

Economic Development Queensland

Mount Peter Priority Development Area Proposed Development Scheme

FOR PUBLIC NOTIFICATION

Proposed Mount Peter PDA Development Scheme for Public Notification

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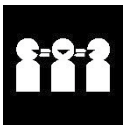
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Contents

1	Introduction	4
1.1	Economic Development Act	4
1.2	Priority Development Area Description.....	4
1.3	Application of the Development Scheme	4
1.4	Content of the Development Scheme	4
2	Land Use Plan	7
2.1	Components.....	7
2.2	Development Assessment Procedures.....	8
2.3	PDA Vision	13
2.4	PDA Structural Elements	14
2.5	PDA-wide criteria	29
3	Infrastructure Plan.....	39
3.1	Purpose.....	39
3.2	Infrastructure Networks.....	40
3.3	Development Charges, Credits and Exemptions	87
3.4	Infrastructure Offsets and Refunds	94
3.5	Indexation	97
4	Implementation Strategy.....	98
4.1	Purpose.....	98
4.2	Implementation Objectives and Actions	98
5	Schedules	101
5.1	Schedule 1 — Categories of Development	101
5.2	Schedule 2 — PDA Accepted Development	102
5.3	Schedule 3 — Definitions	104
5.4	Schedule 4 – Transport, access, parking and servicing.....	105
5.5	Schedule 5 - PDA-associated development.....	107

MAPS

Map 1: Mount Peter PDA Boundary (cadastral)	5
Map 2: Mount Peter PDA Boundary (aerial)	6
Map 3: PDA Associated land	12
Map 4: Structural Elements Plan	15
Map 5: Blue-Green Network	24
Map 6: Green Network	25
Map 7: Blue Network	26
Map 8: Key Resource Areas	28
Map 9: Sugar Cane Railway	30
Map 10: Flood Hazard Map	33
Map 11: Waterway Classifications	38
Map 12: Transport Network Plan - Municipal Road Corridors, Structures and Intersections	45
Map 13: Transport Network Plan - Municipal Active Transport Routes	46
Map 14: Transport Network Plan - Sub-regional Road Corridors, Structures and Intersections	47
Map 15: Local Government Community Facilities Network Plan - Municipal and Sub-regional	55
Map 16: Parks Network Plan - Municipal and Sub-regional	59
Map 17: Stormwater Trunk Infrastructure Network Plan	63
Map 18: Sewerage Network Plan - Municipal	68
Map 19: Sewerage Network Plan - Sub-regional	69
Map 20: Water Supply Network Plan - Municipal and PDA-associated development	78
Map 21: Water supply Network Plan - Sub-regional	79
Map 22: State Infrastructure and Facilities Network Plan	85

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 Act² is to facilitate economic development, development for community purposes, diverse housing, and premises for commercial or industrial uses. The ED Act³ seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for those parts of the State declared as priority development areas.

1.2 Priority Development Area Description

The Mount Peter Priority Development Area (PDA) was declared by regulation⁴ on 30 July 2025.

The PDA, identified on Map 1, covers approximately 2,650 hectares of land in the Cairns Regional Council (Council) Local Government Area. The PDA is bounded by the Wet Tropics World Heritage Area to the west, the Bruce Highway to the east and extends from the existing community of Edmonton in the north to Gordonvale in the south.

The PDA name references the locality of Mount Peter which incorporates parts of Edmonton, Wrights Creek, Gordonvale and Mount Peter.

1.3 Application of the Development Scheme

The Mount Peter PDA Development Scheme (Scheme) applies to development in the Mount Peter PDA and Mount Peter PDA-associated development.⁵

The Mount Peter PDA boundary is identified on Map 1 and Map 2.

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

1.4 Content of the Development Scheme

The Development 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) — containing Categories of Development, Accepted Development, Definitions, Transport, access, parking and servicing requirements and PDA-associated development.

¹ Section 8 of the ED Act.

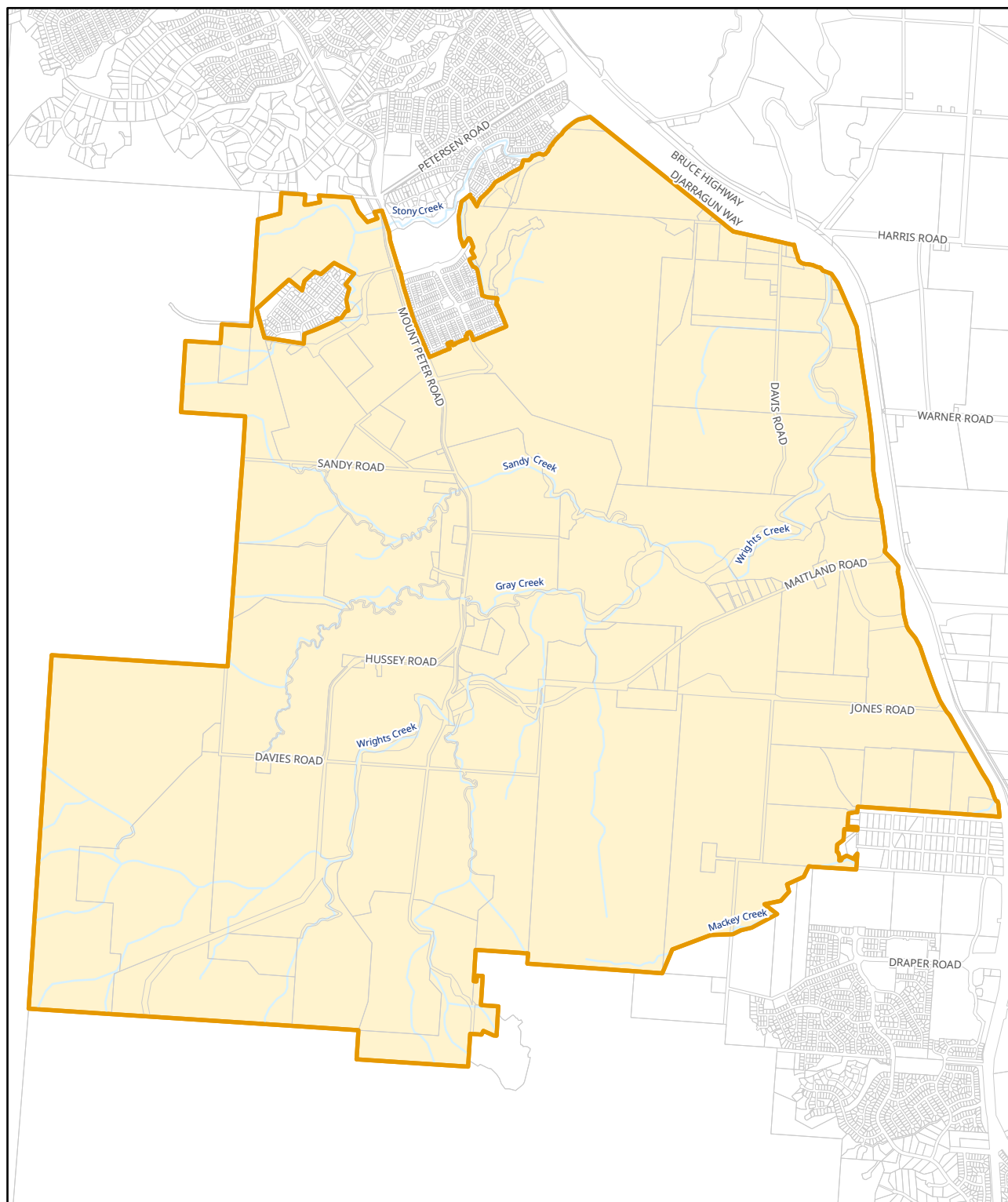
² Section 3 of the ED Act.

³ Section 4 of the ED Act.

⁴ See section 37 of the ED Act

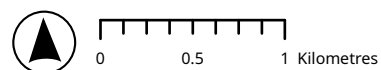
⁵ Section 2.2.13 PDA-associated development.

Map 1: Mount Peter PDA Boundary (cadastral)

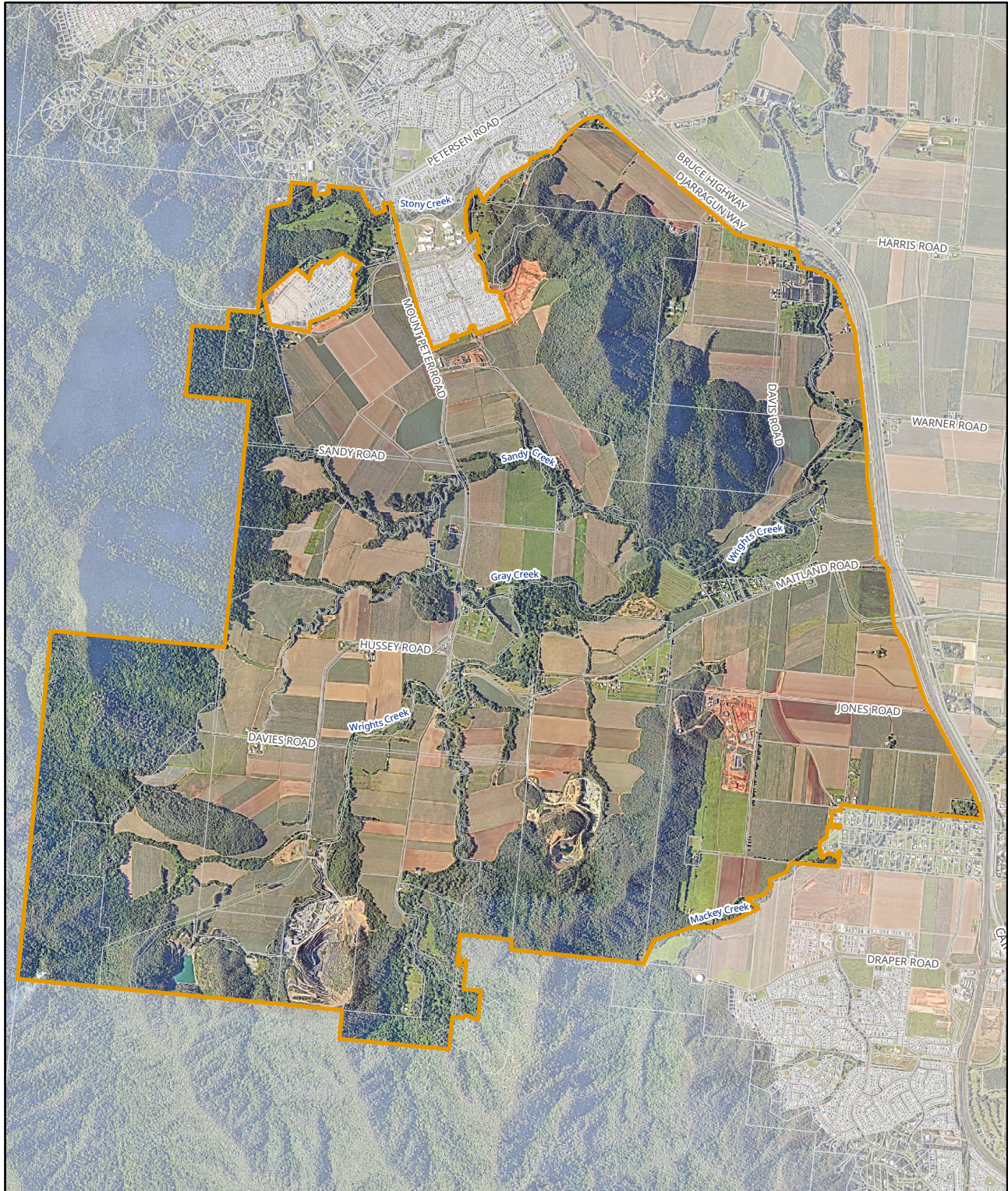


Legend

- PDA Boundary
- Cadastre
- Watercourse



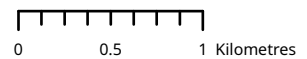
Map 2: Mount Peter PDA Boundary (aerial)



Legend

- PDA Boundary
- Cadastre

Nearmap imagery 23 October 2025



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 (sections 2.4 – 2.5).

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 4) and Structural Elements Criteria (section 2.4.2), and
2. PDA-wide criteria (section 2.5).

The Acceptable Outcomes in Tables 1, 2, 3, 4 and 41 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.

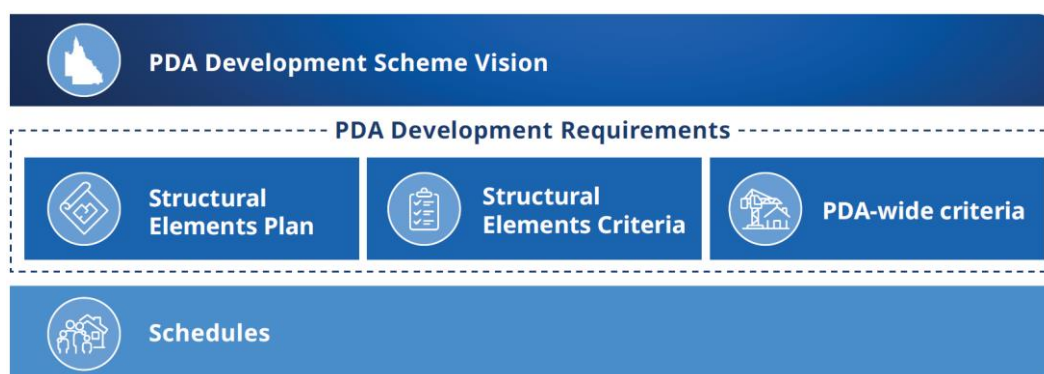
Guidance material assists in the interpretation of the PDA Development Requirements. Guidance material includes the EDQ guidelines⁶ and any other documents or guidelines referenced in the Scheme. Where relevant, an applicant may be requested to demonstrate how the guidance material has been considered 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 Development Scheme
- Schedule 4 — Transport, access, parking and servicing requirements
- Schedule 5 — PDA-associated development

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.

2.2 Development Assessment Procedures

2.2.1 Categories of Development

Schedule 1 of the Development 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 *CairnsPlan 2016*, 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 Development 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 Development 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 Acceptable Outcomes

The acceptable outcomes contained in Tables 1, 2, 3 and 4 represent performance-based acceptable outcomes. The MEDQ will consider alternative approaches to achieving these criteria.

⁷ Section 86 of the ED Act.

2.2.6 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 development⁸.

2.2.7 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}

2.2.8 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*.

2.2.9 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.

2.2.10 Relationship with CairnsPlan 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 and other documents as guidance material. If there is a conflict between the Development Scheme and the Council Planning Scheme or an assessment benchmark prescribed by regulation under another Act or other documents and standards, 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.

⁸ Section 84 of the ED Act.

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) and Far North Queensland Regional Plan 2026 – 2030 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 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.

2.2.12 Context Plan¹²

The MEDQ may require a Context Plan to be submitted with a development application, to 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 Development 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.

2.2.13 Plan of Development¹³

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 to the extent resolved through the POD.

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 Development Scheme applies.

The approval of a POD does not prevent the making of a PDA 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.

¹² See EDQ Practice note no. 09 Context Plans.

