	1,821,177
SGM107	Gravity Main	HDPE	723.1m DN710mm	2036 - 2041	N/A	N/A	2,099,688	314,953	482,928	2,897,570	2,897,570	2,897,570
SGM112	Gravity Main	HDPE	538.4m DN710mm	2026 - 2031	N/A	N/A	2,212,990	331,948	508,988	3,053,926	3,053,926	3,053,926
SGM115	Gravity Main	HDPE	61.1m DN710mm	2026 - 2031	N/A	N/A	96,830	14,525	22,271	133,626	133,626	133,626
SGM011	Gravity Main	HDPE	391.7m DN710mm	2036 - 2041	N/A	N/A	2,725,596	408,839	626,887	3,761,322	3,761,322	3,761,322
SGM005	Gravity Main	HDPE	1357.8m DN630mm	2036 - 2041	N/A	N/A	5,515,662	827,349	1,268,602	7,611,614	7,611,614	7,611,614
SGM047	Gravity Main	HDPE	1727.8m DN630mm	2041 - 2046	N/A	N/A	6,232,228	934,834	1,433,412	8,600,474	8,600,474	8,600,474
SGM099	Gravity Main	HDPE	632.1m DN630mm	2036 - 2041	N/A	N/A	2,188,393	328,259	503,330	3,019,982	3,019,982	3,019,982
SGM008	Gravity Main	HDPE	1431.4m DN630mm	2036 - 2041	N/A	N/A	4,030,894	604,634	927,106	5,562,634	5,562,634	5,562,634
SGM076	Gravity Main	HDPE	885.3m DN560mm	2036 - 2041	N/A	N/A	2,417,898	362,685	556,116	3,336,699	3,336,699	3,336,699
SGM057	Gravity Main	HDPE	351.8m DN560mm	2026 - 2031	N/A	N/A	849,115	127,367	195,296	1,171,779	1,171,779	1,171,779
SGM066	Gravity Main	HDPE	420.6m DN560mm	2031 - 2036	N/A	N/A	1,489,820	223,473	342,659	2,055,951	2,055,951	2,055,951
SGM090	Gravity Main	HDPE	195.9m DN560mm	2036 - 2041	N/A	N/A	294,917	44,238	67,831	406,986	406,986	406,986
SGM081	Gravity Main	HDPE	2308.3m DN500mm	2036 - 2041	N/A	N/A	4,872,577	730,887	1,120,693	6,724,156	6,724,156	6,724,156
SGM082	Gravity Main	HDPE	503.7m DN500mm	2036 - 2041	N/A	N/A	1,125,079	168,762	258,768	1,552,609	1,552,609	1,552,609
SGM001	Gravity Main	HDPE	977.6m DN500mm	2036 - 2041	N/A	N/A	1,356,981	203,547	312,106	1,872,634	1,872,634	1,872,634
SGM002	Gravity Main	HDPE	400.1m DN500mm	2051 - 2056	N/A	N/A	482,012	72,302	110,863	665,176	665,176	665,176
SGM019	Gravity Main	HDPE	1689.2m DN500mm	2036 - 2041	N/A	N/A	5,999,800	899,970	1,379,954	8,279,724	8,279,724	8,279,724

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Table 29: Sewerage Network — Municipal

ID	Asset type	Asset sub-type	Description	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (20%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
SGM040	Gravity Main	HDPE	544.9m DN500mm	2041 - 2046	N/A	N/A	3,002,668	450,400	690,614	4,143,681	4,143,681	4,143,681
SGM010	Gravity Main	HDPE	172.3m DN500mm	2036 - 2041	N/A	N/A	726,430	108,965	167,079	1,002,474	1,002,474	1,002,474
SGM012	Gravity Main	HDPE	309.7m DN500mm	2071 - 2076	N/A	N/A	1,109,209	166,381	255,118	1,530,708	1,530,708	1,530,708
SGM113	Gravity Main	HDPE	791.3m DN500mm	2036 - 2041	N/A	N/A	967,893	145,184	222,615	1,335,693	1,335,693	1,335,693
SGM079	Gravity Main	HDPE	453m DN400mm	2036 - 2041	N/A	N/A	1,070,524	160,579	246,221	1,477,323	1,477,323	1,477,323
SGM003	Gravity Main	HDPE	266.4m DN400mm	2051 - 2056	N/A	N/A	290,400	43,560	66,792	400,751	400,751	400,751
SGM046	Gravity Main	HDPE	790.1m DN400mm	2041 - 2046	N/A	N/A	3,921,801	588,270	902,014	5,412,086	5,412,086	5,412,086
SGM068	Gravity Main	HDPE	244.5m DN400mm	2036 - 2041	N/A	N/A	477,662	71,649	109,862	659,174	659,174	659,174
SGM021	Gravity Main	HDPE	1547m DN400mm	2041 - 2046	N/A	N/A	3,727,983	559,198	857,436	5,144,617	5,144,617	5,144,617
SGM017	Gravity Main	HDPE	876.2m DN400mm	2071 - 2076	N/A	N/A	987,920	148,188	227,221	1,363,329	1,363,329	1,363,329
SGM128	Gravity Main	HDPE	1117.8m DN400mm	2041 - 2046	N/A	N/A	1,421,270	213,191	326,892	1,961,353	1,961,353	1,961,353
SGM120	Gravity Main	HDPE	821m DN400mm	2036 - 2041	N/A	N/A	781,179	117,177	179,671	1,078,027	1,078,027	1,078,027
SGM111	Gravity Main	HDPE	383.9m DN400mm	2026 - 2031	N/A	N/A	1,164,814	174,722	267,907	1,607,443	1,607,443	1,607,443
SGM119	Gravity Main	HDPE	935.5m DN400mm	2046 - 2051	N/A	N/A	1,316,191	197,429	302,724	1,816,343	1,816,343	1,816,343
SGM123	Gravity Main	HDPE	70.6m DN400mm	2046 - 2051	N/A	N/A	532,963	79,944	122,581	735,489	735,489	735,489
SRM002	Rising Main	HDPE	1690m DN560mm	2036 - 2041	N/A	N/A	6,359,857	953,979	1,462,767	8,776,603	8,776,603	8,776,603
SRM004	Rising Main	HDPE	333m DN200mm	2036 - 2041	N/A	N/A	286,697	43,005	65,940	395,642	395,642	395,642
SRM008A	Rising Main	HDPE	797m DN280mm	2026 - 2031	N/A	N/A	1,513,706	227,056	348,152	2,088,914	2,088,914	2,088,914
SRM008B	Rising Main	HDPE	816m DN560mm	2036 - 2041	N/A	N/A	3,165,423	474,813	728,047	4,368,283	4,368,283	4,368,283
SRM009	Rising Main	HDPE	55m DN200mm	2046 - 2051	N/A	N/A	210,112	31,517	48,326	289,954	289,954	289,954
SRM010	Rising Main	HDPE	713m DN280mm	2036 - 2041	N/A	N/A	674,969	101,245	155,243	931,457	931,457	931,457
SRM011	Rising Main	HDPE	124m DN200mm	2041 - 2046	N/A	N/A	287,027	43,054	66,016	396,097	396,097	396,097
SPS02	Pump Station	54 kW	213 L/s @24m head - 54 kW - 16m deep	2036 - 2041	5	7,500	11,614,787	1,742,218	2,671,401	16,028,406	16,035,906	16,035,906
SPS04	Pump Station	11 kW	29 L/s @29 head - 11 kW - 7m deep	2036 - 2041	5	3,750	2,836,471	425,471	652,388	3,914,330	3,918,080	3,918,080

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Table 29: Sewerage Network — Municipal

ID	Asset type	Asset sub-type	Description	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (20%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
SPS08	Pump Station	33 kW	232/s @13m head - 33 kW - 12m deep	2026 - 2031	5	7,500	8,328,908	1,249,336	1,915,649	11,493,893	11,501,393	11,501,393
SPS09	Pump Station	2 kW	27 L/s @7m head - 2 kW - 6m deep	2046 - 2051	5	3,750	1,578,946	236,842	363,158	2,178,945	2,182,695	2,182,695
SPS10	Pump Station	20 kW	49 L/s @34m head - 20 kW - 5m deep	2036 - 2041	5	3,750	2,518,332	377,750	579,216	3,475,298	3,479,048	3,479,048
SPS11	Pump Station	5 kW	27 L/s @14m head - 5 kW - 6m deep	2041 - 2046	5	3,750	1,896,517	284,478	436,199	2,617,193	2,620,943	2,620,943
SRM-N1-A	Rising Main	HDPE	Waraba Bellmere Interim Rising Main - Stage 1	2026 - 2031	N/A	N/A	2,092,708	313,906	481,323	2,887,937	2,887,937	2,887,937
SRM-N1-B	Rising Main	HDPE	Waraba Bellmere SPS-N1 - Combined Rising Main - Stage B	2051 - 2056	N/A	N/A	12,931,391	1,939,709	2,974,220	17,845,320	17,845,320	17,845,320
SPS-N1-A	Pump Station	23 kW	Waraba Bellmere Stage A - 50L/s @23m	2026 - 2031	N/A	N/A	14,062,500	2,109,375	3,234,375	19,406,250	19,406,250	19,406,250
SPS-N1-B	Pump Station	44 kW	Waraba Bellmere Stage B - 87 L/s @ 26m	2041 - 2046	N/A	N/A	1,017,982	152,697	234,136	1,404,815	1,404,815	1,404,815
SPS-N1-C	Pump Station	211 kW	Waraba Bellmere Stage C - 192 L/s @ 56m	2046 - 2051	N/A	N/A	3,415,831	512,375	785,641	4,713,847	4,713,847	4,713,847
SPS-N1-D	Pump Station	386 kW	Waraba Bellmere Stage D - 428 L/s @ 46m	2051 - 2056	N/A	N/A	2,877,387	431,608	661,799	3,970,794	3,970,794	3,970,794
					Total	**30,000**	**146,974,329**	**22,046,149**	**33,804,096**	**202,824,574**	**202,854,574**	**202,854,574**

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Table 30: Sewer Network — Sub-regional