¹³ See EDQ Practice note no.10 Plans of Development.

2.2.14 PDA-associated development

PDA-associated development may be:

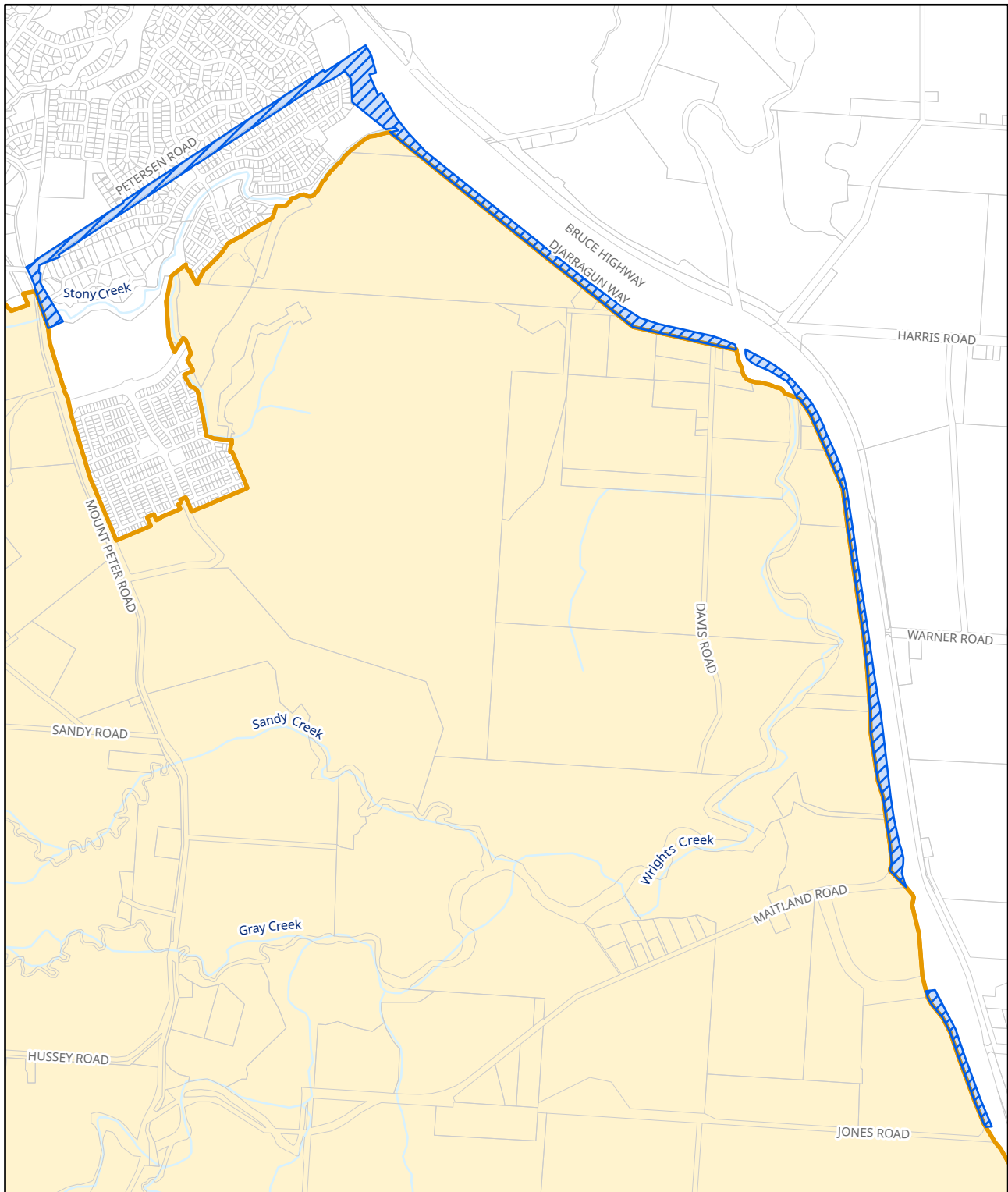
1. declared by regulation, or
2. identified as PDA-associated development in the relevant development instrument for the PDA.

Schedule 5 identifies development external to the PDA that is PDA-associated development and is shown on Map 3.

Development specified in Schedule 5 as PDA-associated development is PDA assessable development under Table 40.

A list of Mount Peter PDA-associated development declarations that are not identified in the Scheme is available at <https://www.edq.qld.gov.au/priority-development-areas-pda/pda-associated-development/>

Map 3: PDA Associated land



Legend

- PDA Boundary
- PDA-Associated Land
- Cadastre
- Watercourse



2.3 PDA Vision

Mount Peter is a connected, liveable and resilient community where families can live and work within a distinctive natural setting which is framed by the scenic backdrop of forested hillslopes and the Wet Tropics World Heritage Area. Planned to ultimately accommodate around 42,500 residents in approximately 18,500 homes, Mount Peter delivers a diverse range of housing, employment, community and recreational opportunities supported by coordinated infrastructure delivery.

Neighbourhoods offer a mix of housing types, densities and lot sizes to meet the needs of residents at all life stages. Higher density housing is focused around activity centres, key public transport corridors and recreational areas.

A network of district, local and neighbourhood centres provide opportunities for mixed-use development, while complementing the role and function of the Edmonton Major Centre and Gordonvale District Centre and broader Cairns hierarchy of centres. These mixed-use centres accommodate the highest intensity and diversity of development in the area, integrating retail, commercial, community, cultural, health, education and residential uses in quality, pedestrian oriented environments.

Mount Peter supports a strong local economy through a broad range of employment opportunities by the coordinated provision of centres and employment areas, with strong connections to the Cairns South State Development Area and the Edmonton Industry and Business Local Area. Appropriate separation and transition between employment uses and residential and sensitive uses is achieved.

Educational opportunities are also offered through a range of public and private schools, which are highly accessible. A range of community facilities, provided in key locations, cater for the needs of the community.

An interconnected, blue-green network forms a defining element of the area, linking parks, open spaces, waterways, habitats and ecological areas. This network retains and rehabilitates significant environmental and landscape values, supports biodiversity, and provides accessible recreational spaces and active transport connections for the community outside of sensitive ecological areas. The central hill is a key natural feature that provides the opportunity for future nature-based recreation. The areas adjoining the Wet Tropics World Heritage Area are carefully managed to avoid adverse impacts to biodiversity, particularly endemic species. Waterways, including Wrights Creek, that flow through to the Great Barrier Reef World Heritage Area are protected and enhanced. Stormwater, water quality and flood management solutions are integrated into the network through the development process.

The impacts of natural hazards are minimised or mitigated to protect people and property and enhance the community's resilience.

Mount Peter is supported by a range of transport and travel options that prioritise safety, accessibility and choice, enabling efficient movement through and in the area, with strong connections to surrounding centres, the Cairns City Centre, and regional destinations, including direct access to the Bruce Highway.

Infrastructure is planned, sequenced and delivered to ensure orderly and coordinated development of Mount Peter.

2.4 Structural Elements

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

The Structural Elements consist of the:

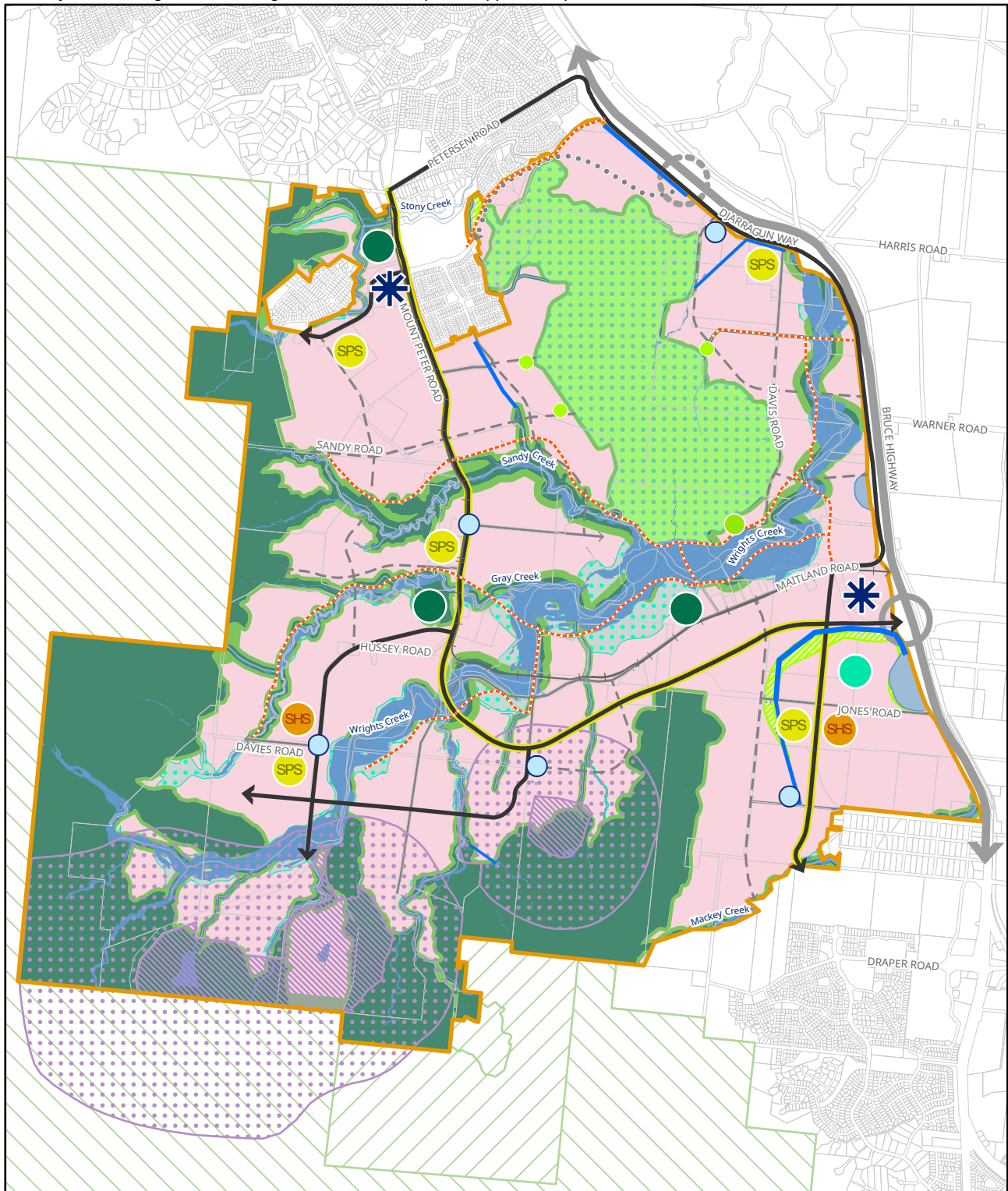
- Structural Elements Plan
- Structural Elements Criteria.

2.4.1 Structural Elements Plan

Map 4 provides a spatial depiction of the key Structural Elements of the Mount Peter PDA.

Map 4: Structural Elements Plan

The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

**Legend**

- PDA Boundary - Cadastre - Urban Living - District Centre - Local / Neighbourhood Centre - State Primary School - State High School	- Blue-Green Network - District Recreation Park - District Sport Park - Major Trailhead Park - Secondary Trailhead Park - Core Ecological Area - Interface Area - Linear Park	- Conservation Park - Protected Area - Wet Tropics World Heritage Area - Riparian Area - Basin - Drainage Corridor - High Flood Hazard Area - Watercourse	- Trunk Infrastructure - Trunk road - Off-road Shared Pedestrian/ Cycle Paths - Other Infrastructure - Bruce Highway - Existing Interchange - Future Interchange - Existing Road	- Future Road - Investigation Road Corridor - Future Bus Way - Sugar Cane Railway - Key Resource Area - Resource / Processing Area - Separation Area
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0 0.5 1 Kilometres

2.4.2 Structural Elements Criteria

2.4.2.1 Urban Living

Development:

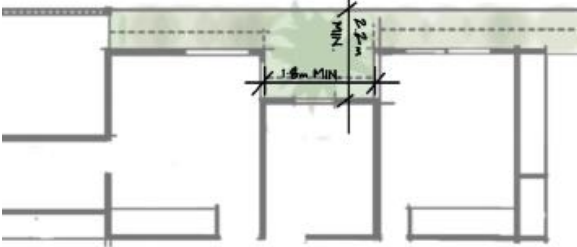
1. delivers a range of lot sizes that support a variety of housing types and densities, targeting a net density of 25 dwellings per hectare,
2. enables variation in built form to contribute to attractive and interesting streetscapes, while providing appropriate setbacks, privacy, amenity and transitions in height and form,
3. supports higher density residential development around activity centres, key public transport corridors, recreational areas and other highly accessible locations,
4. provides convenient walking access to parks, activity centres, schools, community and recreation facilities and public transport,
5. provides integrated, legible and connected movement networks that link neighbourhoods with adjoining existing and planned communities, use a permeable grid-based street pattern and limit cul-de-sac streets to promote walkability,
6. delivers local parks at a rate that services the anticipated population of the PDA, with parks designed and located to meet neighbourhood needs and complement the residential character of the area,
7. maintains and enhances local landscape character, scenic amenity and sense of place by protecting view lines, retaining mature vegetation, integrating natural features and providing quality landscaping,
8. responds to environmental features and site constraints, including through water sensitive urban design measures that improve stormwater quality, manage runoff and protect waterways and downstream environmental values,
9. incorporates Crime Prevention Through Environmental Design principles to support safety and passive surveillance of streets, open spaces and mid-block links,
10. accommodates car parking, access, bicycle parking, waste management and servicing in a way that supports safe and functional neighbourhoods and does not dominate streetscapes or detract from adjoining premises or public spaces,
11. responds to the tropical climate and minimises energy use through lot layout, street orientation, building design, setbacks, landscaping, shading, tree canopy, natural ventilation, passive cooling, natural light, deep soil zones, permeable surfaces and materials that improve thermal performance.

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

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

Acceptable outcome		
Setbacks*	Primary frontage	0m to an open carport 5.4m to a garage 4.5m in all other circumstances The frontage of a small lot should be increased to 12.5m if a double garage is proposed so that the garage doors do not dominate the streetscape
	Secondary frontage	5.4m to a vehicle access opening façade of a garage or carport on a corner lot 1.5m to a road frontage 1m for a single garage or single carport to a rear access laneway 4.5m for all other buildings to a rear access laneway 2m in all other circumstances
	Side boundary	0m to a carport or garage 0m to a shed with a maximum height of 2.4m for a maximum length of 4m 1m where the building incorporates a minimum of 1 side boundary indent (shown in Figure 2) for every 8m of building length that: 1. has a minimum setback from the side boundary of 2.2m; and

Proposed Mount Peter PDA Development Scheme for Public Notification

		2. has a minimum length of 1.8m; and 3. adjoins a bedroom on at least one side. 1.5m in all other circumstances  Figure 2 – Side boundary indent
	Rear boundary	0m to a shed with a maximum height of 2.4m for a maximum length along the boundary of 4m 4.5m in all other circumstances
	Built to boundary walls	Only occur on where the wall adjoins a building that is built to the side boundary on the adjoining lot.
Site cover	Lots <250m ²	65%
	Lots between 250m ² and 450m ²	60%
	Lots >450m ²	50%
Permeable site area		At least 30%
Setbacks between dwellings on the same site		Dwellings are attached or setback by a minimum of 5m.
Cross ventilation		Each dwelling has openings to at least two different aspects Where dwellings are built to boundary or attached on both side boundaries, a minimum of 1 side boundary landscaped courtyard is provided that: a) adjoins the side boundary of the lot; and b) has a minimum setback from the wall to the side boundary of 3m; and c) has a minimum length of 5m; and d) adjoins and is accessible to the internal living areas of the dwelling; and e) is open to the sky and not covered (except eaves); and f) has a permeable ground surface.
Outdoor living area		A 3m x 3m covered outdoor living space (excluding private open space).
Private open space		15m ² with a dimension of at least 3m (excluding outdoor living area). <i>Note: minimum dimension means the smallest dimension in any direction</i>
Landscaping		Two landscaped deep soil zones are provided per dwelling each with minimum dimensions of 4m x 4m. One landscaped deep soil zone must adjoin the primary street frontage boundary, and one landscaped deep soil zone must adjoin the rear boundary.
Fencing and walls to road frontages and public space		1.2 metres in height if less than 50% transparent; or 1.5 metres in height if 50% transparency or greater.
Internal floor area for a Secondary Dwelling		Up to 50m ²

*Setbacks measured between external facade and the vertical projection of the site boundary – refer to Schedule 3 definitions.

Figures 3 – 7 below graphically demonstrate the outcomes detailed in Table 1 above.

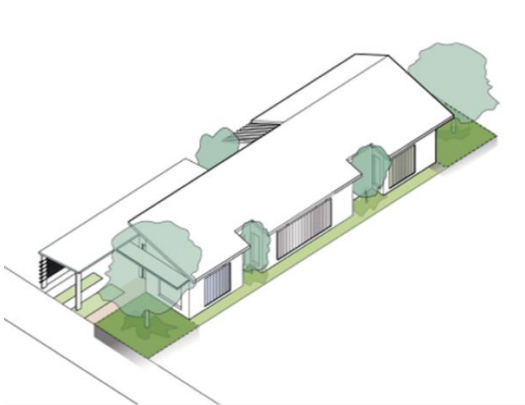


Figure 3 – Dwelling house on small lot

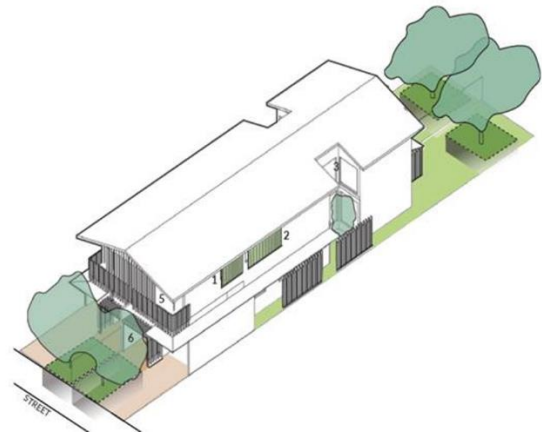


Figure 4 – Examples design response – Two storey dual occupancy

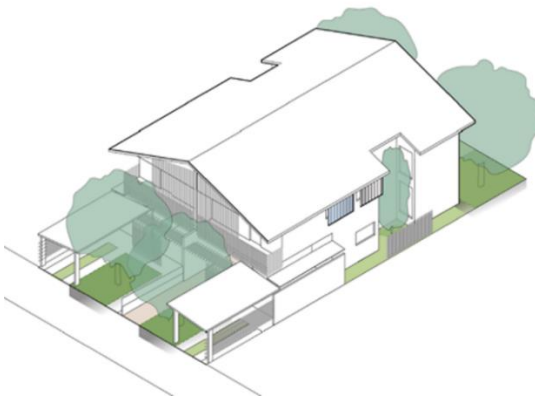


Figure 5 – Example design response – Two storey dual occupancy with carport



Figure 6 – Example design response – Two storey triplex



Figure 7 – Example Design Response – Two storey quadplex

Table 2: Acceptable Outcomes — Residential building above 3 storeys

Acceptable outcome		
Setbacks	Primary frontage	6m
	Secondary frontage	6m to a road frontage 4m to all other secondary frontages
	Side	3m for 3 storeys 4m for 4 and 5 storeys 6 m for 6 storeys or greater
	Rear	4m for 3 storeys 6m for 4 storeys or greater
Site cover		50%
Permeable site area ¹⁴		At least 30%
Cross ventilation		Each dwelling has openings to at least two different aspects
Separation distances		Between balconies or windows of habitable rooms: 6m at ground level; or 4m at ground level if screened by a 1.8m high fence; or 9m above ground level
Landscaping		10% of the site area and a minimum dimension of 4m ¹⁵
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 <i>Note: minimum dimension means the smallest dimension in any direction</i>
Outdoor living area per dwelling		A 3m x 3m covered outdoor living space
Private open space per dwelling		12m ² with a minimum dimension of 3m for dwellings at ground level ¹⁶

Non-residential uses

Non-residential uses in the Urban Living area:

1. are compatible with residential development and does not adversely impact on the amenity of adjoining and surrounding residential uses, and
2. cater for the needs of the community and do not affect the vitality and viability of the centres within the area and the broader Cairns region.

2.4.2.2 Activity Centres

District, 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 Cairns centres network. The intended floorspace of each Activity Centre is set out in Table 3. The Acceptable Outcomes in Table 3 below vary from those in the EDQ guidelines and are one way of demonstrating development is consistent with the relevant PDA Development Requirements.

¹⁴ Note: Refer to definition of permeable site area

¹⁵ Note: minimum dimension means the smallest dimension in any direction

¹⁶ Note: minimum dimension means the smallest dimension in any direction and the calculation of private open space excludes the outdoor living area

Development delivers centres that:

1. are generally located on land identified for the Activity Centre shown on Map 4,
2. support compact, walkable communities with higher-density housing nearby,
3. integrate land use and transport planning, including safe and direct pedestrian, cyclist and public transport connections,
4. provide active main street frontages and locates parking, servicing and drop-off areas so they do not dominate streetscapes,
5. use block sizes and cross-block links that improve pedestrian permeability,
6. provide parking, access, bicycle parking and servicing in accordance with Schedule 4 — Transport, access, parking and servicing,
7. minimise noise, air, odour and visual impacts on sensitive land uses through appropriate separation and landscaped buffers,
8. incorporate Crime Prevention Through Environmental Design principles, and
9. use tropical landscaping, shade trees, awnings, roof overhangs and other sun-shading measures to improve amenity, reduce heat exposure and minimise heat retention.

Development for a District Centre delivers:

1. District Centre 1 (Civic Heart) as the focal point for the northern community offering a broad range of facilities, services, land uses and residential densities along with opportunities for community facilities and special events,
2. District Centre 2 (Gateway) as the focal point for the broader community offering the broadest range of facilities, services, land uses and residential densities in the PDA and a Gateway to the PDA, servicing the Cairns South SDA, northern Gordonvale suburbs and the Mount Peter PDA,
3. buildings of a scale and size commensurate with a vibrant retail and mixed-use centre, up to a height of 6 storeys,
4. increased residential densities of up to 60 dwellings/ha within a walkable catchment of the core retail area,
5. activated 'main street', with multiple shop fronts accessing the 'main street' and a continuous awning along the active frontages interfacing with the street,
6. sleeving of larger format retail and commercial activities behind active street fronts,
7. parking areas that are shaded, landscaped and located to the rear of the 'main street',
8. pedestrian links from the centre to the adjoining district park and surrounding public spaces, and
9. public outdoor plaza space, including landscaping features such as seating and shade trees.

Local centres deliver:

1. a range of goods and services that support the surrounding local community,
2. buildings of a scale and size up to a height of 3 storeys,
3. increased residential densities of up to 30 dwellings/ha within a walkable catchment of the centre.

Neighbourhood centres deliver:

1. the day-to-day needs of residents and encourage walkable neighbourhoods,
2. buildings of a scale and size up to a height of 3 storeys,
3. increased residential densities of up to 30 dwellings/ha within a walkable catchment of the centre.

Table 3: Acceptable Outcomes - Centres gross floor area

Centre Type	Target GFA
District Centre 1 (Civic Heart)	3,500m ² supermarket 2,000m ² specialty retail 2,000m ² commercial office 1,000m ² health related TOTAL: 8,500m ²
District Centre 2 (Gateway)	7,000m ² supermarket 2,000m ² specialty retail 2,000m ² commercial office 1,000m ² health related TOTAL: 12,000m ²
Local Centre 1	1,500m ² supermarket
Local Centre 2	1,000m ² specialty retail
Local Centre 3	1,000m ² commercial office 600m ² health related TOTAL: 4,100m ² (each centre)
Neighbourhood Centre 1	200m ² supermarket
Neighbourhood Centre 2	400m ² specialty retail 500m ² commercial office 200m ² health related TOTAL: 1,300m ² (each centre)

2.4.2.3 Blue-Green Network

The Blue-Green Network is designed to protect, connect, and enhance areas with significant natural environmental and scenic amenity values. The area maintains significant waterway systems, 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 and includes areas of land that are necessary for the management of flood and overland flow through the PDA. These corridors link local and State environmental, values and habitat both within the PDA and to areas of National Environmental Significance such as the Wet Tropics World Heritage Area and downstream to the Great Barrier Reef World Heritage Area. The network may also provide for buffers to significant ecological areas or between incompatible land uses, and includes land constrained by features such as bushfire risk, hillslopes, landslip or erosion, and former mining activities and related hazards.

The Blue-Green Network is shown on the PDA Structural Elements Plan Map 4, which supports the delivery of the Mount Peter PDA Vision.

Maps 5 – 7 provide a spatial depiction of the Blue-Green Network in the Mount Peter PDA and is indicative of the planned outcome. The final alignment of the Blue-Green Network boundaries will be determined through site planning in the PDA development assessment process.¹⁷

Development:

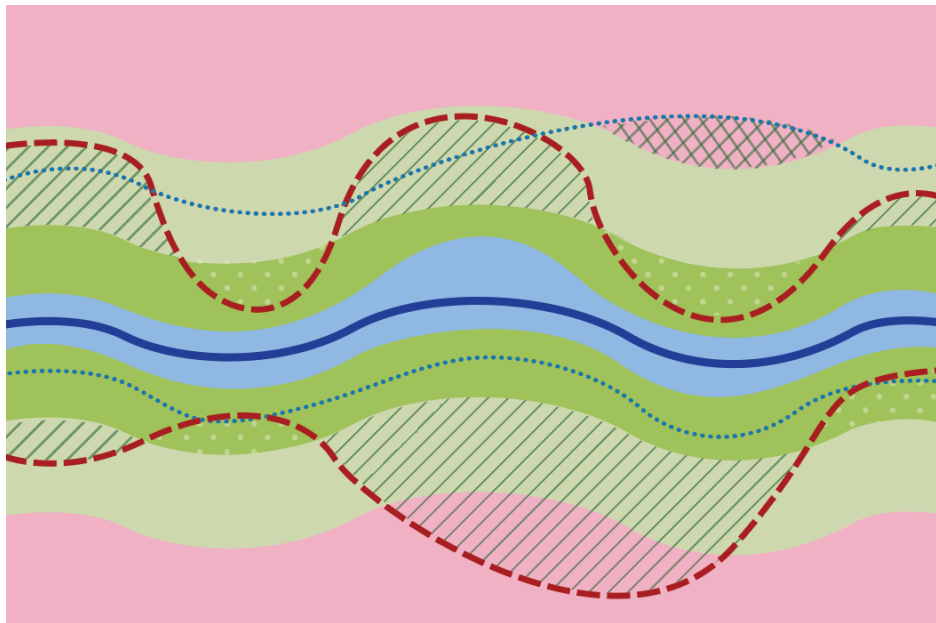
1. strengthens local and regional ecological connectivity by establishing the strategic ecological corridors identified on Map 6 — Green Network, with average corridor widths of:
 - a. 200 metres along Significant corridors;
 - b. 100 metres along Major corridors;
 - c. 50 metres along Minor corridors; and
 - d. 25 metres along drainage features.

¹⁷ 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.

2. establishes Core Conservation Areas within strategic ecological corridors that prioritise environmental protection, ecological restoration and habitat connectivity and are at least:
 - a. 100 metres wide in Significant corridors;
 - b. 50 metres wide in Major corridors; and
 - c. 25 metres wide in Minor corridors.
3. establishes Interface Areas, where identified on Map 6, to provide multipurpose green space at the edge of strategic ecological corridors and areas containing MSES, provided these areas:
 - a. support compatible uses such as informal open space, low-impact recreation, active transport, flood management and stormwater infrastructure;
 - b. do not compromise environmental values, water quality or ecological function; and
 - c. provide separation from areas of current or future bushfire hazard.
4. maintains the integrity of strategic ecological corridors by:
 - a. avoiding fragmentation through the location and design of development, infrastructure and earthworks;
 - b. limiting development within corridors and Core Conservation Areas to uses that support conservation, rehabilitation and land management outcomes; and
 - c. managing edge effects next to ecological corridors and valuable ecological features.
5. protects waterways, riparian corridors and significant vegetation by:
 - a. supporting bank stability and maintaining the function of waterway and drainage features;
 - b. being informed by site-specific ecological investigations;
 - c. avoiding areas of high ecological or habitat value;
 - d. minimising and mitigating impacts where avoidance is not possible; and
 - e. allowing clearing of isolated or lower-value habitat only where it does not form part of a critical ecological linkage.
6. implements good-practice environmental management, including weed and pest control, erosion and sediment management, rehabilitation and revegetation using locally appropriate native species, to restore degraded land and support strategic ecological corridors.
7. delivers parks and open space that:
 - a. contribute to an integrated, high-quality green space network that meets community needs;
 - b. incorporate existing natural features and significant vegetation where possible;
 - c. use appropriate endemic species in landscaping; and
 - d. integrate stormwater management and active transport opportunities as part of the broader Blue-Green Network.

Figure 8 below demonstrates how multiple characteristics of the Blue-Green Network can be incorporated into the design and function of strategic ecological corridors. Figure 9 below provides an illustrative visualisation of how these outcomes may be integrated within future development.