ID	Asset type	Asset sub-type	Description	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works – contingency ($) (20%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
STP001	Treatment & disposal	NA	South Caboolture STP - Stage 1 CAB170	2026 - 2031	N/A	N/A	186,956,522	28,043,478	43,000,000	258,000,000	258,000,000	$61,442,175
STP002	Treatment & disposal	NA	South Caboolture STP - Stage 2 CAB220	2041 - 2046	N/A	N/A	40,579,710	6,086,957	9,333,333	56,000,000	56,000,000	$13,336,286
STP003	Treatment & disposal	NA	South Caboolture STP - Stage 3 CAB245	2046 - 2051	N/A	N/A	40,579,710	6,086,957	9,333,333	56,000,000	56,000,000	$13,336,286
SRM-S1-A&B	Rising Main	HDPE	Waraba Lilywood Sewer Rising Main - Stage A & B	2021 - 2026	60	90,000	13,568,000	2,035,200	3,120,640	18,723,840	18,813,840	$2,555,763
SRM-S1-C	Rising Main	HDPE	Waraba Lilywood SPS-S1 - Combined Rising Main - Stage C	2051 - 2056	N/A	N/A	25,343,102	3,801,465	5,828,913	34,973,481	34,973,481	26,194,688
SRM-S1-D	Rising Main	HDPE	Waraba Lilywood SPS-S1 - Combined Rising Main - Stage D	2051 - 2056	N/A	N/A	6,441,442	966,216	1,481,532	8,889,190	8,889,190	6,657,889
SRM-MOR001-A	Rising Main	MSCL	Upgrade SPS-MOR001 Rising Main to South Caboolture STP inlet works Stage 1	2026 - 2031	N/A	N/A	7,137,588	1,070,638	1,641,645	9,849,871	9,849,871	4,797,979
SRM-MOR001-A	Rising Main	MSCL	Upgrade SPS-MOR001 Rising Main to South Caboolture STP inlet works Stage 1	2026 - 2031	N/A	N/A	7,137,588	1,070,638	1,641,645	9,849,871	9,849,871	4,797,979
SGM-T1	Gravity Main	MSCL	South Caboolture Trunk Sewer - DN1400	2026 - 2031	N/A	N/A	65,602,409	9,840,361	15,088,554	90,531,324	90,531,324	45,120,078
SPS-S1-A	Pump Station	103 kW	Waraba Lilywood - Stage A - 170L/s @31m	2021 - 2026	60	90,000	8,832,000	1,324,800	2,031,360	12,188,160	12,188,160	9,196,184
SPS-S1-B	Pump Station	306 kW	Waraba Lilywood Sewerage Pumping Station - Stage B - 279L/s @56m	2036 - 2041	N/A	N/A	6,886,843	1,033,026	1,583,974	9,503,843	9,503,843	7,118,257
SPS-S1-C	Pump Station	213 kW	Waraba Lilywood Sewerage Pumping Station - Stage C - 452L/s @24m	2046 - 2051	N/A	N/A	2,202,593	330,389	506,596	3,039,578	3,039,578	2,276,605
SPS-S1-D	Pump Station	200 kW	Waraba Lilywood Sewer Pumping Station - Stage D - 340L/s @30m	2051 - 2056	N/A	N/A	732,975	109,946	168,584	1,011,506	1,011,506	757,605
SPS-MOR001-A	Pump Station	220 kW	South Caboolture STP - Inlet Sewerage Pumping Station and Rising Main to Inlet Works - Stage 1	2026 - 2031	N/A	N/A	25,348,389	3,802,258	5,830,129	34,980,777	34,980,777	17,039,514
SPS-MOR001-B	Pump Station	404 kW	South Caboolture STP - Inlet Sewerage Pumping Station	2041 - 2046	N/A	N/A	5,257,607	788,641	1,209,250	7,255,498	7,255,498	3,534,231

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Table 30: Sewer Network — Sub-regional

ID	Asset type	Asset sub-type	Description	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works – contingency ($) (20%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
			and Rising Main to Inlet Works - SPS-MOR001-A									
					Total	**180,000**	**442,606,478**	**66,390,972**	**100,799,490**	**610,976,939**	**610,976,939**	**218,161,518**

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3.2.6 Water supply network

3.2.6.1 Desired standards of service

3.2.6.1.1 Water supply asset types

The SEQ Water Supply and Sewerage Design and Construction Code design criteria have been adopted for hydraulic assessment and infrastructure sizing for the Waraba PDA. This includes the following demand rates and key infrastructure sizing criteria:

1. AD (excluding NRW) = 230 L/EP/day
2. Peaking Factors:
    a. Residential: MDMM/AD= 1.5; PD/AD=2; PH/PD=2
    b. Non-residential: MDMM/AD= 1.5; PD/AD=2; PH/PD=1.4
3. Reservoir Pump Station: MDMM over 20hrs
4. Reservoir Storage Operational capacity = 3x (PD – MDMM) + Emergency Storage (Greater of 4hrs at MDMM or 0.5 ML)
5. Maximum allowable Headloss (PH) (m/km): 3 m/km
6. Maximum allowable Velocity: 2.5 m/s

3.2.6.1.2 Service catchments

Four service catchment areas have been created for the municipal water supply network. The service catchment areas for the Waraba PDA are based on a looped network of mains across four pressure zones:

1. Waraba High Level Zone
2. Elimbah Water Supply Zone
3. Pine Valley Water Supply Zone
4. Morayfield Low Level Water Supply Zone

3.2.6.2 Water supply network infrastructure plans

Plans for Waraba PDA Water Supply network trunk infrastructure is shown on Map 16: Water Supply Network Plan – Municipal and PDA-associated development and Map 16: Water Supply Network Plan – Sub-regional.

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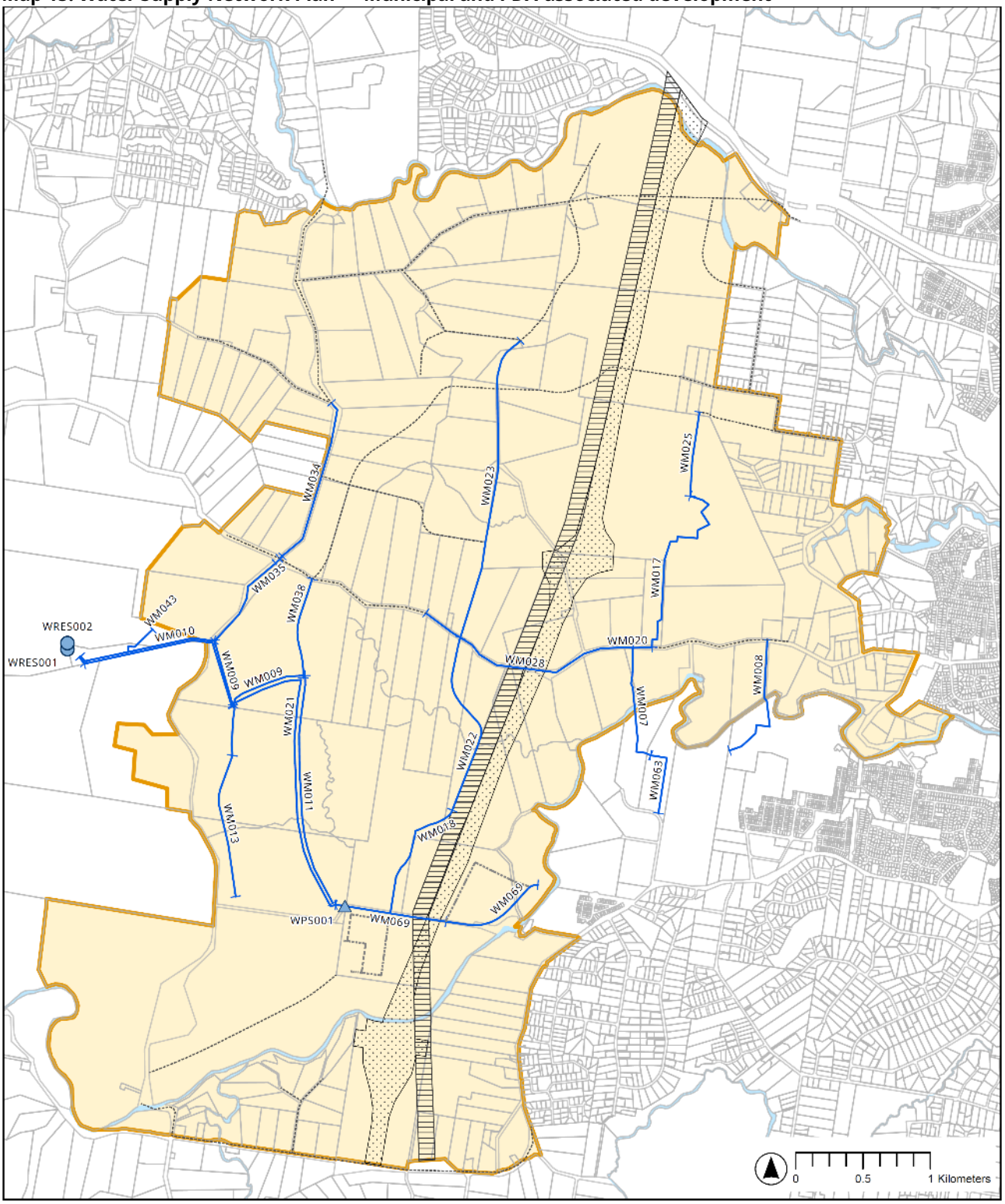
Map 15: Water Supply Network Plan — Municipal and PDA-associated development



Legend

- PDA Boundary
- Cadastre
- Waterway Corridors
- Moreton Motorway
- Powerlink Corridor