Figure 8: Design and Function of Ecological Waterway corridor



Legend

Urban Living Area	Rehabilitate / bank stabilisation
Interface Area	Rehabilitation (Inside core corridor)
Core Conservation area	Retain (Inside interface corridor)
Waterway center line	Retain if MNES/MSES/MLES (outside Interface Area)
Setback to top of bank*	
Ecological Feature	

* Refer Table 4 for setback requirements

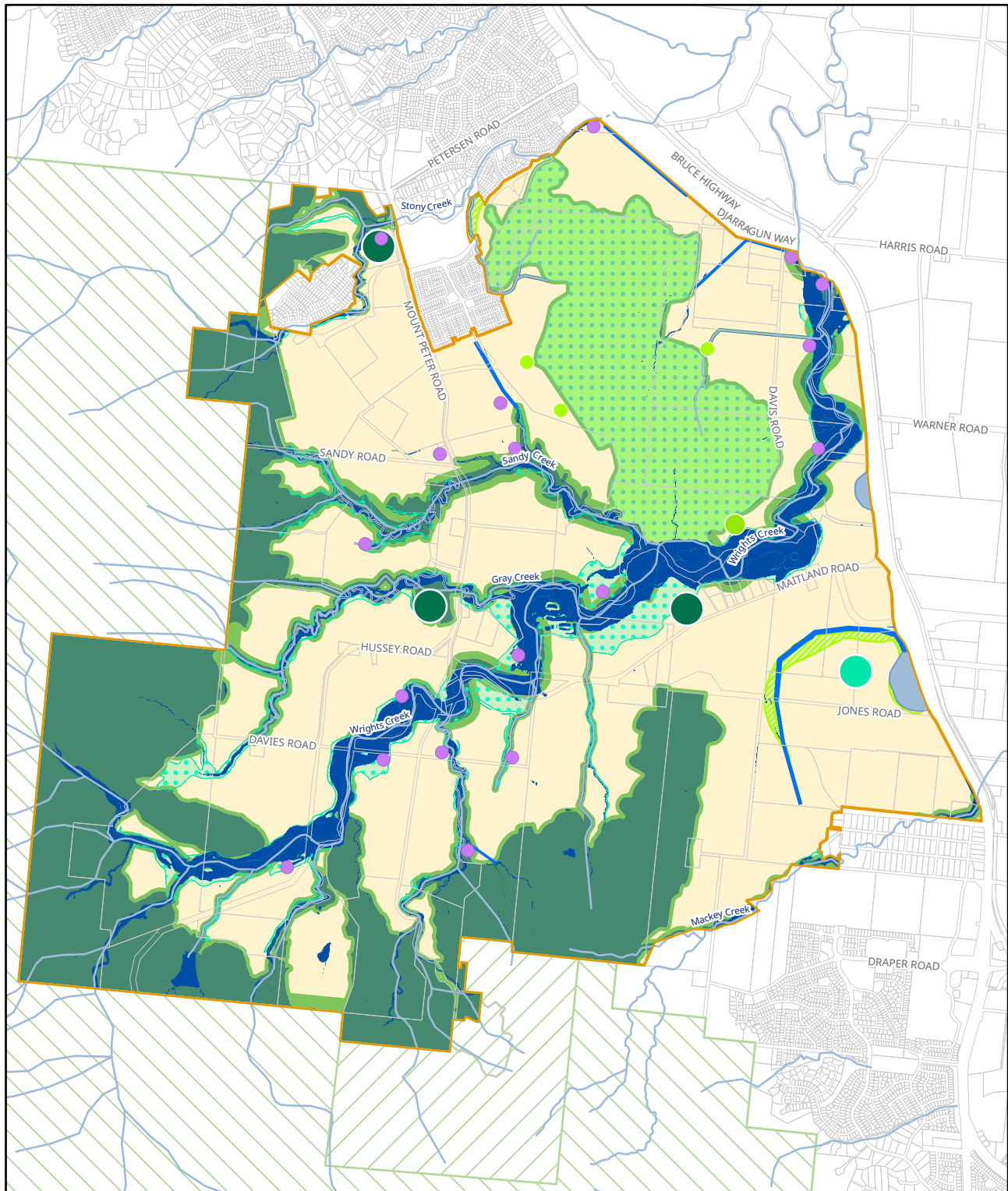
Figure 9: Conceptual visualisation of a strategic ecological corridor within the Blue-Green Network



This image is illustrative only and is intended to demonstrate the potential character and function of a strategic ecological corridor. The image does not represent a specific location or development outcome.

Map 5: Blue-Green Network

The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.



Legend

PDA Boundary

Cadastre

Green Network

District Recreation Park

District Sport Park

Major Trailhead Park

Secondary Trailhead Park

Core Ecological Area

Interface Area

Linear Park

Conservation Park

Protect Area

Wet Tropics World Heritage Area

Blue Network

Ephemeral Wetland

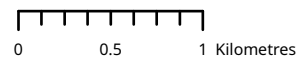
Riparian Area

Basin

Drainage Corridor

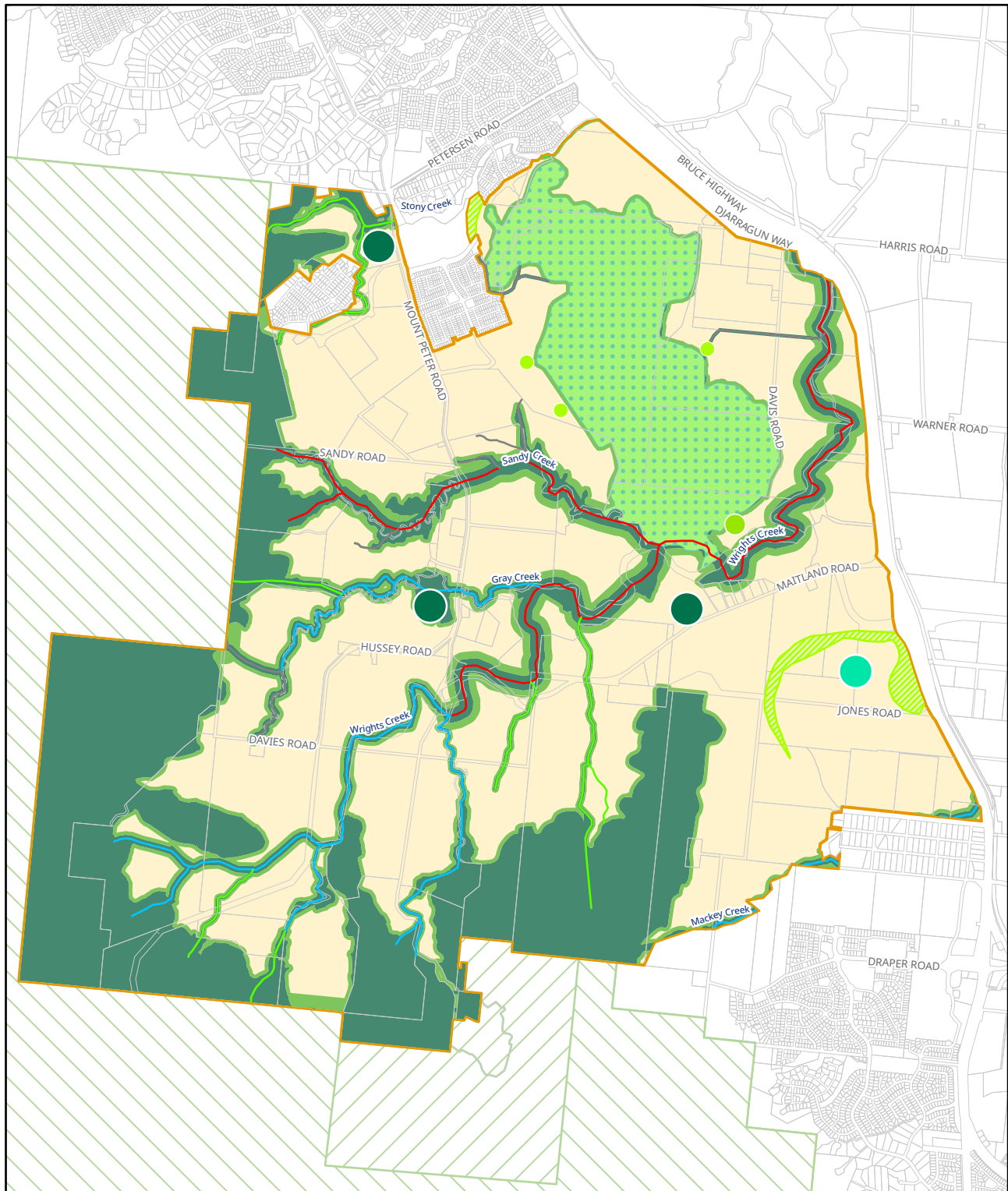
High Flood Hazard Area

Watercourse



Map 6: Green Network

The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

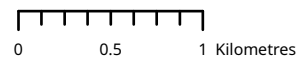


Legend

- PDA Boundary
- Cadastre
- Watercourse
- Significant Corridor
- Major Corridor
- Minor Corridor
- Drainage Corridor

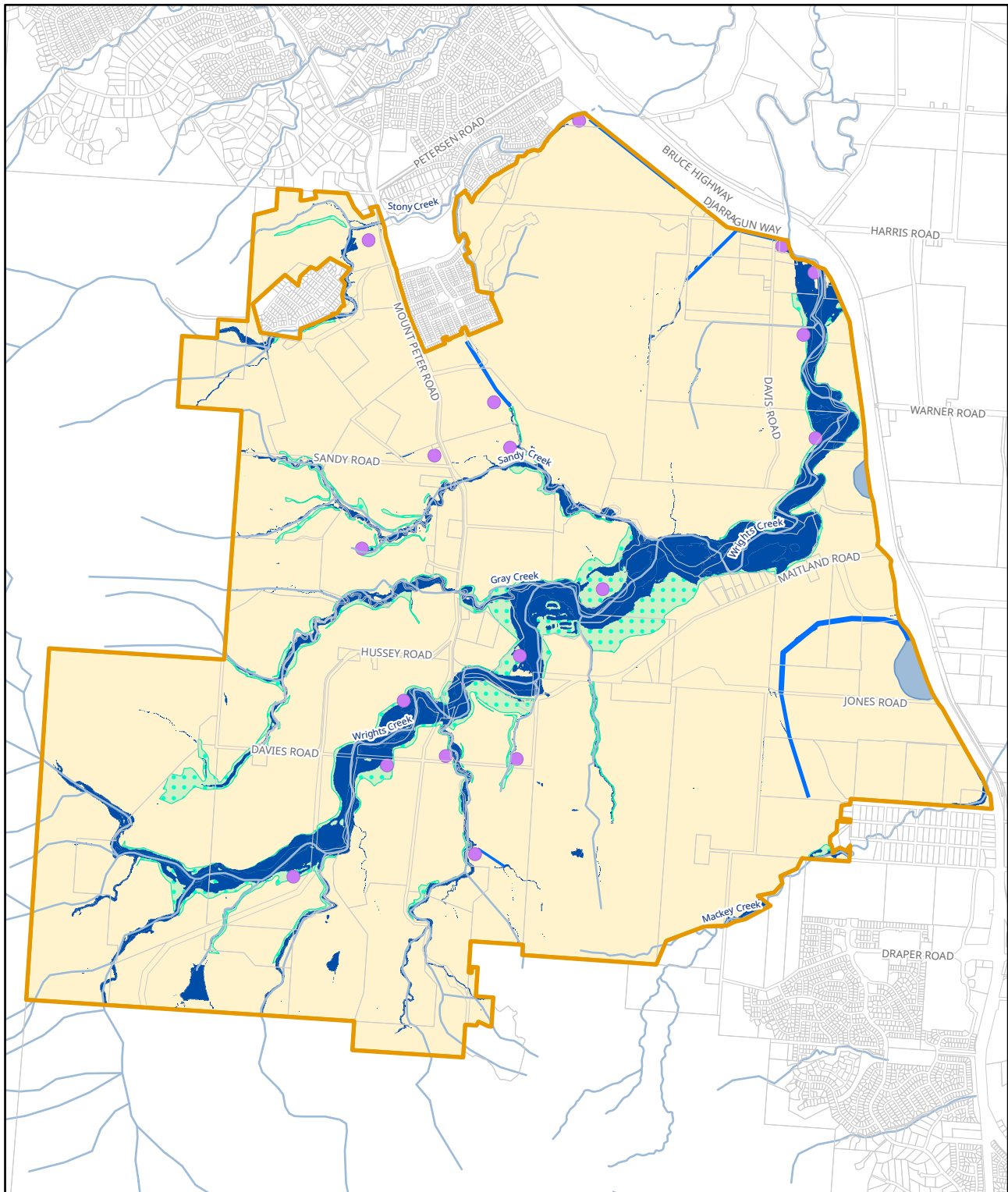
- Green Network**
- District Recreation Park
- District Sport Park
- Major Trailhead Park
- Secondary Trailhead Park

- Core Ecological Area
- Interface Area
- Linear Park
- Conservation Park
- Protected Area
- Wet Tropics World Heritage Area



Map 7: Blue Network

The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

**Legend**

PDA Boundary
 Cadastre

Blue Network
 Ephemeral Wetland
 Riparian Area
 Basin

Drainage Corridor
 High Flood Hazard Area
 Watercourse



0 0.5 1 Kilometres

2.4.2.4 Schools

School sites identified on Map 4 show the preferred location of State primary and secondary schools required to service the future population of the Mount Peter PDA. The delivery of schools in these locations is the responsibility of the Department of Education.

Development on land identified as a preferred school site on Map 4 should demonstrate it 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 processes¹⁸.

2.4.2.5 Key Resource Area¹⁹

The Key Resource Area recognises the lawful use of the two Key Resource Areas in the PDA for the lifetime of the resource extraction. At the conclusion of the extractive industry operations, the Key Resource Area provisions would no longer apply, and development of the area would transition to urban purposes.

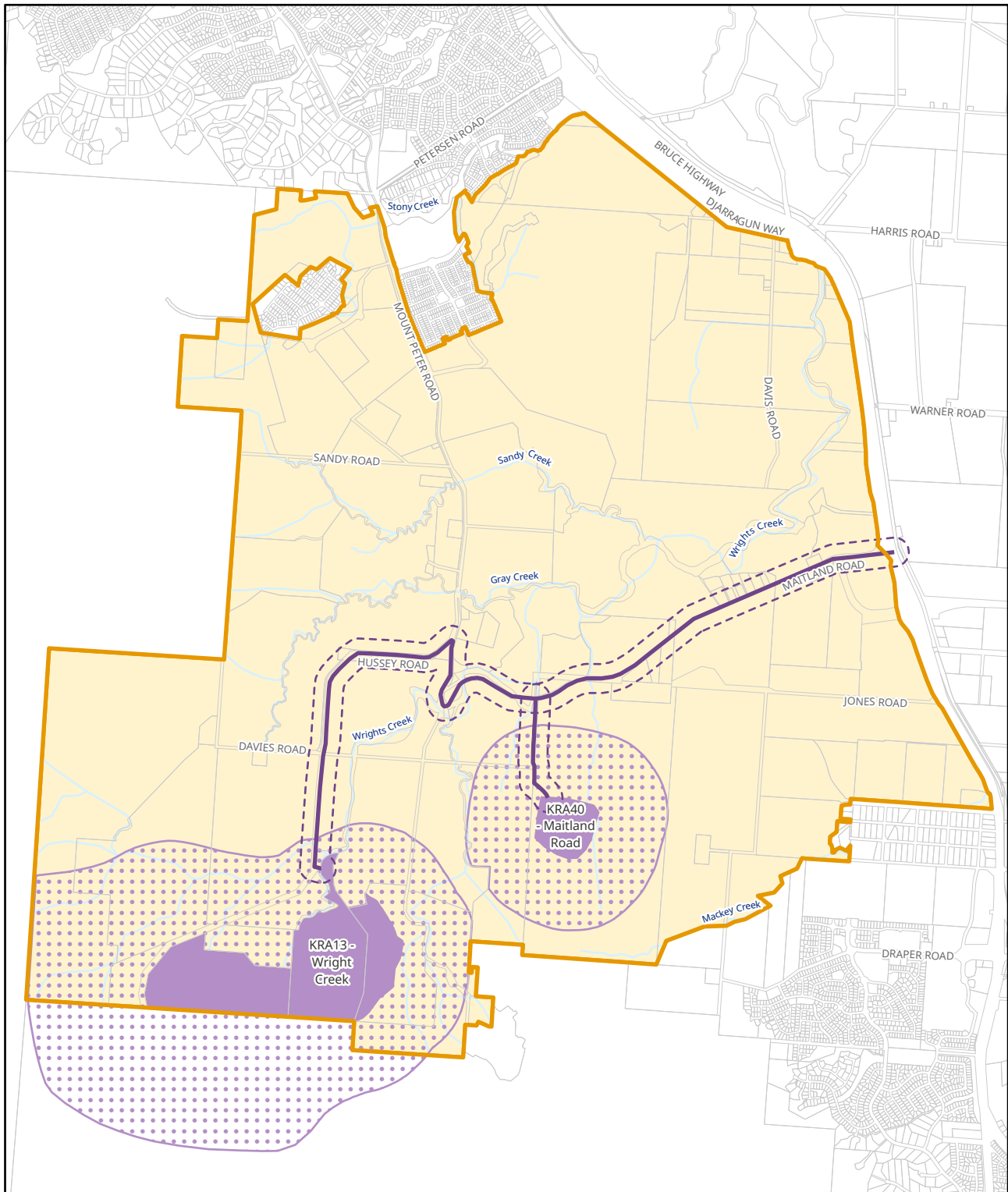
Development in the Key Resource Area – resource / processing area identified on:

1. does not constrain or prevent the long-term availability of the resource extraction,
2. does not adversely affect the safe and efficient operation of vehicles transporting extractive materials,
3. locates buildings and structures the greatest distance practicable from the transport route, and
4. if not associated with extractive industry, does not increase the number of people working, visiting or residing in the transport route separation area unless the development mitigates the impacts to people from noise, dust and ground vibration generated by the use of the route for the transportation of extractive resources.

¹⁸ 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.

¹⁹ Refer to the *CairnsPlan 2016* for further guidance.

Map 8: Key Resource Areas



Legend

- PDA Boundary
- Cadastre
- Watercourse

- Key Resource Area
- Transport route
- Transport Route Separation Area
- Resource / Processing Area
- Separation Area



0 0.5 1 Kilometres

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, comfort²⁰ and accessibility, maintains residential amenity.

2.5.1.2 Roads²¹

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. is designed to ensure the built form and landscaping treatments create an attractive, green and cohesive streetscape²², and
4. has a functional hierarchy to provide multiple access routes to and through neighbourhoods and minimises traffic impacts on residential areas.

2.5.1.3 Public and Active Transport

Development:

1. provides a public transport network and supporting infrastructure that:
 - a. is accessible and links Mount Peter with the key regional centres of Edmonton and Cairns, and
 - b. connects residents to key destinations within the PDA and is integrated with the active transport network.

2.5.1.4 Cane Railway

Development:

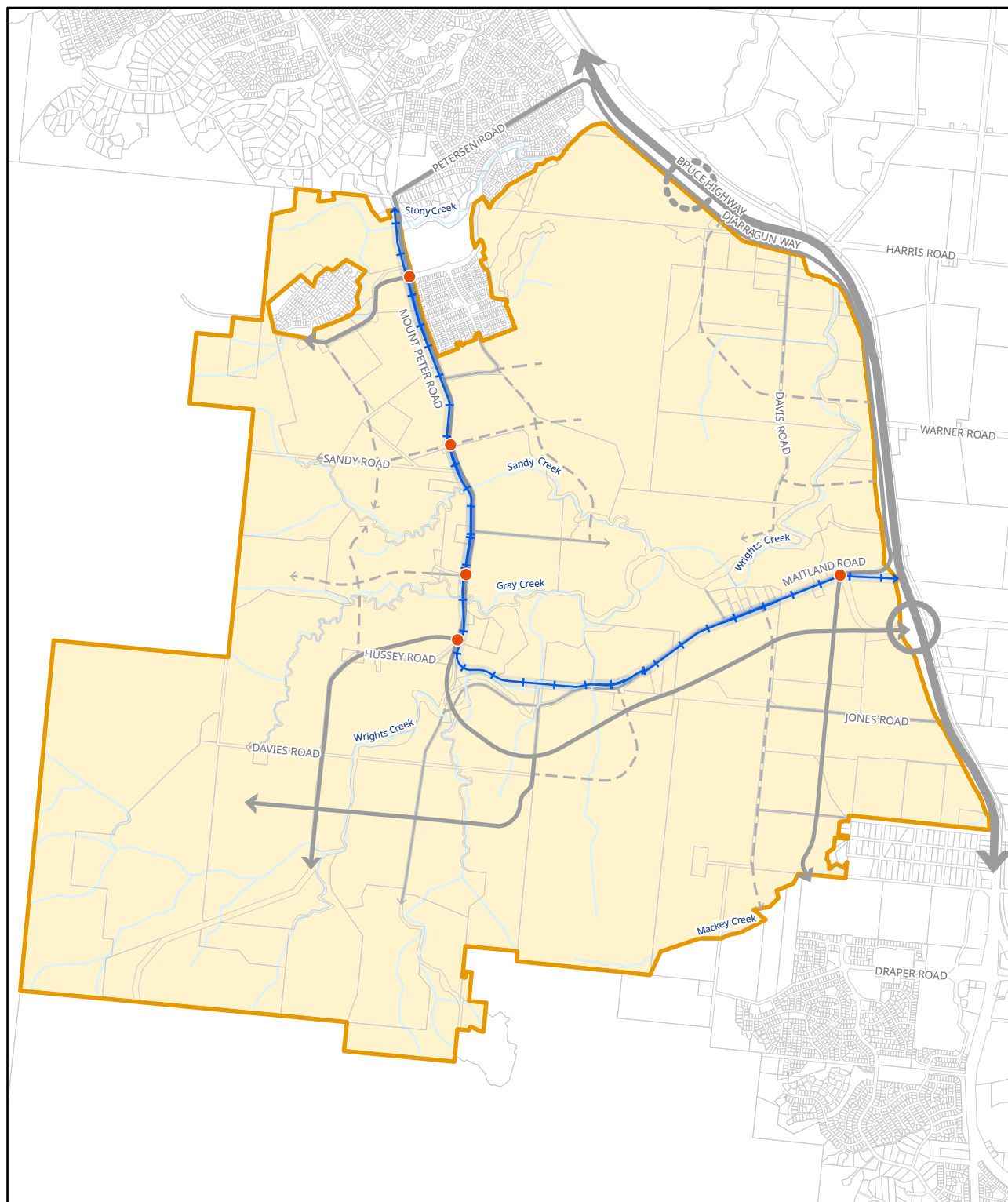
1. protects the primary cane rail line shown on Map 9 to support the on-going operation of the sugar cane industry,
2. maintains the operational efficiency of the cane rail infrastructure and provides for safe and efficient level-crossing of the cane rail line which are generally located in accordance with Map 9,
3. minimises the number of road crossings of the primary rail line to ensure the safety and efficiency of the road and cane rail network, generally in accordance with Map 9,
4. which includes sensitive land uses, is located and designed to maintain a high level of amenity for the sensitive land use through the mitigation of noise, visual and other impacts from the rail infrastructure,
5. if involving cane rail siding that is no longer required for the ongoing operation of the agricultural industry, provides for the removal of the infrastructure in consultation with the relevant asset owner/s, and
6. prevents unauthorised access to the rail line corridor.

²⁰ Active transport infrastructure should incorporate elements that reduce urban heat, including the use of appropriate passive thermal materials and provision of shade trees.

²¹ Refer to Section 3 Infrastructure Plans.

²² Streetscapes should incorporate elements that reduce urban heat, including the use of appropriate passive thermal materials and provision of shade trees.

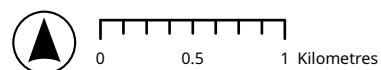
Map 9: Sugar Cane Railway



Legend

- PDA Boundary
- Cadastre
- Watercourse

- Railway Level Crossing
- +— Sugar Cane Railway



2.5.2 Service Infrastructure

Development:

1. supports the efficient and effective delivery and operation of infrastructure,
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. promotes compact and strategically located development patterns that optimise investment in telecommunications infrastructure and enable efficient service delivery,
6. provides for telecommunications infrastructure and promote co-location with other utilities to optimise land use efficiency and service reach,
7. wherever possible, co-locates 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 unduly impact 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 is discharged to a legal point of discharge and has a no worsening effect on downstream or upstream properties,
10. achieves 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. does not increase flooding and nuisance flows to other properties,²³
12. unless otherwise varied by Section 3 Infrastructure Plan, provides infrastructure in accordance with the FNQROC Regional Development Manual and any other specific requirements to achieve appropriate standards of service, and
13. demonstrates integrated stormwater management systems that are designed to deliver the principles of Water Sensitive Urban Design (WSUD) for buildings, streets and public spaces.

2.5.3 Community Safety, Natural Hazards and Development Constraints

2.5.3.1 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.

2.5.3.2 Natural Hazards

Development:

1. is designed, sited and located outside any area subject to a hazard to minimise risk to people, property and the environment,
2. avoids direct, indirect and cumulative increases in exposure to, or severity of, natural hazards,
3. maintains landforms and vegetation that can mitigate natural hazard risks,

²³ See Queensland Urban Drainage Manual (QUDM) for additional guidance.

4. supports effective disaster management response and recovery, and
5. ensures community infrastructure and State school infrastructure maintains the required level of functionality during and immediately after a natural hazard event.

2.5.3.3 Bushfire²⁴

Development avoids areas of bushfire hazard to the greatest extent practical. Where avoidance cannot be achieved, development manages bushfire risk to life, property and the environment to a tolerable or acceptable level by:

1. ensuring vulnerable, difficult-to-evacuate and assembly uses are not located in areas of bushfire risk,
2. locating development in areas of lowest bushfire risk,
3. providing alternate egress routes that are not subject to the same or higher level of hazard,
4. siting and designing development so bushfire mitigation measures avoid, or where avoidance is not possible minimise, adverse impacts on biodiversity and scenic amenity values,
5. managing risks from the location and release of hazardous materials during a bushfire event,
6. providing effective asset protection zones from sources of bushfire risk, and
7. adapting built form and infrastructure through responsive design measures such as setbacks and fire-resistant materials.

2.5.3.4 Flood Risk Management^{25,26}

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

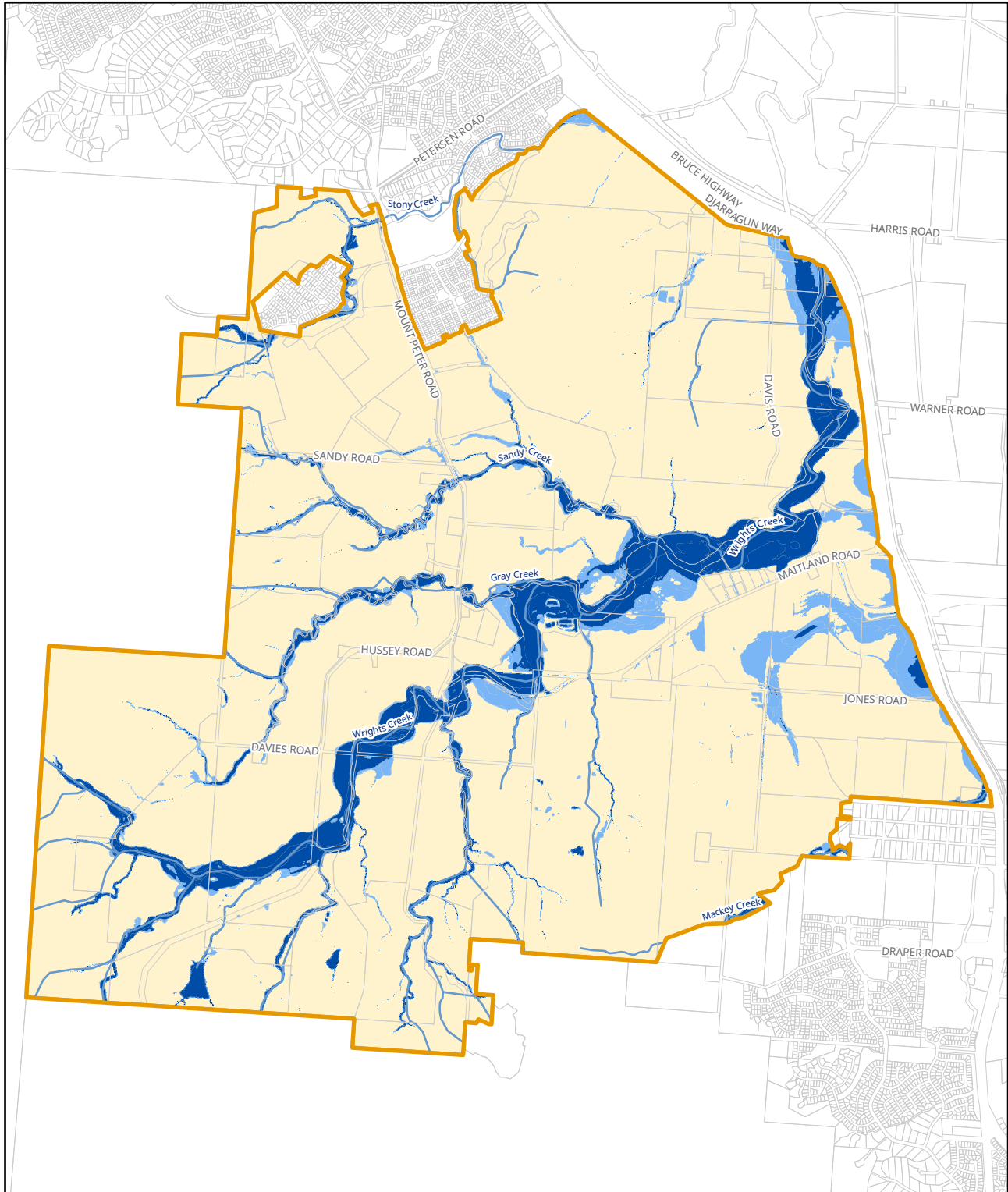
1. ensuring development appropriate to the relevant flood hazard category occurs within flood planning areas,
2. avoiding development in areas of intolerable flood risk, including High Flood Hazard Areas shown on Map 10,
3. managing development in areas of tolerable flood risk, including Medium Flood Hazard Areas not located in the Riparian Area shown on Map 5, where supported by a flood report,
4. avoiding vulnerable uses in areas of intolerable or tolerable flood risk,
5. incorporating flood-resilient design measures,
6. ensuring development does not directly, indirectly or cumulatively increase adverse impacts on premises, public land, watercourses, roads or infrastructure without appropriate mitigation,
7. locating, designing and operating essential building services, essential service networks and community infrastructure to minimise flood risk, property damage, disruption to function and re-establishment time after a flood event,
8. supporting disaster management response and recovery capability and safe evacuation,
9. managing risks from the location and release of hazardous materials during a flood event,
10. protecting State transport infrastructure,
11. responding to overland flow through siting, built form, layout and access that minimise risk to personal safety and property, maintain conveyance capacity, avoid overland flow from roads encroaching onto private residential lots and avoid increasing flow severity or damage to surrounding properties, and
12. managing stormwater quality and quantity through constructed wetlands, suitable alternatives or constructed stormwater channels where required, including in areas identified as Ephemeral wetlands or Drainage Corridors on Map 5.