Trunk Infrastructure
- Rising Main
- Gravity Main
- Pump Station

Non-trunk Infrastructure
- Rising Main
- Gravity Main
- Pump Station

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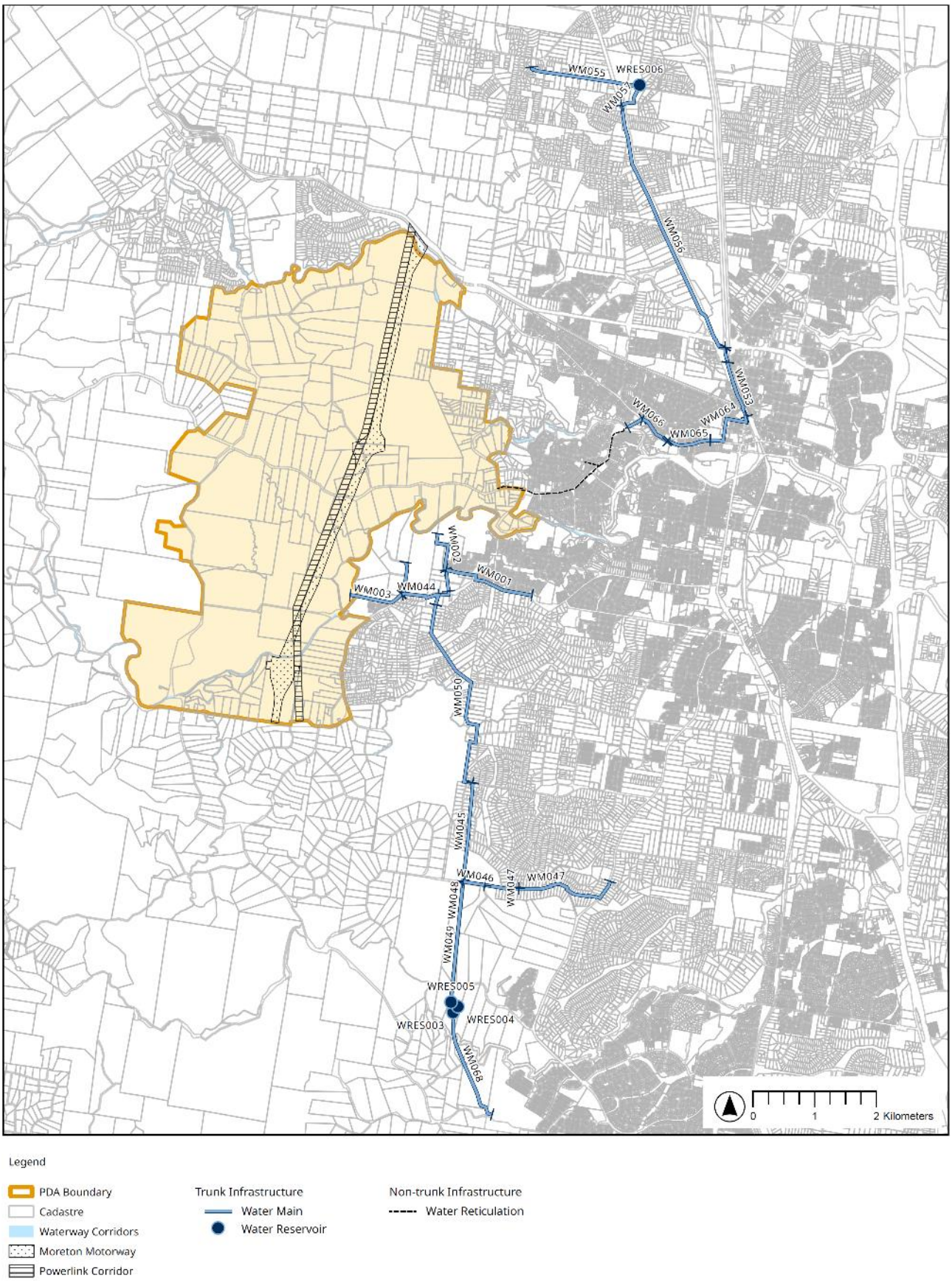
Map 16: Water supply Network Plan — Sub-regional



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3.2.6.3 Schedule of Works

The Schedule of Works outlines future trunk land and works required to service the projected residential and non-residential development within the PDA. Base rates are shown in FY2025/26 dollars. The contingency rate for this network reflects the level of planning maturity and the delivery risks identified for this infrastructure network.

Table 31: Water Supply Network — Municipal

ID	Asset type	Asset sub-type	Description	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - 0n-cost ($) (15%)	Works - contingency ($) (20%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
WM007	Water Main	HDPE	Trunk Water Main	2026 - 2031	N/A	N/A	1,373,000	205,950	315,790	1,894,740	1,894,740	1,894,740
WM008	Water Main	HDPE	Trunk Water Main	2026 - 2031	N/A	N/A	1,103,000	165,450	253,690	1,522,140	1,522,140	1,522,140
WM009	Water Main	HDPE	Trunk Water Main	2031 - 2036	N/A	N/A	2,202,000	330,300	506,460	3,038,760	3,038,760	3,038,760
WM010	Water Main	HDPE	Trunk Water Main	2031 - 2036	N/A	N/A	1,997,000	299,550	459,310	2,755,860	2,755,860	2,755,860
WM011	Water Main	HDPE	Trunk Water Main	2031 - 2036	N/A	N/A	1,769,000	265,350	406,870	2,441,220	2,441,220	2,441,220
WM013	Water Main	HDPE	Trunk Water Main	2031 - 2036	N/A	N/A	1,137,000	170,550	261,510	1,569,060	1,569,060	1,569,060
WM017	Water Main	HDPE	Trunk Water Main	2026 - 2031	N/A	N/A	1,605,000	240,750	369,150	2,214,900	2,214,900	2,214,900
WM018	Water Main	HDPE	Trunk Water Main	2031 - 2036	N/A	N/A	1,032,000	154,800	237,360	1,424,160	1,424,160	1,424,160
WM020	Water Main	HDPE	Trunk Water Main	2026 - 2031	N/A	N/A	220,000	33,000	50,600	303,600	303,600	303,600
WM021	Water Main	HDPE	Trunk Water Main	2031 - 2036	N/A	N/A	5,525,000	828,750	1,270,750	7,624,500	7,624,500	7,624,500
WM022	Water Main	HDPE	Trunk Water Main	2036 - 2041	N/A	N/A	1,438,000	215,700	330,740	1,984,440	1,984,440	1,984,440
WM023	Water Main	HDPE	Trunk Water Main	2036 - 2041	N/A	N/A	2,311,000	346,650	531,530	3,189,180	3,189,180	3,189,180
WM025	Water Main	HDPE	Trunk Water Main	2036 - 2041	N/A	N/A	694,000	104,100	159,620	957,720	957,720	957,720
WM028	Water Main	HDPE	Trunk Water Main	2036 - 2041	N/A	N/A	1,754,000	263,100	403,420	2,420,520	2,420,520	2,420,520
WM034	Water Main	HDPE	Trunk Water Main	2036 - 2046	N/A	N/A	1,338,000	200,700	307,740	1,846,440	1,846,440	1,846,440
WM035	Water Main	HDPE	Trunk Water Main	2036 - 2046	N/A	N/A	890,000	133,500	204,700	1,228,200	1,228,200	1,228,200
WM038	Water Main	HDPE	Trunk Water Main	2036 - 2046	N/A	N/A	823,000	123,450	189,290	1,135,740	1,135,740	1,135,740
WM043	Water Main	HDPE	Trunk Water Main	2036 - 2056	N/A	N/A	579,000	86,850	133,170	799,020	799,020	799,020
WM063	Water Main	HDPE	Trunk Water Main	2026 - 2031	N/A	N/A	1,015,000	152,250	233,450	1,400,700	1,400,700	1,400,700
WM069	Water Main	HDPE	Trunk Water Main	2026 - 2031	N/A	N/A	3,278,000	491,700	753,940	4,523,640	4,523,640	4,523,640
WRES001	Reservoir	10 ML	HLZ Reservoir	2031 - 2036	5	12,500	13,440,000	2,016,000	3,091,200	18,547,200	18,559,700	18,559,700
WRES002	Reservoir	10 ML	HLZ Reservoir	2041 - 2046	5	12,500	8,960,000	1,344,000	2,060,800	12,364,800	12,377,300	12,377,300

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WPS001	Pump Station	45 kW	HLZ Pump Station	2031 - 2036	60	45,000	1,582,000	237,300	363,860	2,183,160	2,228,160	2,228,160
					Total	**70,000**	**56,065,000**	**8,409,750**	**12,894,950**	**77,369,700**	**77,439,700**	**77,439,700**

Table 32: Water Supply Network — Sub-Regional

ID	Asset type	Asset sub type	Description	Estimated delivery year	Land rate ($/m2)	Total land cost ($)	Works - base cost ($)	Works - on-cost ($) (15%)	Works - contingency ($) (20%)	Total works cost ($)	Total project asset cost ($)	Apportioned PDA cost ($)
WM045	Water Main	HDPE	Forest Hills Dr to Nairn Rd Trunk Water Main	2021 - 2026	N/A	N/A	4,181,738	627,261	961,800	5,770,798	5,770,798	3,151,260
WM046	Water Main	HDPE	Forest Hills Dr Inlet Trunk Water Main A	2021 - 2026	N/A	N/A	929,881	139,482	213,873	1,283,236	1,283,236	622,231
WM047	Water Main	HDPE	Forest Hills Dr Inlet Trunk Water Main B	2021 - 2026	N/A	N/A	5,728,068	859,210	1,317,456	7,904,733	7,904,733	3,832,940
WM048	Water Main	HDPE	Pine Valley Inlet Trunk Water Main	2021 - 2026	N/A	N/A	3,639,905	545,986	837,178	5,023,069	5,023,069	2,435,645
WM049	Water Main	HDPE	Pine Valley Outlet Trunk Water Main	2021 - 2026	N/A	N/A	4,058,763	608,814	933,515	5,601,093	5,601,093	2,715,924
WM050	Water Main	HDPE	Nairn Rd Trunk Water Main	2026 - 2031	N/A	N/A	11,423,513	1,713,527	2,627,408	15,764,447	15,764,447	13,087,263
RES003	Water Reservoir	15 ML	Pine Valley Reservoir 1	2021 - 2026	N/A	N/A	21,285,810	3,192,872	4,895,736	29,374,418	29,374,418	14,243,306
RES004	Water Reservoir	10 ML	Pine Valley Reservoir 2	2026 - 2031	N/A	N/A	8,960,000	1,344,000	2,060,800	12,364,800	12,364,800	5,995,700
RES005	Water Reservoir	10 ML	Pine Valley Reservoir 3	2041 - 2046	N/A	N/A	8,960,000	1,344,000	2,060,800	12,364,800	12,364,800	5,995,700
WM053	Water Main	HDPE	Beerburrum Rd Trunk Water Main	2031 - 2036	N/A	N/A	6,705,000	1,005,750	1,542,150	9,252,900	9,252,900	$491,953
WM055	Water Main	HDPE	Elimbah Inlet Trunk Water Main	2031 - 2041	N/A	N/A	10,278,000	1,541,700	2,363,940	14,183,640	14,183,640	376,566
WM056	Water Main	HDPE	Old Gympie Rd Trunk Water Main	2031 - 2041	N/A	N/A	32,048,000	4,807,200	7,371,040	44,226,240	44,226,240	2,139,157
WM057	Water Main	HDPE	Elimbah Outlet Trunk Water Main A	2046 - 2051	N/A	N/A	2,414,000	362,100	555,220	3,331,320	3,331,320	$161,131
WM058	Water Main	HDPE	Elimbah Outlet Trunk Water Main B	2046 - 2051	N/A	N/A	462,000	69,300	106,260	637,560	637,560	16,927
WM064	Water Main	HDPE	King Street Water Main Existing	2021 - 2026	N/A	N/A	4,181,000	627,150	961,630	5,769,780	5,769,780	306,764
WM065	Water Main	HDPE	King Street Water Main Existing	2021 - 2026	N/A	N/A	3,514,000	527,100	808,220	4,849,320	4,849,320	257,826
WM066	Water Main	HDPE	King Street Water Main Existing	2021 - 2026	N/A	N/A	2,148,000	322,200	494,040	2,964,240	2,964,240	157,601
WM067	Water Main	HDPE	King Street Water Main Existing	2021 - 2026	N/A	N/A	854,000	128,100	196,420	1,178,520	1,178,520	62,659
WM068	Water Main	HDPE	Raynbird Road, Inlet from Future Seqwater Reservoirs	2031 - 2036	N/A	N/A	15,910,690	2,386,604	3,659,459	21,956,752	21,956,752	10,646,649
WRES006	Water Reservoir	15 ML	Elimbah Reservoir 4	2031 - 2056	N/A	N/A	13,440,000	2,016,000	3,091,200	18,547,200	18,547,200	3,366,417
Total						**0**	**161,122,367**	**24,168,355**		**222,348,867**	**222,348,867**	**70,063,617**