²⁴ 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 Mount Peter PDA for the purposes of the BCA and QDC.

²⁵ Refer to Map 10, or the Cairns Regional Council's most up to date flood mapping, amended from time to time.

²⁶ See the requirements, standards and guidance identified in the *CairnsPlan 2016*. Flood reports and plans are to be prepared by a suitably qualified Registered Professional Engineer Queensland.

Map 10: Flood Hazard Map

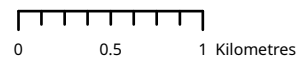


Legend

- PDA Boundary
- Cadastre
- Watercourse

Flood Hazard

- Moderate Flood Hazard Area (H3-H4)
- High Flood Hazard Area (H5-H6)



2.5.3.5 Landslip

Development:

1. is avoided in areas of intolerable landslide risk,
2. does not rely on complex engineering solutions to mitigate landslide risk,
3. is located, designed and constructed to ensure the safety of people, property and the environment, and does not increase landslide risk to adjoining or nearby properties,
4. does not locate the storage or handling of hazardous material within a landslide risk area,
5. ensures vegetation clearing, stormwater management and filling or excavation do not increase landslide risk on the premises or adjoining premises, and
6. ensures retaining structures do not adversely affect landscape character or scenic amenity of hillslope areas.

2.5.3.6 Acid Sulfate Soils²⁷

Development involving filling, excavation or other disturbance of potential or actual acid sulfate soils:

1. is supported by acid sulfate soils investigation reports,
2. treats acid sulfate soils in accordance with good practice in Queensland, and
3. avoids disturbance to the greatest extent practical, or otherwise manages disturbance to reduce risks to the natural and built environments and protect human health.

2.5.3.7 Contaminated Land²⁸

Development:

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

2.5.3.8 Emissions

Development avoids, or where this is not reasonably possible minimises and mitigates, impacts on the natural environment, residential amenity and public health from:

1. emissions;
2. noise and vibration, including through appropriate noise mitigation in building design;
3. light nuisance; and
4. odour and airborne impacts.

2.5.3.9 Agricultural Interface

Development adjoining existing sugar cane areas:

1. minimises land-use conflicts between residential development and agricultural activities,
2. ensures new residents are not adversely affected by normal and lawful agricultural operations, and
3. provides an appropriate transition between urban and rural land uses.

²⁷ See the Acid sulfate soils overlay map in the *CairnsPlan 2016*.

²⁸ 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.

2.5.4 Natural and Cultural Values

2.5.4.1 Wet Tropics World Heritage Area

Development within 200m of the Wet Tropics World Heritage Area:

1. does not result in direct, indirect or cumulative impacts on World Heritage values, and maintains or enhances ecological connectivity,
2. provides a functional buffer that protects the World Heritage Area from edge effects, including physical disturbance, vegetation loss, altered microclimate, weed invasion and human intrusion,
3. avoids or minimises adverse edge effects on the World Heritage Area, including changes to light, noise, wind, fire regimes and pest species,
4. maintains the visual integrity and scenic amenity of the World Heritage Area, including protection of key views, natural landforms and landscape character,
5. is of a scale, intensity and form that is compatible with the environmental sensitivity of the World Heritage Area interface,
6. activities during construction avoid or minimise disturbance to the World Heritage Area, including clearing, noise, vibration, lighting and waste generation, and the introduction or spread of invasive species, and
7. avoids ongoing adverse impacts on the World Heritage Area, including from lighting, noise, traffic, domestic animals and introduction of invasive species.

2.5.4.2 Great Barrier Reef World Heritage Area

Development:

1. supports the protection of environmental values and meets or exceeds water quality objectives for regional surface water, groundwater, wetlands and the Great Barrier Reef outlined 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*,
2. is designed, constructed and managed to support the outcomes of the Reef 2050 Catchment Water Quality Strategy,
3. is assessed against applicable National Environmental Standards for matters of national environmental significance and any other requirements administered by the National Environmental Protection Agency (whether individually or cumulatively) under the *Environment Protection and Biodiversity Conservation Act 1999*,
4. incorporates water sensitive urban design and a stormwater treatment train, sized and maintained to meet the design objectives of the *Environmental Protection (Water and Wetland Biodiversity) Policy 2019*,
5. during construction phase, implements erosion and sediment control measures, designed, constructed and maintained in accordance with IECA best practice standards including during staged clearing and for the duration of exposed soil, and
6. adopts best practice water management approaches to enhance and protect the health and ecological functions of waterways, wetlands, estuaries and waters of the Great Barrier Reef lagoon under section 21 of the *Environmental Protection Act 1994*.

2.5.4.3 Significant vegetation

Development:

1. avoids where possible impacts on significant vegetation, or
2. minimises and mitigates impacts on significant vegetation after demonstrating avoidance is not reasonably possible, and
3. where clearing of significant vegetation is reasonably required, it demonstrates alignment to the PDA vision.

2.5.4.4 Scenic Amenity

Development on visually prominent areas:

1. is limited to low-scale development,
2. protects and enhances the scenic amenity and landscape character of the surrounding area,
3. maintains views to and from significant natural features, including the Wet Tropics World Heritage Area, the central hill and surrounding ranges,
4. avoids or minimises visibility on prominent ridgelines, escarpments and elevated landforms,
5. is sited, oriented and designed to minimise visual prominence and integrate with the surrounding landscape, and
6. retains existing significant vegetation and incorporates landscaping to soften built form and contribute to visual amenity.

2.5.4.5 Local cultural heritage values

Development:

1. demonstrates the heritage values no longer exists, that the heritage values are not worthy of protection or that the heritage values are adequately preserved and protected,
2. protects and conserves local cultural heritage²⁹, and
3. is located and designed to avoid impacts on local cultural heritage, and where impacts cannot be reasonably avoided, impacts are minimised and appropriately managed.

2.5.4.6 Waterways³⁰

Development adjacent to a waterway identified on Map 11:

1. avoids, or where avoidance is not reasonably possible, minimises and mitigates adverse impacts on aquatic species and aquatic habitat values that exist along waterways,
2. is sufficiently setback from the top of bank and waterways to protect bank stability and riparian vegetation (see Table 4 below),
3. incorporates revegetation within the Riparian Area (as shown on Map 7) to maintain and improve bank stability, and
4. retains waterways that are Low, Moderate, High or Major, in their existing alignment forming an important foundation to the Blue-Green Network³¹.

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

Table 4: Acceptable Outcomes – setback from creek banks

Waterway classification	Suggested setback from top of bank*	Rationale
Major	30m – 50m	Accommodates long-term bank stability, flood conveyance functions, mature riparian vegetation, habitat connectivity and natural channel migration processes.
High	20m - 30m	Protects larger and more ecologically significant riparian corridors, I allows for natural waterway movement, and maintains important environmental,

²⁹ Refer to the Mount Peter Structure Plan Part 5 – Technical Report Cultural Heritage (Version A, May 2010) for guidance

³⁰ 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.

Waterway classification	Suggested setback from top of bank*	Rationale
		hydrological and landscape functions.
Moderate	15m – 20m	Provides additional separation to accommodate wider riparian vegetation corridors, allows for natural waterway movement, overland flow interaction and improved water quality outcomes. Supports habitat connectivity and reduces future pressure for bank stabilisation works.
Low	10m – 15m	Provides a minimum riparian corridor for bank protection, stormwater filtration and revegetation opportunities. Suitable where channels are relatively narrow, stable and exhibit limited erosion potential. The setback should protect aquatic habitat values.

* Greater setbacks may be required where waterways contain steep or unstable banks, endangered riparian vegetation, active erosion, significant habitat values, or where a suitably qualified person identifies a wider setback is necessary to maintain long-term bank stability. Top of bank to be surveyed at the time of development application.

* Site-specific investigations may be required to determine bank stability and identify appropriate mitigation measures where bank instability is present.

Map 11 illustrates the waterway classifications as set by the Department of Primary Industry.

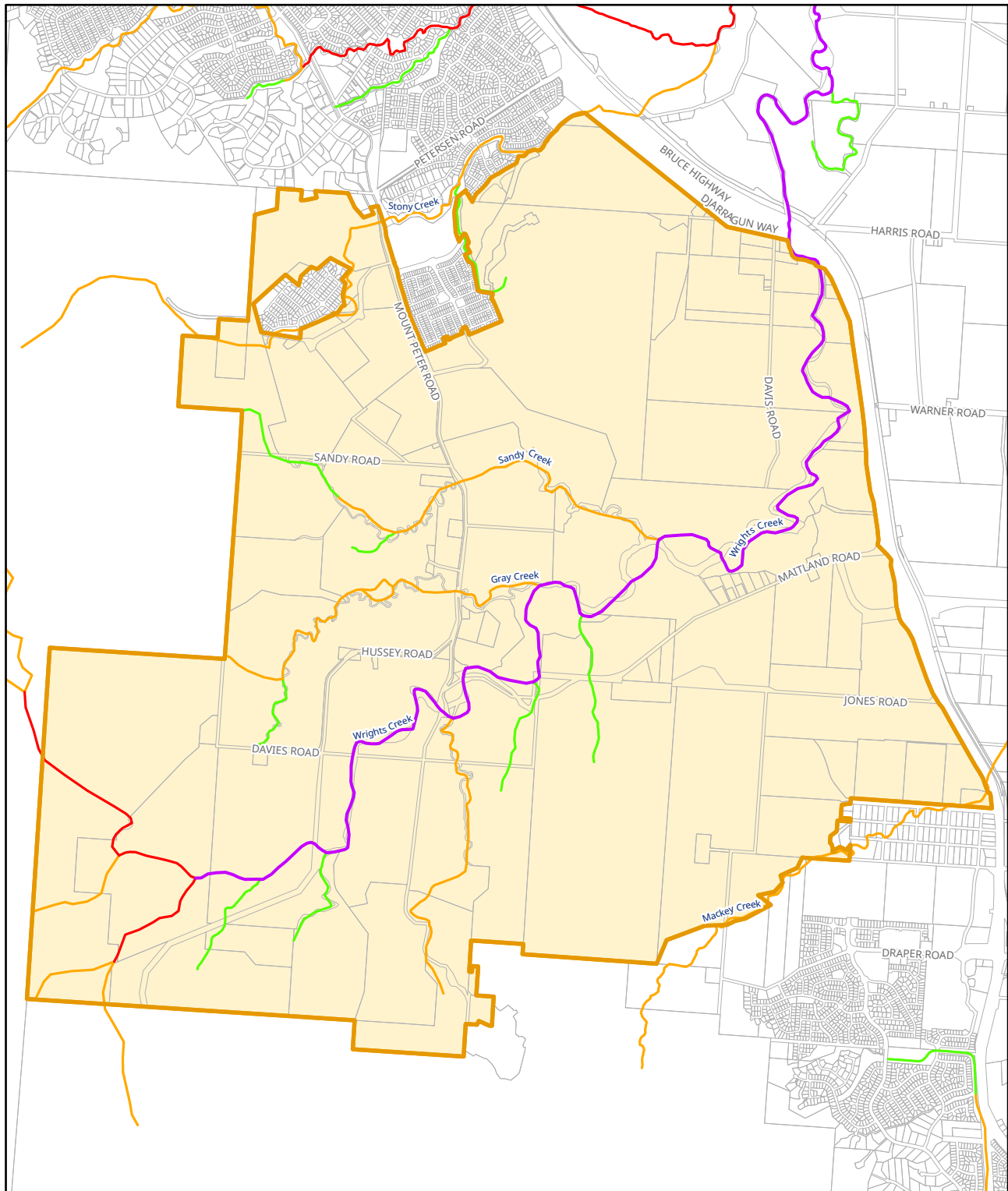
2.5.5 Landscaping

Development incorporates landscaping that:

1. includes species endemic to the local area,
2. provides shade to open car parking areas, pathways, roads and other areas with heat retaining surfaces,
3. creates a physical and visual buffer for adjoining sensitive land uses through dense landscaping buffers,
4. provides areas suitable for deep planting of large tropical shade trees that are open to the sky with access to light and rainfall,
5. uses a variety of species that support biodiversity and habitat corridors and are appropriate for the application, setting and site conditions,
6. is designed to reduce reliance on irrigation systems and supports efficient ongoing maintenance,
7. reflects the green and tropical character and identity of the Cairns region, and
7. delivers street trees³² that create continuous shade networks, improve thermal comfort and enhance the visual quality of the public realm.

³² Refer to the FNQROC Development Manual for guidance on street tree planting.

Map 11: Waterway Classifications

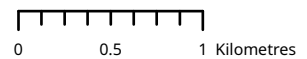


Legend

- PDA Boundary
- Cadastre

Waterway Hierarchy

- Low
- Moderate
- High
- Major



3 Infrastructure Plan

3.1 Purpose

The purpose of the Mount Peter 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 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 provisions of 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
6. Water supply
7. State community facilities
8. Electricity and gas
9. Telecommunications

The location and alignment of all infrastructure shown on the relevant maps are indicative only and will be confirmed through detailed design.

Innovation in infrastructure delivery will be considered where it achieves the required standards of service.

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, or by developers if required by a condition of a PDA development approval. Trunk infrastructure may be wholly or partially funded by Development Charges.

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 other infrastructure items that are not funded from Mount Peter 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 Mount Peter PDA:

1. Road network:
 - a. Trunk Connector (4 lanes)
 - b. Trunk Connector (2 lanes)
 - c. Intersections at intersecting trunk roads
 - d. Bridges associated with trunk roads
 - e. Culverts associated with trunk roads.
2. Active transport network:
 - a. In trunk road corridor
 - i. Footpaths
 - ii. Cycle paths.
3. Off Road:
 - i. Cycle paths
 - ii. Shared paths.

Proposed Mount Peter PDA Development Scheme for Public Notification

3.2.1.1.2 Transport Network Design Criteria

PDA Guideline No. 6 Street and Movement Network has been adopted for the Mount Peter PDA Transport Network. Standards listed in Table 5 and Figures 10 - 15 will prevail where they differ from the PDA Guideline.

Table 5: Road Design Standards*

Street Type	Trunk Connector (2 lane road)	Trunk Connector (4 lane road)	Main Street
Road	25m where parking lane is required 24m where no parking lane	33m for a 4-lane road	27m
Median (width)	Not required unless identified through detailed design for safety reasons.	5m. Not required as a minimum but is likely to be required through detailed design at intersections and other conflict points ie pedestrian crossings.	Not required unless identified through detailed design for safety reasons.
Trafficable lanes	3.5m minimum	3.5m minimum	3.5m minimum
Parking	Minimum 2.5m wide parking lane where required Kerbside parallel parking bays are to be provided on both sides of the carriageway, formalised by street tree build outs, where practical.	No on-street car parking.	Minimum 2.5m wide parking lane Kerbside parallel parking bays are to be provided on both sides of the carriageway, formalised by street tree build outs.
Bus Route	Yes		
Bus facilities³³	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	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).
Verge width	6.5m – 7m	7m	7m-8m
Footpath	2.0m, inclusive of 0.5m clearance from cycle path, on both sides of road		3m footpath including 0.5m separation line marking to cycle path and 4m footpath including dining and 0.5m line marking to cycle path.
Cycle lane	Separated 2.0m 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.		

³³ 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.

Proposed Mount Peter PDA Development Scheme for Public Notification

Street Type	Trunk Connector (2 lane road)	Trunk Connector (4 lane road)	Main Street
Posted Speed	50 - 60 km/h	60 km/h	50 km/h
Intersection Spacing	300m min Protected acceleration and deceleration lanes	300m min Protected acceleration and deceleration lanes	100 m min- 200m Localised Protection

* Note that road widths can represent general mid-block dimensions and road reserve widths may vary, particularly around intersections, bus stops, etc.

Figure 10: Cross section – 2 lane (parking) Trunk Connector 25m

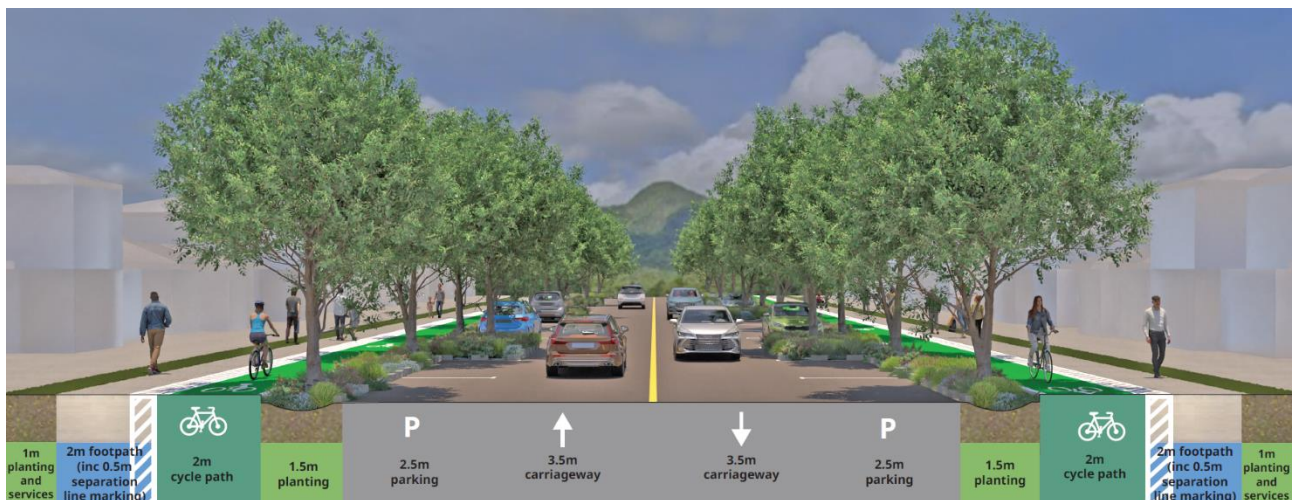


Figure 11: Cross section - 2 lane (no parking) Trunk Connector 24m

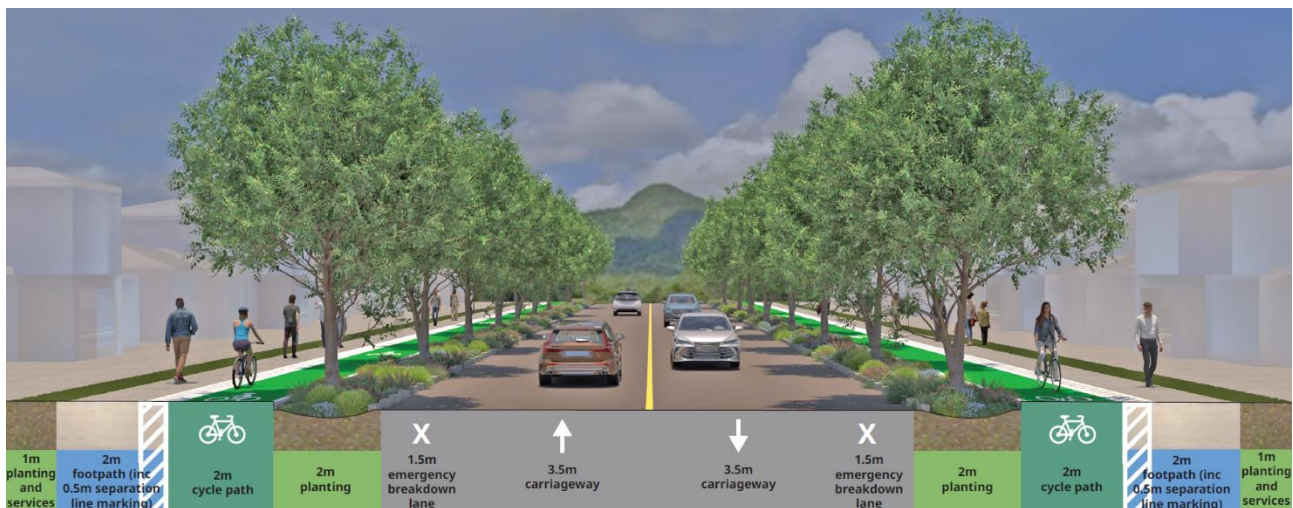


Figure 12: Cross section – 4 lane (no parking) Trunk Connector 33m

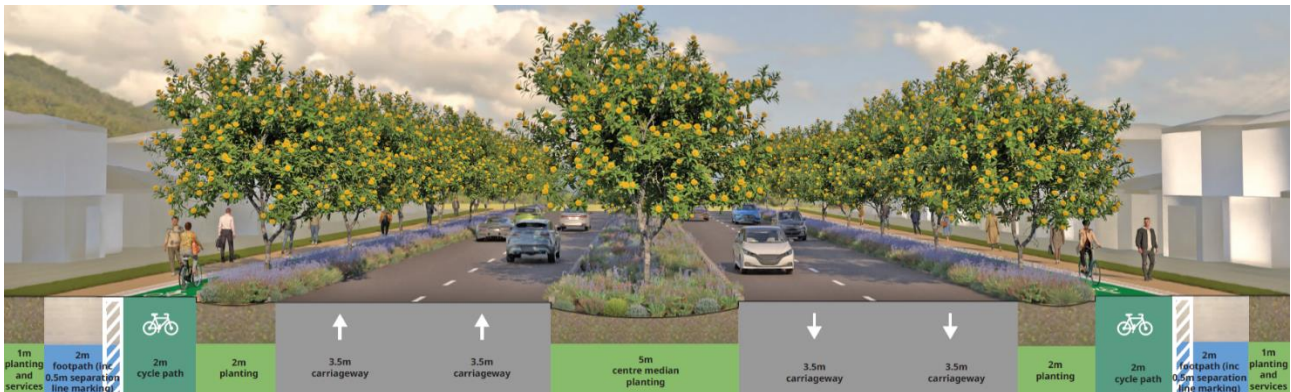


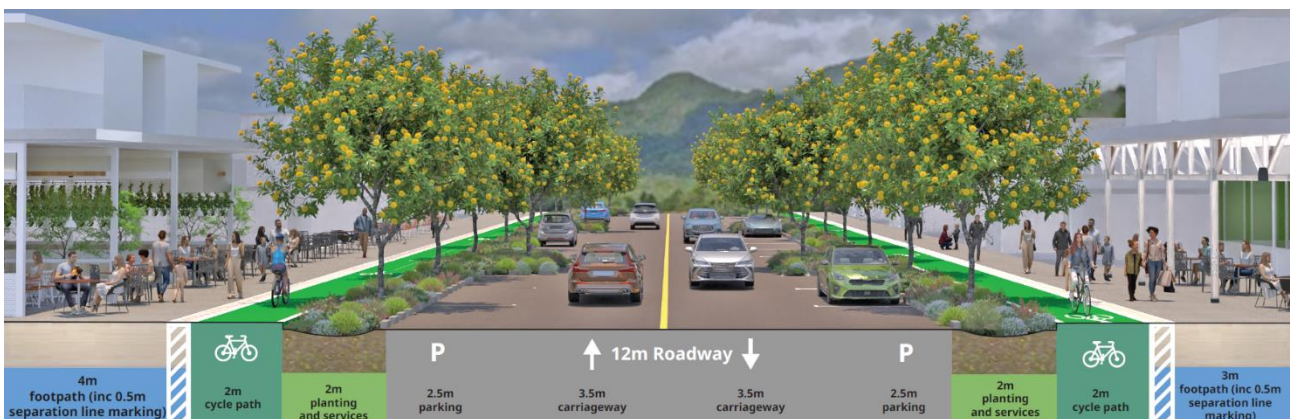
Figure 13: Cross Section – Existing Mount Peter Road (4 Lane Trunk Connector) 31m



Figure 14: Cross section – Future Mount Peter Road (4 Lane Trunk Connector) 32m



Figure 15: Cross section – Mount Peter Town Centre Main Street 27m



3.2.1.1.3 Active Transport

Table 6: Active Transport Network - Off-Road Corridor Design Standards

Description	Other requirements
3.5m Shared pathway	• 1.5m clearance on either side of shared pathway for safety • Preferred to be located adjacent to Conservation Zone or core conservation areas • Preferred to be located within interface areas • Where constraints apply – a minimum 6m dedicated corridor

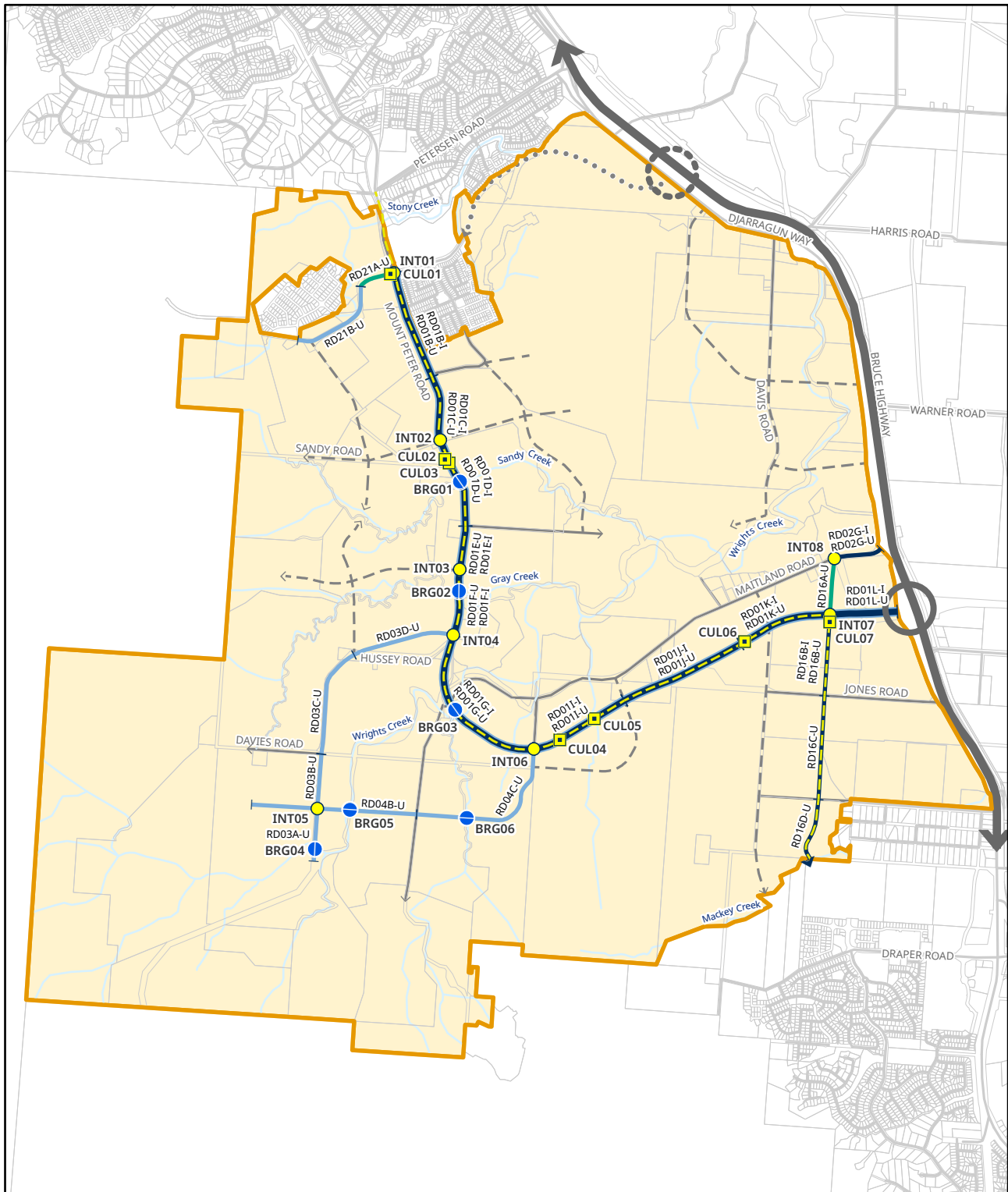
3.2.1.2 Plans for Trunk Infrastructure

Plans for the Mount Peter PDA Transport network are shown on:

- Map 12: Transport Network Plan – Municipal Road Corridors, Structures and Intersections
- Map 13: Transport Network Plan – Municipal Active Transport Routes
- Map 14: Transport Network Plan – Sub-regional Road Corridors, Structures and Intersections

Map 12: Transport Network Plan - Municipal Road Corridors, Structures and Intersections

The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

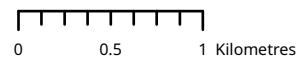


Legend

- PDA Boundary
- Cadastre
- Watercourse
- Trunk Infrastructure
- Bridge
- Intersection
- Culvert