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3.2.7 State infrastructure and facilities

The following State infrastructure and facilities are planned for the Waraba PDA and are considered Other Infrastructure:

1. Transport
    a. Public passenger transport infrastructure
    b. Roads and intersections
    c. Active transport
2. Health
    a. Health Facility
    b. Children's Health Facility
3. Civic
    a. Courthouse
4. Emergency services
    a. Police Station
    b. Fire Station
    c. Ambulance Station
    d. State Emergency Services Facility
5. Education
    a. Primary Schools
    b. Secondary schools

3.2.7.1 State Infrastructure and Facilities Plan

The State infrastructure and facilities network planned for the Waraba PDA is shown on Map 17.

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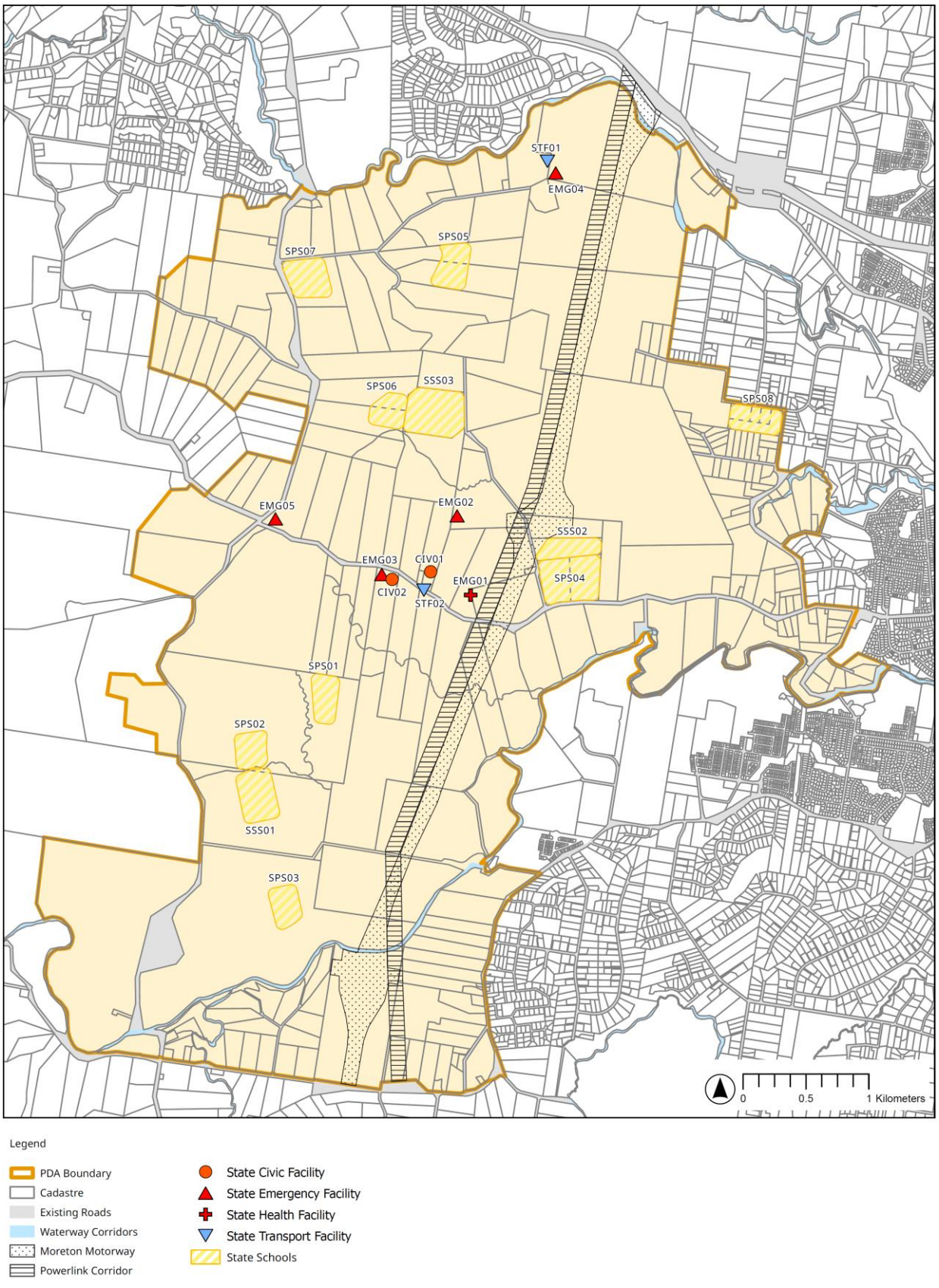
Map 17: State Infrastructure and Facilities Network Plan



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3.2.7.2 Schedule of Works

The Schedule of Works outlines future State infrastructure and facilities.

Table 33: State infrastructure and facilities[59]

ID	Infrastructure category	Asset Type	Asset Sub Type	Description	Area (ha) or linear metre (lm)	Lot and Plan description	State Agency
STF01	Other	Transport Infrastructure	Translink bus depot	Transport building located in Industrial Area	1.5ha	Part of Lot 1 on SP303273	Department of Transport and Main Roads
STF02	Other	Transport Infrastructure	Town centre bus station	Transport Building Located in Town centre	0.43ha	Part of Lot 3 on RP134785 & Part of Lot 3 RP219608	Department of Transport and Main Roads
ORC32	Other	Primary active transport network	Out of road corridor	Works for 3m Separated bi-directional Cycleway, 2m wide pedestrian pathway and with 1.5m clearance on either side	8224lm	Part of the Moreton Motorway Corridor	Department of Transport and Main Roads
RD06F-I	Other	New road corridor	Arterial road	Construction of new Road Corridor to 2 lanes as part of Southern Road Interchange for Moreton Motorway	524lm	Part of Lot 14 on SP330812 & Part of Lot 42 on S13500	Department of Transport and Main Roads
RD06F-U	Other	New road corridor	Arterial road	Road Corridor upgrade of further 2 lanes (creating 4 lanes in total) as part of Southern Road Interchange for Moreton Motorway	524lm	Part of Lot 14 on SP330812 & Part of Lot 42 on S13500	Department of Transport and Main Roads
RD08A-U	Other	New road corridor	Arterial road	Road Corridor upgrade of further 2 lanes (creating 4 lanes in total) as part of Stern Road Interchange for Moreton Motorway	659lm	Part of Lot 4 on RP43369	Department of Transport and Main Roads
RD08B-I	Other	New road corridor	Arterial road	Construction of new Road Corridor to 2 lanes as part of Stern Road Interchange for Moreton Motorway	243lm	Part of Lot 5 on RP43369	Department of Transport and Main Roads
RD08B-U	Other	Road corridor upgrade	Arterial road	Road Corridor upgrade of further 2 lanes (creating 4 lanes in total) as part of Stern Road Interchange for Moreton Motorway	243lm	Part of Lot 5 on RP43369	Department of Transport and Main Roads
RD08C-I	Other	New road corridor	Arterial road	Construction of new Road Corridor to 2 lanes as part of Stern Road Interchange for Moreton Motorway	533lm	Part of Lot 2 on SP254803	Department of Transport and Main Roads
RD08C-U	Other	Road corridor upgrade	Arterial road	Road Corridor upgrade of further 2 lanes (creating 4 lanes in total) as part of Stern Road Interchange for Moreton Motorway	533lm	Part of Lot 2 on SP254803	Department of Transport and Main Roads

[59] For DTMR infrastructure, funding commitments and priorities are considered on a statewide basis during Queensland Transport and Roads Investment Program (QTRIP) development. QTRIP is a four-year plan developed annually. Projects are advanced in accordance with the Queensland Treasury Project Assessment Framework (PAF).

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Table 33: State infrastructure and facilities[59]

ID	Infrastructure category	Asset Type	Asset Sub Type	Description	Area (ha) or linear metre (lm)	Lot and Plan description	State Agency
RD16B-I	Other	New road corridor	Sub-arterial road	Construction of new Road Corridor to 2 lanes as part of Southern Road Interchange for Moreton Motorway	440lm	Part of Lot 16 and 17 on RP224248 & Part of Lot 42 on S31500	Department of Transport and Main Roads
RDS22	Other	Quantity device	Culvert – RCP	New Road Culvert crossing at W6	25lm	Part of Lot 2 on SP254803	Department of Transport and Main Roads
RDS23	Other	Quantity device	Culvert - RCP	New Road Culvert crossing at W5a	25lm	Part of Lot 5 on RP43369	Department of Transport and Main Roads
RDS27	Other	Quantity device	Culvert - RCP	New Road Culvert crossing at W5a	12.5lm	Part of Lot 3 on RP43369	Department of Transport and Main Roads
RDS48-I	Other	New bridge	New bridge	Construction of new Road Bridge to 2 lanes as part of Southern Road Interchange for Moreton Motorway	175lm	Part of Lot 14 on SP330812 & Part of Lot 42 on S31500	Department of Transport and Main Roads
RDS48-U	Other	Bridge widening	Bridge widening	Road Bridge duplication of further 2 lanes (creating 4 lanes in total) as part of Southern Road Interchange for Moreton Motorway	175lm	Part of Lot 14 on SP330812 & Part of Lot 42 on S31500	Department of Transport and Main Roads
RDS51	Other	Quantity device	Culvert - RCBC	New Road Culvert crossing at W6	12.5lm	Part of Lot 62 on SP 324496	Department of Transport and Main Roads
MS01	Other	New bridge	Ultimate	New Road Structure associated with Moreton Motorway	-	Part of the Moreton Motorway Corridor	Department of Transport and Main Roads
MS02	Other	New bridge	Ultimate	New Road Structure associated with Moreton Motorway	-	Part of the Moreton Motorway Corridor	Department of Transport and Main Roads
MS03	Other	New bridge	Ultimate	New Road Structure associated with Moreton Motorway	-	Part of the Moreton Motorway Corridor	Department of Transport and Main Roads
MS04	Other	New bridge	Ultimate	New Road Structure associated with Moreton Motorway	-	Part of the Moreton Motorway Corridor	Department of Transport and Main Roads
MS05	Other	New bridge	Ultimate	New Road Structure associated with Moreton Motorway	-	Part of the Moreton Motorway Corridor	Department of Transport and Main Roads
MS06	Other	New bridge	Ultimate	New Road Structure associated with Moreton Motorway	-	Part of the Moreton Motorway Corridor	Department of Transport and Main Roads
MS07	Other	New bridge	Ultimate	New Road Structure associated with Moreton Motorway	-	Part of the Moreton Motorway Corridor	Department of Transport and Main Roads
RDI22	Other	New municipal road intersection	Ultimate	Construction of new Road Intersection to 2 lanes as part of Southern Road Interchange for Moreton Motorway	-	Part of road casement of Caboolture River Road	Department of Transport and Main Roads
SCI02	Other	New State road intersection	Ultimate	Construction of new Road Intersection to 4 lanes as part of Southern Road Interchange for Moreton Motorway	-	Part of Lot 42 on S31500	Department of Transport and Main Roads

Table 33: State infrastructure and facilities[59]

ID	Infrastructure category	Asset Type	Asset Sub Type	Description	Area (ha) or linear metre (lm)	Lot and Plan description	State Agency
EMG01	Other	State Emergency Facility	Ambulatory care and community health	Community Building located in Town centre	4ha	Part of Lot 2 on RP149408 & Part of Lot 10 on CP894909	Queensland Health
EMG02	Other	State Emergency Facility	Queensland Ambulance Service facility	Community Building located in Town centre	1ha	Part of Lot 2 on SP254803	Queensland Ambulance Service
EMG03	Other	State Emergency Facility	Queensland Police Service facility	Community Building located in Town centre	1ha	Part of Lot 2 on SP342163	Queensland Police Service
EMG04	Other	State Emergency Facility	Queensland State Emergency Services facility	Community Building located in Industrial area	1ha	Part of Lot 1 on SP303273	Queensland State Emergency Service
EMG05	Other	State Emergency Facility	Queensland Fire Department facility	Community Building located Waraba	1.5ha	Part of Lot 4 on RP187716	Queensland Fire Department
CIV02	Other	State Civic Facilities	Court House	Community Building located in Town centre	1.2ha	Part of Lot 2 on SP342163	Department of Justice
SPS01	Other	State school	Primary school	School located Corymbia	7ha	Part of Lot 99 on C311684	Department of Education
SPS02	Other	State school	Primary school	School located Greenstone	7ha	Part of Lot 99 on C311684	Department of Education
SPS03	Other	State school	Primary school	School located Greenstone	7ha	Part of Lot 14 on SP330812	Department of Education
SPS04	Other	State school	Primary school	School located Bellemere	7ha	Lot 1 on RP864843 Lot 2 on RP43369 Part of Lot 4 on RP43369	Department of Education
SPS05	Other	State school	Primary school	School located Wamuran	7ha	Part of Lot 1 on RP222902 Part of Lot 2 on RP222902	Department of Education
SPS06	Other	State school	Primary school	School located Waraba	7ha	Part of Lot 6 on RP200248 Part of Lot 7 on RP200248	Department of Education
SPS07	Other	State school	Primary school	School located Wamuran	7ha	Part of Lot 10 on SP24881	Department of Education
SPS008	Other	State school	Primary school	School located Bellmere	7ha	Lot 1 on RP221252 Lot 3 on RP221252 Lot 4 on RP221252 Lot 1 on RP904244	Department of Education
SSS01	Other	State school	Secondary school	School located Greenstone	12ha	Part of Lot 98C311684	Department of Education
SSS02	Other	State school	Secondary school	School located Bellmere	12ha	Part of Lot 4 on RP43369	Department of Education
SSS03	Other	State school	Secondary school	School located Waraba	12ha	Lot1 on RP187715	Department of Education

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3.3 Development Charges, Credits and Exemptions

3.3.1 Charges Categories

Table 34 allocates uses defined in the PDA development scheme into charge categories.

Where a use type is not listed in Table 34 (including where a use is unknown), the MEDQ will apply the charge rate for a similar charge category.

Table 34: Charge Categories and Uses

Charge Category	Use type under the PDA development scheme
Residential Development	
Residential	Caretaker's accommodation, Dual occupancy, Dwelling house, Multiple dwelling, Dwelling unit
Accommodation (long-term)	Community residence, Retirement facility, Rooming accommodation (boarding house, hostel, monastery), Non-resident workforce accommodation, Rural workers' accommodation
Accommodation (short-term)	Hotel (residential component), Short-term accommodation
Non-Residential Development	
Commercial (bulk goods)	Agricultural supplies store, Bulk landscape supplies, Garden centre, Hardware and trade supplies, Outdoor sales, Showroom
Commercial (retail)	Adult store, Food and drink outlet, Service industry, Service station, Shop, Shopping centre
Commercial (office)	Office, Sales office
Education facility	Childcare centre, Community care centre, Educational establishment
Entertainment	Hotel (non-residential component), Nightclub Entertainment facility,
Essential services	Emergency services, Health care services, Residential care facility, Veterinary services
Indoor sport and recreational facility	Indoor sport and recreation
Industry	Low impact industry, Research and technology industry, Warehouse,
Places of assembly	Club, Community use, Function facility, Funeral parlour, Place of worship
Other uses	Air services, Animal keeping, Car wash, Crematorium, Environment facility Undefined use
Minor uses	Home based business, Landing, Market, Park, Roadside stall, Substation, Telecommunications facility, Temporary use

3.3.2 Development Charges for Reconfiguring a Lot or Material Change of Use

The following types of charges (the sum of which equal the Development Charge) apply to development in the PDA:

1. Municipal charge – applicable to the trunk infrastructure typically within and providing service only to the PDA and includes trunk roads, sewer, water supply, serviced land for municipal community facilities, parks and open space.
2. Sub-regional charge – provides a contribution towards trunk infrastructure which is external to the PDA but is required to service the PDA and is shared with other development areas. Sub-regional infrastructure includes trunk roads, parks, sewer and water supply infrastructure required to service the PDA and provides necessary external connections to the wider infrastructure networks.

3.3.3 Base Development Charge Rates

The Base Development Charges Rates are payable for the following development:

1. Reconfiguring a Lot – as per Table 35
2. Material Change of Use – as per Table 36

Table 35: For Reconfiguring a Lot

Unit	Municipal Charge ($)	Sub-regional Charge ($)		Total Charge ($)
		Transport, Parks and Community Facilities Network Charge ($)	Water & Sewer Network Charge ($)	
Lot	60,000	7,500	7,500	75,000

Table 36: For Material Change of Use

Proposed Land Use	Unit	Municipal Charge ($)	Sub-regional Charge ($)		
		Transport, Parks, Community Facilities, Water & Sewer Network Charge ($)	Transport, Parks and Community Facilities Network Charge ($)	Water & Sewer Network Charge ($)	**Total ($)**
Residential (1 or 2 bedroom dwelling)	Dwelling unit	45,000	5,625	5,625	56,250
Residential (3 or more bedroom dwelling)	Dwelling unit	60,000	7,500	7,500	75,000
Accommodation (long-term) (1 or 2 bedroom dwelling)	Dwelling unit	45,000	5,625	5,625	56,250
Accommodation (long-term) (3 or more bedroom dwelling)	Dwelling unit	60,000	7,500	7,500	75,000
Accommodation (short-term)	1. Suite up to 2 bedrooms 2. Bedroom *(where not part of a cabin)* not part of a suite 3. Group up to 2 tent or caravan sites 4. Cabin up to 2 bedrooms	22,500	2,813	2,813	28,125
Accommodation (short-term)	1. Suite with 3 or more bedrooms 2. Group of 3 tent or caravan sites 3. Cabin with 3 or more bedrooms	30,000	3,750	3,750	37,500

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Proposed Land Use	Unit	Municipal Charge ($)	
		Transport, Parks, Community Facilities, Water & Sewer Network Charge ($)	Stormwater Network Charge ($)
Commercial (bulk goods)	Per m^2 of GFA for municipal charge and impervious area for stormwater charge	229.19	13.10
Commercial (retail)	Per m^2 of GFA for municipal charge and impervious area for stormwater charge	294.69	13.10
Commercial (office)	Per m^2 of GFA for municipal charge and impervious area for stormwater charge	229.19	13.10
Education Facility	Per m^2 of GFA for municipal charge and impervious area for stormwater charge	229.19	13.10
Entertainment	Per m^2 of GFA for municipal charge and impervious area for stormwater charge	294.69	13.10
Essential Services	Per m^2 of GFA for municipal charge and impervious area for stormwater charge	229.19	13.10
Indoor sport and recreational facility	Per m^2 of GFA for municipal charge and impervious area for stormwater charge	294.69	13.10
Industry	Per m^2 of GFA for municipal charge and impervious area for stormwater charge	81.81	13.10
Place of assembly	Per m^2 of GFA for municipal charge and impervious area for stormwater charge	229.19	13.10
All other uses	The highest rate stated in this table for a use for which the building may lawfully be used.		

3.3.4 Calculating a Development Charge Rate

A Development Charge Rate for each use type is equal to the sum of the indexed Base Development Charge Rates for the use type. Base Development Charge Rates are indexed in accordance with Section 3.3.5.

3.3.5 Calculating a Development Charge

A Development Charge is equal to the sum of all charge types applicable to the development type, as follows:

DC = MC + SRC

Where: DC = Development Charge
MC = Municipal Charge
SRC = Sub-regional Charge

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A Development Charge will be calculated by:

1. multiplying the proposed development demand by the applicable Development Charge Rate set in section 3.3.3, and then,
2. subtracting from it the applicable Credit calculated in accordance with section 3.3.5, as follows:

DC = (DD x DCR) – C

Where:

DC = the Development Charge, which cannot be less than zero.
DD = the Development Demand represented by the demand unit (i.e. number of lots, dwellings, GFA and/or impervious area).
DCR = the applicable Development Charge Rate.
C = the value of any applicable Credit, represented in dollars.

3.3.6 Credits for Development Charges

A Credit may be applied to the calculation of Development Charge.

A Credit for a Development Charge is an amount which is the greater of the following:

1. the Development Charge for each existing lot, calculated using Table 35, or
2. if the premises are subject to an Existing Lawful Use and is serviced by Trunk Infrastructure, the Development Charge for the Existing Lawful Use calculated using Table 35 and 36, or
3. if the premises were subject to a Previous Lawful Use and is serviced by Trunk Infrastructure, the Development Charge for the Previous Lawful Use calculated using Table 35 and 36.

A Credit is not available:

1. where the Existing Lawful Use or Previous Lawful Use commenced as accepted development, and charges were not levied, or
2. where the Existing Lawful Use or Previous Lawful Use was an interim use and charges were not levied

An applicant seeking a Credit must provide evidence of the Existing Lawful Use, Previous Lawful Use, creation of the lot or payment of charges for accepted development or an interim use.

The sum of the Credits for the Development Charges cannot exceed the sum of the Development Charges for the development.

3.3.7 Development Charges for interim uses

Where a PDA development approval includes a use, which is deemed to be an interim use, Development Charges will be applied in accordance with the following principles:

1. where the approval is for an interim use that has a duration of less than six years, charges will not be levied,
2. where the approval is for an interim use that has a duration period of more than six years, charges are applicable in accordance with Table 36, and
3. where the approval is an extension of an interim use duration period and the total duration period of the use is more than six years, charges are applicable in accordance with Table 36.

3.3.8 Development exempt from Development Charges

Development Charges do not apply to development undertaken by the State, City of Moreton Bay, Unitywater or another entity representing the State, for the following purposes:

1. education
2. emergency services
3. health care services
4. social housing
5. a community use.

3.3.9 Exemptions for Not for Profits or Charitable Organisations

On application, the MEDQ may exempt Development Charges deemed payable for not-for-profit or charitable organisations to assist with the delivery of these facilities within the PDA.

An exemption of 100% of Development Charges can be approved to a maximum of $150,000.00 per application. The exemption is available to organisations and groups that meet the following criteria:

1. there is no profit or gain by individual members of the group.
2. the organisation's constitution or governing documents prevent it from distributing profits or assets for the benefit of particular persons, both while it is operating and on winding up.
3. profits can still be incurred but are used to carry out the purpose of the organisation or group.
4. make a vital contribution to the wider Moreton Bay region, through the provision of community programs and services.
5. is incorporated under the Associations Incorporation Act 1981 (Queensland) or registered under the Collections Act 1966 or registered as a non-profit organisation or charitable group by the Australian Taxation Office.
6. the application is made at conclusion of the decision stage.
7. the applicant is the owner or approved user (with owner consent) of the premises that are the subject of the application.

The MEDQ may consider, by exception, an application for exemption, where there is a primary wide community benefit and where a strict application of the Development Charges could cause hardship and reduce valuable services to the community. This consideration will include an assessment of community need and the financial capacity of the organisation or association through analysis of financial records and a report to the MEDQ.

If the MEDQ determines that an organisation meets the eligibility requirements, the MEDQ will provide a notice granting the exemption to the applicant.

3.3.10 Payment of Development Charges

A Development Charge is payable at the following time:

1. if the Development Charge applies for development that is reconfiguring a lot, prior to the MEDQ approving the plan of subdivision.
2. if the Development Charge applies for development that is a material change of use, prior to the earlier of the following:
    a. endorsement of a building format plan
    b. the certificate of classification or final inspection certificate being issued for a building or structure, or
    c. commencement of use.

3.4 Infrastructure Offsets and Refunds

3.4.1 Application of an Offset

This section applies where an applicant:

1. is required to, in accordance with a PDA development approved, provide a Land Contribution or Works Contribution,
2. requests the value of that Infrastructure Contribution be offset against Development Charges (an Infrastructure Offset), and/or
3. requests a refund for the value of that Infrastructure Contribution that exceeds the Development Charges (an Infrastructure Refund).

An applicant may lodge an application with the MEDQ for the following types of offset claim:

1. Provisional Offset (section 3.4.4), or
2. Final offset (section 3.4.5).

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3.4.2 Works Contribution Cost Estimate

The value of a Works Contribution is established in the Schedules of Works set out in Section 3. An Infrastructure Offset claim for a Works Contribution may include the following:

1. the construction cost for the works,
2. construction on-costs for the works which do not exceed a total of 15 per cent of the construction cost for the following:
    a. detailed design for the works including but not limited to RPEQ certification, survey, geotechnical, architectural, environmental and landscape design,
    b. project management fees including but not limited to procurement and contract administration, and portable long service leave payment for a construction contract for the work, and
    c. the payment of 2% of the total value of the construction works at the final offset assessment stage to recover EDQ's infrastructure planning costs for the PDA. The applicant is entitled to claim an offset of that 2% against the final offset project owner's costs.
3. for a provisional offset, a reasonable contingency allowance that reflects both the complexity of the Infrastructure Contribution and the extent of the design work completed.

An Infrastructure Offset claim for a Works Contribution may not include the cost of the following:

1. master planning of the Works Contribution or for the development,
2. carrying out temporary infrastructure works unless it is an agreed part of the Works Contribution, and it can be demonstrated that temporary or sacrificial works provide a more cost-effective solution than delivery of the ultimate design,
3. relocation of utilities, unless specifically identified as a cost factor within the cost estimate for the infrastructure item and constructed in the location required for the ultimate infrastructure alignment. Unidentified relocation of works may be considered Trunk at the sole discretion of MEDQ,
4. carrying out other infrastructure works which are not part of the agreed Works Contribution,
5. decommissioning, removal and rehabilitation of infrastructure identified in points 2 and 3 above unless it is an agreed part of the works,
6. additional costs for the Trunk Infrastructure that have not been previously agreed with EDQ,
7. part of the Works Contribution provided by another party,
8. the cost of GST to the extent that GST is payable, and an input tax credit can be claimed for the work,
9. a cost attributable directly or indirectly to the failure of an applicant or a person engaged by the applicant to perform and fulfil a relevant approval for the work,
10. a cost caused or contributed to by a negligent or wilful act or omission by the applicant or a person engaged by the applicant,
11. a cost of carrying out Non-Trunk Infrastructure works which is only made necessary by the development and does not contribute to the function of the Works Contribution,
12. a cost of carrying out Trunk Infrastructure works which relates to another infrastructure network,
13. the cost involved in a redesign, where that redesign is a result of failing by the applicant or a person engaged by the applicant,
14. a cost of carrying out infrastructure works more than the standard of service for the network of development infrastructure in the infrastructure plan, and
15. a cost of maintaining an infrastructure asset where required by a condition of approval unless specifically identified as an inclusion within the Infrastructure Planning and Background Report.

3.4.3 Land Contribution Cost Estimate

The value of a Land Contribution, for the purposes of calculating an offset or refund, will be determined by applying the rate per m^2 specified in Table 37. These rates must be indexed in accordance with Section 3.5.

In determining the applicable rate for calculating the total land contribution offset value, Table 37 identifies the areas that are to be attributed the constrained land value. All remaining areas are to be attributed the unconstrained land value.

Table 37: Land Valuation Rates

Land Type	Rate/m² – presented in FY 25/26 dollars
Unconstrained Land	60
Constrained Land	5

3.4.4 Provisional Offset Claim

Once a PDA development approval is issued, or later, (but prior to the provision of land or the commencement of works which constitute the contribution which is the subject of the offset request), an applicant may submit a provisional offset claim for MEDQ assessment and decision.

The MEDQ will require the applicant to provide all relevant information that will assist in deciding the Provisional Offset claim. The applicant must comply with any request for further information from the MEDQ.

A Provisional Offset claim is required where an applicant seeks to vary the scope, timing or cost of infrastructure land and works listed in the Schedule of Works in Section 3.

In assessing the Provisional Offset claim the MEDQ shall:

1. determine whether an offset will be given for the contribution against Development Charges,
2. for a Works Contribution, determine the Provisional Offset Value based on the applicant's estimated cost of works pursuant to section 3.4.2, and
3. for a Land Contribution, determine the Provisional Offset Value to be offset against Development Charges with reference to the process outlined in section 3.4.3.

Having decided the request, the MEDQ must give a notice to the applicant stating the following:

1. whether a Provisional Offset will be given for the contribution,
2. if a Provisional Offset is to be given:
    a. the Provisional Offset Value for the Works Contribution, and/or
    b. the Provisional Offset Value for the Land Contribution.

A Provisional Offset Value has a currency period of 2 years from the date of decision.

The MEDQ will not accept and apply an approved Provisional Offset claim against Development Charges which are levied upon a PDA development approval. A Final Offset Value must be approved prior to an offset being applied to a Development Charge.

3.4.5 Final Offset Claim

An applicant may submit a final offset claim for MEDQ assessment and decision at the following times:

1. for an infrastructure Works Contribution:
    a. for a complete Works Contribution, when the works have been accepted as on-maintenance, or
    b. for a partially complete Works Contribution, when the MEDQ has agreed to accept an uncompleted works bond for the contribution. However, an offset for a partially completed Works Contribution can only be for the value of the completed portion and not the uncompleted portion of the works.
2. for a Land Contribution, when the Infrastructure Contribution has been provided.

In assessing the final offset claim the MEDQ shall determine the amount of the Final Offset Value that is applicable to the Development Charges (the Infrastructure Offset), and the amount of any Unused Infrastructure Offset.

Having decided the request, the MEDQ must give a notice to the applicant stating the following:

1. whether a final offset will be given for the contribution,
2. if a final offset is to be given:
    a. the Final Offset Value for the Works Contribution,
    b. the Final Offset Value for the Land Contribution,
    c. the Unused Infrastructure Offset amount of the Works and/or Land Contribution, or

3. where an applicant's offset claim has not been accepted, the MEDQ will provide written notice of reasons for rejecting the applicant's request.

3.4.6 Using an Offset

A Final Offset Value cannot exceed the Development Charges for that development approval.

Where the value of a Works and/or Land Contribution for a development approval (the original development approval) exceeds the Development Charges for that approval, the excess amount (the Unused Infrastructure Offset) may be applied to reduce Development Charges for any future PDA development approval provided the future development approval:

1. is for land located in the Waraba PDA, and
2. is issued to the applicant for the original development approval.

However, this clause 3.4.6, does not apply where a refund for the Unused Infrastructure Offset has been given in accordance with clause 3.4.7 below.

3.4.7 Infrastructure Refunds

A refund (Infrastructure Refund) may apply where a notice has been issued by the MEDQ stating the amount of an Unused Infrastructure Offset in accordance with section 3.4.5 and the stated amount (or part thereof) remains unused.

An applicant may submit a request to the MEDQ for an Infrastructure Refund. The request must contain the following information for each Infrastructure Contribution the subject of the proposed refund:

1. that the Infrastructure Contribution has been lawfully completed,
2. that the applicant seeks an Infrastructure Refund of the Unused Infrastructure Offset, and
3. the value of the Unused Infrastructure Offset.

The MEDQ may require the applicant to provide any further information that will assist in deciding a request for an Infrastructure Refund.

The applicant must comply with any request for further information from the MEDQ.

3.4.8 Entitlement to an Infrastructure Refund

Any Infrastructure Refund is to accord with the following terms, unless otherwise agreed with the MEDQ:

1. the Infrastructure Refund is not to exceed the value of the Unused Infrastructure Offset,
2. the Infrastructure Refund will only be made available when sufficient Development Charges have been collected by the MEDQ for the infrastructure item which is the subject of the Infrastructure Refund,
3. the Infrastructure Refund may be made over a series of payments.

3.4.9 Determining a Request for an Infrastructure Refund

Having decided the request, the MEDQ must give a notice to the applicant stating the following:

1. whether an Infrastructure Refund is available or not,
2. if an Infrastructure Refund is not available, the reason, and
3. if an Infrastructure Refund is available, the value of the refund, including indexation and details of the timing for payment of the refund.

3.5 Indexation

3.5.1 Indexation of Development Charges, Trunk Infrastructure Estimated Costs and Unused Infrastructure Offsets

Development Charges, Trunk Infrastructure Estimated Costs and Unused Infrastructure Offsets will be subject to indexation. Indexation is applicable on 1 July each year. Indexation rates are calculated in accordance with the following formula:

$$= \frac{x}{y} - 1$$

Where:

x is the 3-yearly PPI average index value for March in the current calendar year.
y is the 3-yearly PPI average index value for March in the previous calendar year.

The 3-yearly PPI average has the meaning given to it by the *Planning Act 2016*. A PPI calculation spreadsheet is available on the Queensland Government's planning website.

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4 Implementation Strategy

4.1 Purpose

The ED Act requires a Development Scheme to include an Implementation Strategy to achieve the main purposes of the ED Act for the PDA, to the extent that they are not achieved by the Land Use Plan or Infrastructure Plan. The Implementation Strategy fulfils this requirement by identifying objectives and actions that support the achievement of the strategic intent and outcomes for the PDA, including the delivery of economic development and development for community purposes within the PDA.

4.2 Implementation Objectives and Actions

4.2.1 Project Funding Prioritisation

Objective
Funding is required to unlock development and accelerate essential infrastructure delivery. Projects selected should enable provision of land for housing by bringing forward infrastructure that may otherwise be delayed. Funding of sub-regional infrastructure will also support growth within the Waraba PDA.

Action
EDQ will partner with City of Moreton Bay and Unitywater (UW) to prioritise projects that align with planned growth and support new residential activities.

4.2.2 Sub-regional Sports Parks

Objective
The Waraba PDA's growing population requires fit for purpose sporting fields and facilities. Establishing district and regional sports parks will enhance liveability and health outcomes for people living, working and visiting the PDA and surrounds.

Actions
City of Moreton Bay will deliver sporting facilities that enhance community access, maximise useable open space and support a diverse range of recreational needs.

4.2.3 Moreton Motorway

Objective
The future Moreton Motorway is intended to meet long-term transport demand, enhance network resilience, and provide an efficient high-capacity connection to north Brisbane. The Moreton Motorway will deliver significant regional connectivity and broader network benefits while supporting the Bruce Highway's role as a key national freight and long-distance transport corridor.

Actions
Subject to Queensland Government funding and approvals, DTMR will advance the Moreton Motorway project using the Queensland Treasury Project Assessment Framework (PAF). As planning progresses, DTMR will work with local governments to ensure the form, function and staging aligns with the long-term transport needs of the region.

EDQ will work with CMB and DTMR to progress planning for active and public transport to support an innovative and cost-effective road network including investigating provision of, subject to Queensland Government funding and approvals, suitable passenger transport services and infrastructure.

4.2.4 Sub-regional Water and Sewer Infrastructure

Objective
Water and wastewater infrastructure is required to unlock delivery of homes in the Waraba PDA. The extensive network within the PDA requires sub-regional network augmentation.

Actions
EDQ and UW will investigate innovative and cost-effective ways to fund and deliver sub-regional water and wastewater infrastructure to support development within the Waraba PDA.

4.2.5 Schools Network Delivery

Objective
Development within the PDA will be supported by the timely provision of State school infrastructure to meet the needs of a growing population. New school delivery will be staged in line with demonstrated demand, ensuring efficient use of public investment while maintaining access to high-quality education infrastructure for future communities.

Actions
EDQ will work with City of Moreton Bay and the Department of Education (DoE) to support school network planning, providing suitable sites in the Scheme.

DoE will monitor population growth and projected student yield to inform planning for new schools in the PDA.

5 Schedules

5.1 Schedule 1 — Categories of Development

Table 40: Categories of Development

Column 1 – PDA Accepted Development	Column 2 – PDA Assessable Development	
	Column 2A – Permissible Development	Column 2B – Prohibited Development
Development specified in Schedule 2	Development not specified in Column 2	Nil

5.2 Schedule 2 — PDA Accepted Development

Table 41: PDA Accepted Development

Building Work
Associated with a use that: a. is on a Developed lot, and b. complies with setbacks, site cover and maximum gross floor area provisions set out in the Scheme, and c. results in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the Scheme or under an existing Development Permit for the use, and d. results in: i. an increase in the gross floor area of the building(s) of less than 5% of the existing area, or 50m^2, whichever is the lesser, and does not involve an increase in height, or ii. results in raising an existing dwelling house up to the maximum height allowed by the relevant area as identified in the Scheme.
Associated with a material change of use that is PDA accepted development.
Associated with an approved material change of use.
Where for demolition of a building or other structure.
Minor building work, where not on a heritage place.
Building work for demolishing of a building or other structure where not: 1. on a heritage place 2. within 10m of a heritage place.
Building work associated with an approved or accepted material change of use where not on a heritage place.
Reconfiguring a Lot
For road widening and truncations required as a condition of development approval.
Operational Work
Operational work in accordance with the conditions of the PDA development approval.
Operational works involving engineering and / or landscape work associated with a material change of use that is PDA accepted development.
Filling or excavation (other than the placement of topsoil), not associated with a Material change of use or reconfiguring a lot where: a. not located in a Flood (1% AEP) area and exceeding an aggregate volume of 50m^3, or b. top dressing to a depth of less than 100 vertical millimetres from ground level.
Placing an advertising device: a. on publicly owned land (e.g. road reserve, Council sporting facilities, crown land, etc.) and it does not comply with the definition of 'Advertising device' (e.g. temporary or mobile devices), or b. where it: i. is associated with an interim use or in the Rural residential area, ii. has an area less than 5m^2, iii. is attached to a front fence or front facade of a main building,

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Table 41: PDA Accepted Development

iv. does not project more than 150mm from a front facade or front fence, v. is not illuminated, vi. contains the name of the business or operator, the use of premises, the contact details or name and address of building, vii. comprises no more than two signs, and viii. is not within 25m of a State-controlled road. *Note - Advertising devices described in a. above are regulated by the City of Moreton Bay Local Law for advertising devices.*
Not involving the clearing of significant vegetation that is: a. associated with a material change of use for PDA accepted development and not located in the Green Network, or b. associated with decontamination of land.
Clearing of vegetation, other than Significant vegetation unless carried out: a. by or on behalf of Council or a public-sector entity, where the works are authorised under a State law, or b. in accordance with the conditions of a PDA development approval for a material change of use or reconfiguring a lot where not in the Green Network.
In accordance with the conditions of a PDA development approval.
Plumbing and drainage work
All plumbing and drainage work.
Material Change of Use
For a Dwelling house where: a. in the Urban living area or Rural residential area, b. on a Developed lot, c. not associated with any other material change of use, d. it complies with setbacks, site cover and maximum gross floor area provisions set out in the Scheme.
Where: a. carried out by or on behalf of the local government b. located on Council owned or controlled land and c. for the following uses: i. Animal Husbandry or Animal Keeping, where regulated by Local Law 2 or, in accordance with a master plan undertaken by Council, ii. Cemetery, where not in the Green Network area, or iii. Park.
Where: a. located in an existing building in: i. the Town centre core, ii. a Local centre, or iii. a Neighbourhood hub, b. resulting in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the Scheme or under an existing Development Permit for the use, c. is for the same Defined activity group as the existing use, and d. resulting in an increase of GFA or roofed area of 80m^2 or less for the following uses: i. Community activities, ii. Civic activities, iii. Food and drink outlet, iv. Home based business, v. Retail and commercial activities (Caboolture West local plan, Town centre precinct),

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Table 41: PDA Accepted Development

<table>
<tr><td>vi. Residential activities (medium-high density residential),
vii. Small scale sales office, or
viii. Service industry.</td></tr>
<tr><td>Where:

a. located in an existing building in the Town centre frame area,
b. resulting in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the Scheme or under an existing Development Permit for the use, and
c. for the same Defined activity group as the existing use, and
d. resulting in an increase in GFA or roofed area of 80m^2 or less for the following uses:
i. Community activities,
ii. Bulky retail and commercial activities, or
iii. Retail and commercial activities.</td></tr>
<tr><td>For electricity infrastructure or a sub-station where:

a. minor or
b. major and not:
i. in the Green Network Core conservation area, or in a Flood (1% AEP) area and projecting above the surface of the ground,
ii. involving the erection of a new building, or
iii. involving the reconstruction or alteration of an existing building where the design and external appearance is not substantially altered.</td></tr>
<tr><td>For an Environment facility and permanent plantation where:

a. in the Green Network area,
b. not involving Building work, and
c. does not result in the removal of Significant vegetation.</td></tr>
<tr><td>For a Home based business:

a. in the Urban living area, or
b. involving Home based childcare as a “stand-alone service” under the Education and Child Care Services Act 2013.</td></tr>
<tr><td>Making a material change of use of premises for a sales office.</td></tr>
<tr><td>For the following Temporary use undertaken under a local law approval for the prescribed activity:
<table>
<tr><th>Use</th><th>Prescribed activity</th></tr>
<tr><td>• Food and drink outlet
• Market
• Shop</td><td>Commercial use of Local Government controlled areas and roads” as itinerant vending, display of goods or sale of goods, or “operation of temporary entertainment events” or “undertaking regulated activities on Local Government controlled areas and roads” in the form of a public place activity.</td></tr>
<tr><td>The following uses where in the Urban living, Activity Centre, or Industrial areas:

• Function facility
• Indoor sport and recreation
• Motor Sport Facility
• Nightclub entertainment facility
• Shop
• Theatre
• Tourist Attraction, and</td><td>Operation of temporary entertainment events.</td></tr>
</table>
</td></tr>
</table>

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Table 41: PDA Accepted Development

• Outdoor sport and recreation		
• Roadside stall, where in the Urban living area a.	If undertaken within Council administered road reserve under a local law approval for the prescribed activity, "commercial use of Local Government controlled areas and roads.	
All aspects of development		
Prescribed in Schedule 6 of the *Planning Regulation 2017*, other than part 3 Section 18 and part 5 Section 28.		
Prescribed in Schedule 7 and Schedule 7A of the *Planning Regulation 201.*		
Consistent with an approved POD.		
Undertaken by the State, or a statutory body representing the State, for the purposes of public housing, Educational establishment, Hospital or Health care services.		
Development for which a General Exemption Certificate or Exemption Certificate has been issued under the *Queensland Heritage Act 1992.*		
For a telecommunications facility where: a. not in the Green Network area, b. not a facility operated by or on behalf of a carrier under the *Telecommunications Act 1997*, c. not involving more than one signal receiving satellite dish, and d. involving a dish with a dimension not greater than 1.8m.		
For a Utility installation where: a. not in the Green Network core conservation area, or in a Flood (1% AEP) area and not projecting above the surface of the ground, b. carried out by or on behalf of the Local Government or other public sector entity for: i. the reticulation or conveyance of water, sewage, stormwater and recycled water, including ancillary maintenance and storage depots and other facilities for the operation of the use (excluding the storage or treatment of water and sewage), ii. a waste transfer station, iii. road purposes for: i. road construction and maintenance, including site buildings, or ii. traffic signals and controls, iii. depots, iv. road access works, v. drainage works, vi. rest area facilities and landscaping, vii. parking areas, viii. public transport infrastructure, ix. control buildings and structures, or x. toll plazas, c. ancillary telecommunication infrastructure not protruding more than 5m above the height of the existing structure and not involving a facility of a carrier under the *Telecommunications Act 1997*, or d. involving the reconstruction or alteration of an existing building where the design and external appearance is not materially altered.		

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5.3 Schedule 3 — Definitions

The Scheme adopts the Use definitions (including Defined activity groups and Industry thresholds) as well as the administrative terms and definitions from the MBRC Planning Scheme, unless otherwise defined below or in the *Economic Development Act 2012.*

Administrative definitions

Community housing means housing that is a form of social housing assistance, delivered by community organisations and local governments and funded by the State under the *Housing Act 2003*.

MBRC Planning Scheme means the *Moreton Bay Regional Council Planning Scheme 2016*, as amended and replaced from time to time.

Net residential density means the number of dwellings or single dwelling lots, or a combination, divided by the area of the lots and local roads and parks, i.e. the overall englobo site minus the following:

a. encumbered areas (e.g. areas subject to flooding, protected vegetation, heritage etc.),
b. non-residential sites (e.g. centres, industrial, community facilities, education/health facilities, district and higher order public open space, significant stormwater management infrastructure), and
c. non-local transport (e.g. sub-arterial, arterial, and State roads, railway corridors etc.).

Public housing means housing:

a. provided by or for, the State or a statutory body representing the state,
b. for short or long-term residential use,
c. totally or partly subsidised by the State or a statutory body representing the State, and
d. includes services provided mainly for residents of the housing.

Public passenger transport means the carriage of passengers by a public passenger service using a public passenger vehicle.

Public passenger transport infrastructure is defined in schedule 1 of the *Transport Planning and Coordination Act 1994*.

Significant vegetation means all vegetation, except those listed as pest vegetation by the State or local government that is significant in its:

a. ecological value at local, state or national levels including
    i. vegetation mapped as endangered remnant vegetation on the regional ecosystem maps prepares under the *Vegetation Management Act 1999*
    ii. vegetation mapped in Map 4 of this Scheme
b. contribution to the preservation of natural landforms
c. contribution to the character of the landscape, or
d. cultural or historical value.

Site Cover, of development, means the portion of the site, expressed as a percentage, that will be covered by a building or structure, measured to its outermost projection, after the development is carried out, other than a building or structure, or part of a building or structure, that is:

a. in a landscaped or open space area, including, for example, a gazebo or shade structure
b. a basement that is completely below ground level and used for car parking
c. the eaves of a building, and
d. a sunshade.

Social housing means housing that is for a residential use, other than crisis accommodation, that is either provided by:

a. the State as public housing, as defined in the Planning Regulation 2017, or
b. an entity other than the State (e.g. a not-for-profit organisation or local government) as community housing).

State school site means land defined in Table 3.

Temporary use means a use that is impermanent and may be irregular or infrequent that does not require the construction of a permanent building or the installation of permanent infrastructure or services and does not result in the clearing of significant vegetation.

Use definitions

Educational establishment means the use of premises for:

a. training and instruction to impart knowledge and develop skills or
b. student accommodation, before or after school care, or vacation care, if the use is ancillary to the use in paragraph a. or
c. indoor sport and recreation, outdoor sport and recreation, kindergartens and community hubs, if the use is ancillary to the use in paragraph a.

Examples include a college, outdoor education centre, primary school, secondary school, special education facility, technical institute, university.

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5.4 Schedule 4 – Transport, access, parking and servicing

Table 42: Acceptable Outcomes - Transport, Access, Parking and Servicing

Design		Car park areas are designed to: • not dominate the street frontage • maintain active frontages where relevant • contribute to the intended character of the streetscape • avoid the visual impact of large areas of surface parking on the streetscape • not impact on the safety of the external road network • ensure the safe movement of vehicles and pedestrians within the site • provide separation between car parking opening sufficient to accommodate frontage landscaping, street trees and on-street parking.
Parking rates	**Residential uses**	Dwelling house or Dual occupancy: • 2 spaces per dwelling (1 space can be in tandem) • 1 additional designated space where including a secondary dwelling Multiple dwelling, Relocatable home park, Residential care facility or Retirement facility: • 1 space per 1 bedroom dwelling • 1.25 spaces per 2 bedroom dwelling • 1.5 spaces per 3 bedroom dwelling • 2 spaces per 4+ bedroom dwelling, and • 1 visitor space per 4 dwellings Rooming accommodation or Short-term accommodation: • 1 space per 5 dwellings + staff spaces • 3 spaces per 4 dwellings + staff spaces All other uses: in accordance with the MBRC Planning Scheme, Schedule 7 Car Parking.
	Non-residential uses	Neighbourhood hub, Local centre or Town centre core area: 1 space per 30 - 50m^2 of GFA Urban Living: • 1 space per 30 - 50m^2 of GFA where within 800m of the Town centre • 1 space per 20 - 30m^2 of GFA in all other locations. In all other areas: in accordance with the MBRC Planning Scheme - Schedule 7 Car Parking.
Driveways and access		• The frontage road is constructed to Council's standards[60] [61] • New, and changes to existing, direct vehicle access for residential development does not occur from an Arterial or Sub-arterial road[62] • New, and changes to existing, internal driveways and access ways are designed and constructed in accordance with AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking and the relevant standards in the Council Planning Scheme, Planning scheme policy - Integrated design, and • Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in the Council Planning Scheme Schedule 8 - Service vehicle

[60] Roads are considered to be constructed in accordance with Council standards when there is sufficient pavement width, geometry and depth to comply with the requirements of Planning scheme policy - Integrated design and Planning scheme policy - Operational works inspection, maintenance and bonding procedures.

[61] Frontage roads include streets where no direct lot access is provided.

[62] Refer to Section 3 Infrastructure Plan of the Scheme.

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	requirements for the relevant use.
	New, and changes to existing, crossovers and driveways are designed, located and constructed in accordance with the following requirement: 1. On a Council-controlled road and associated with a Dwelling house: the MBRC Planning Scheme Planning scheme policy - Integrated design; 2. On a Council-controlled road and not associated with a Dwelling house : a. AS/NZS2890.1 Parking facilities Part 1: Off street car parking; b. AS/NZS 2890.2 - Parking facilities Part 2: Off-street commercial vehicle facilities; c. the MBRC Planning Scheme Planning scheme policy - Integrated design; d. the MBRC Planning Scheme Schedule 8 - Service vehicle requirements; 3. On a State-Controlled Road : the Safe Intersection Sight Distance requirements in Austroads and the appropriate IPWEAQ standard drawings, or a copy of an approval under section 62 of the *Transport Infrastructure Act 1994.*
Servicing	Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in Council's Planning Scheme Schedule 8 - Service vehicle requirements for the relevant use. On-site manoeuvring complies with Council's Planning Scheme Schedule 8 - Service vehicle requirements. Bins and bin storage areas a provided, designed and managed in accordance with the Council's Planning Scheme policy – Waste.
Bicycle parking and end of trip facilities	industrial uses: 1 space per 3 car parking spaces Other non-residential uses: 1 space per 200m^2 of GFA for all All non-residential development and residential development of 6 or more dwellings provides cycle access and parking facilities in accordance with Australian Standards AS2890.3 and *Austroads (2008), Guide to Traffic Management - Part 11: Parking.* End of trip facilities are provided for development identified as Major development in Queensland Development Code MP4.1 and are in accordance with the standards in part 12.

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