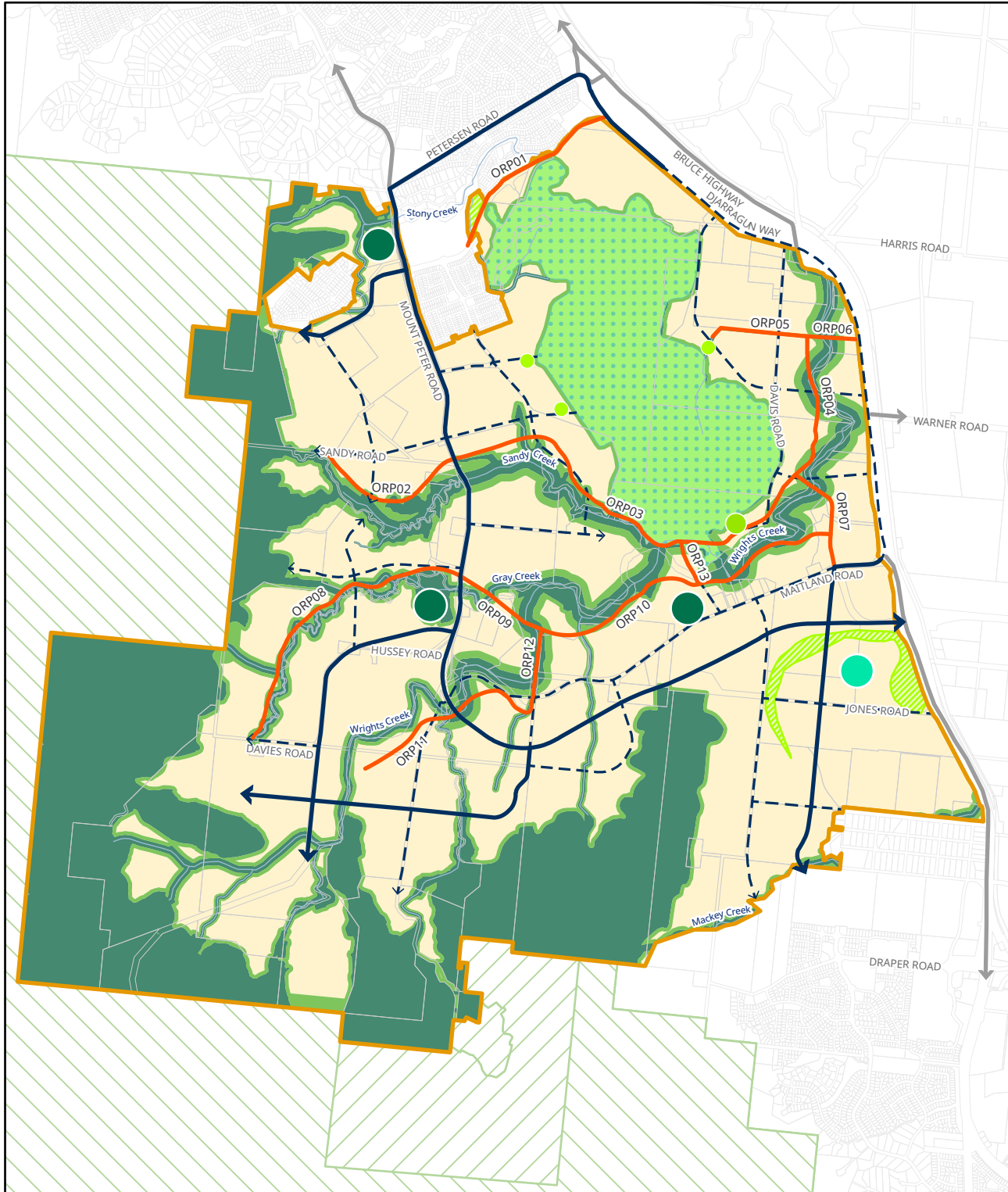
- Trunk Infrastructure
- 4 Lane Sub-arterial Road
- 2 Lane Sub-arterial Road
- 2 Lane District Collector
- 2 Lane Main Retail Street
- Other Infrastructure
- ◆ Bruce Highway

- Existing Interchange
- Future Interchange
- Existing Road
- - - Future Road
- ... Investigation Road Corridor
- - - Future Bus Way



Map 13: Transport Network Plan - Municipal Active Transport Routes

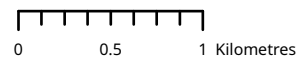
The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

**Legend**

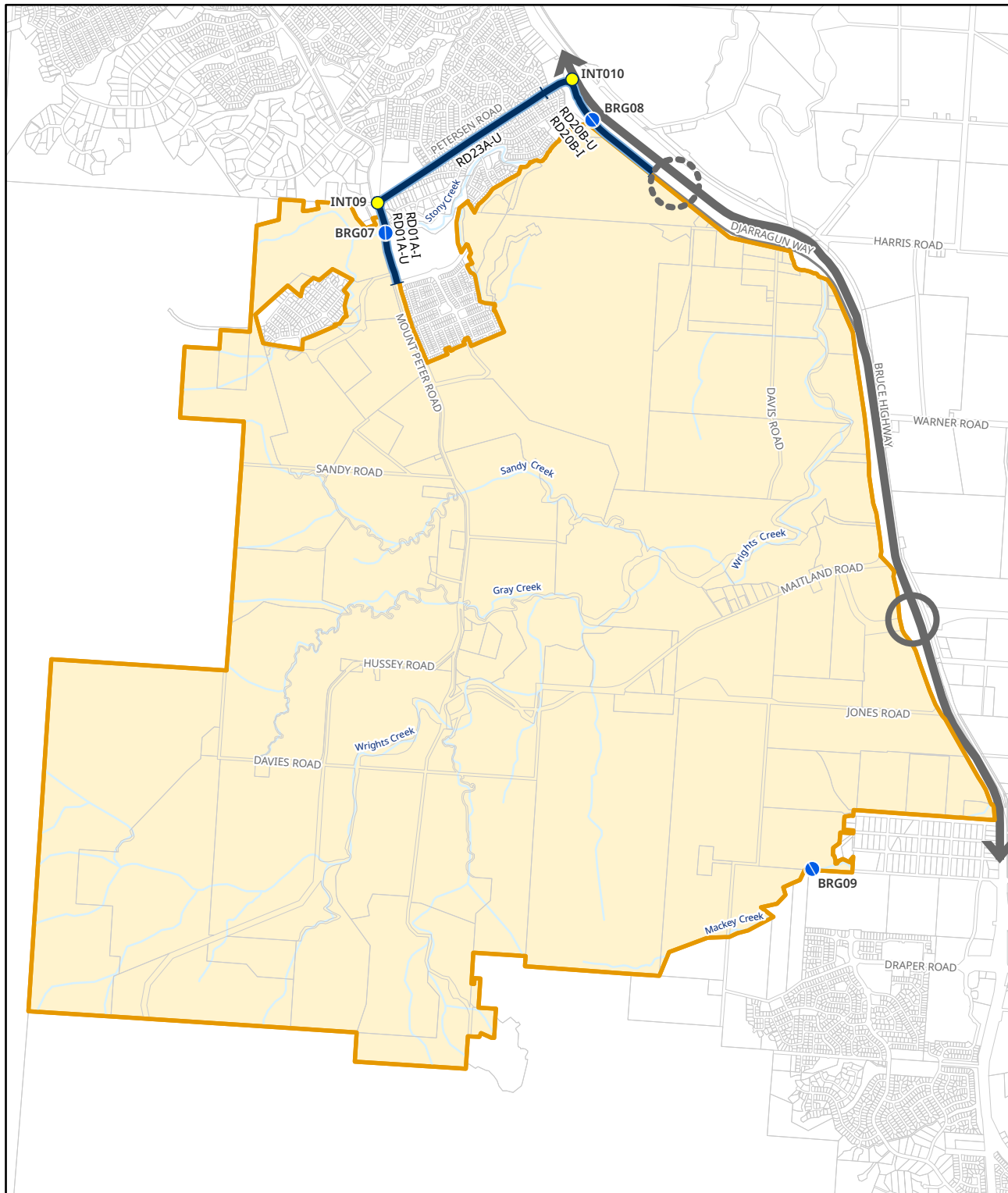
- PDA Boundary
- Cadastre
- Watercourse
- Active Transport
- Principal Cycle Network
- On-road Route
- Off-road Route

- Other Non-trunk
- On-road (Local) Route
- Green Network
- District Recreation Park
- District Sport Park
- Major Trailhead Park
- Secondary Trailhead Park

- Core Ecological Area
- Interface Area
- Linear Park
- Conservation Park
- Protected Area
- Wet Tropics World Heritage Area



Map 14: Transport Network Plan - Sub-regional Road Corridors, Structures and Intersections

**Legend**

- PDA Boundary
- Cadastre
- Watercourse

- Trunk Infrastructure**
- 4 Lane Sub-arterial Road
- Bridge
- Intersection

- Other Infrastructure**
- Bruce Highway
- Existing Interchange
- Future Interchange



0 0.5 1 Kilometres

The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

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 FY2026/27 dollars. The contingency rate for this network reflects the level of planning maturity and the delivery risks identified for this infrastructure network.

Table 7: Transport Network — Municipal road corridors

ID	Asset type	Hierarchy	No. of lanes	Description	Estimated delivery year	Total land cost (\$)	Works - base cost (\$)	Works - on-cost (\$ (15%))	Works - contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
RD01B-I	Road	Sub-arterial Road (inc Bus)	2 Lanes	Mount Peter Road - 768m length	2034	\$0	\$4,775,247	\$716,287	\$1,098,307	\$6,589,841	\$6,589,841	\$6,589,841
RD01B-U	Road	Sub-arterial Road (inc Bus)	4 Lanes	Mount Peter Road - 768m length	2049	\$0	\$4,901,926	\$735,289	\$1,127,443	\$6,764,658	\$6,764,658	\$6,764,658
RD01C-I	Road	Sub-arterial Road (inc Bus)	2 Lanes	Mount Peter Road - 446m length	2034	\$66,950	\$2,773,125	\$415,969	\$637,819	\$3,826,913	\$3,893,863	\$3,893,863
RD01C-U	Road	Sub-arterial Road (inc Bus)	4 Lanes	Mount Peter Road - 446m length	2049	\$66,950	\$2,846,692	\$427,004	\$654,739	\$3,928,434	\$3,995,384	\$3,995,384
RD01D-I	Road	Sub-arterial Road (inc Bus)	2 Lanes	Mount Peter Road - 635m length	2039	\$95,250	\$3,948,283	\$592,243	\$908,105	\$5,448,631	\$5,543,881	\$5,543,881
RD01D-U	Road	Sub-arterial Road (inc Bus)	4 Lanes	Mount Peter Road - 635m length	2054	\$95,250	\$4,053,025	\$607,954	\$932,196	\$5,593,175	\$5,688,425	\$5,688,425
RD01E-I	Road	Sub-arterial Road (inc Bus)	2 Lanes	Mount Peter Road - 307m length	2039	\$46,025	\$1,908,855	\$286,328	\$439,037	\$2,634,220	\$2,680,245	\$2,680,245
RD01E-U	Road	Sub-arterial Road (inc Bus)	4 Lanes	Mount Peter Road - 307m length	2054	\$46,025	\$1,959,494	\$293,924	\$450,684	\$2,704,102	\$2,750,127	\$2,750,127
RD01F-I	Road	Sub-arterial Road (inc Bus)	2 Lanes	Mount Peter Road - 452m length	2039	\$67,750	\$2,810,432	\$421,565	\$646,399	\$3,878,396	\$3,946,146	\$3,946,146
RD01F-U	Road	Sub-arterial Road (inc Bus)	4 Lanes	Mount Peter Road - 452m length	2054	\$67,750	\$2,884,988	\$432,748	\$663,547	\$3,981,283	\$4,049,033	\$4,049,033
RD01G-I	Road	Sub-arterial Road (inc Bus)	2 Lanes	Mount Peter Road - 1178m length	2039	\$176,675	\$6,531,834	\$979,775	\$1,502,322	\$9,013,931	\$9,190,606	\$9,190,606
RD01G-U	Road	Sub-arterial Road (inc Bus)	4 Lanes	Mount Peter Road - 1178m length	2059	\$176,675	\$6,769,952	\$1,015,493	\$1,557,089	\$9,342,533	\$9,519,208	\$9,519,208
RD01I-I	Road	Sub-arterial Road (inc Bus)	2 Lanes	Mount Peter Road - 713m length	2039	\$427,725	\$3,953,478	\$593,022	\$909,300	\$5,455,800	\$5,883,525	\$5,883,525
RD01I-U	Road	Sub-arterial Road (inc Bus)	4 Lanes	Mount Peter Road - 713m length	2059	\$142,575	\$4,097,602	\$614,640	\$942,449	\$5,654,691	\$5,797,266	\$5,797,266
RD01J-I	Road	Sub-arterial Road (inc Bus)	2 Lanes	Mount Peter Road - 892m length	2039	\$535,425	\$4,946,007	\$741,901	\$1,137,582	\$6,825,489	\$7,360,914	\$7,360,914
RD01J-U	Road	Sub-arterial Road (inc Bus)	4 Lanes	Mount Peter Road - 892m length	2059	\$178,475	\$5,126,313	\$768,947	\$1,179,052	\$7,074,312	\$7,252,787	\$7,252,787
RD01K-I	Road	Sub-arterial Road (inc Bus)	2 Lanes	Mount Peter Road - 662m length	2039	\$397,250	\$3,670,691	\$550,604	\$844,259	\$5,065,554	\$5,462,804	\$5,462,804

Proposed Mount Peter PDA Development Scheme for Public Notification

ID	Asset type	Hierarchy	No. of lanes	Description	Estimated delivery year	Total land cost (\$)	Works - base cost (\$)	Works - on-cost (\$ (15%))	Works - contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
RD01K-U	Road	Sub-arterial Road (inc Bus)	4 Lanes	Mount Peter Road - 662m length	2059	\$132,425	\$3,804,506	\$570,676	\$875,036	\$5,250,218	\$5,382,643	\$5,382,643
RD01L-I	Road	Sub-arterial Road (inc Bus)	2 Lanes	Mount Peter Road - 467m length	2039	\$280,325	\$2,589,445	\$388,417	\$595,572	\$3,573,434	\$3,853,759	\$3,853,759
RD01L-U	Road	Sub-arterial Road (inc Bus)	4 Lanes	Mount Peter Road - 467m length	2059	\$93,450	\$2,683,843	\$402,577	\$617,284	\$3,703,704	\$3,797,154	\$3,797,154
RD02G-U	Road	Sub-arterial Road	2 Lanes	Maitland Road - 332m length	2044	\$199,230	\$2,657,509	\$398,626	\$611,227	\$3,667,363	\$3,866,593	\$3,866,593
RD03A-U	Road	District Collector	2 Lanes	Hussey Road - 363m length	2064	\$45,350	\$2,631,625	\$394,744	\$605,274	\$3,631,642	\$3,676,992	\$3,676,992
RD03B-U	Road	District Collector	2 Lanes	Hussey Road - 377m length	2059	\$47,150	\$2,733,120	\$409,968	\$628,618	\$3,771,706	\$3,818,856	\$3,818,856
RD03C-U	Road	District Collector	2 Lanes	Hussey Road - 767m length	2054	\$95,875	\$5,560,485	\$834,073	\$1,278,912	\$7,673,470	\$7,769,345	\$7,769,345
RD03D-U	Road	District Collector	2 Lanes	Hussey Road - 710m length	2049	\$444,050	\$5,147,255	\$772,088	\$1,183,869	\$7,103,212	\$7,547,262	\$7,547,262
RD04A-U	Road	District Collector	2 Lanes	New Road - 453m length	2059	\$283,325	\$3,284,094	\$492,614	\$755,342	\$4,532,049	\$4,815,374	\$4,815,374
RD04B-U	Road	District Collector	2 Lanes	New Road - 687m length	2064	\$429,450	\$5,584,944	\$837,742	\$1,284,537	\$7,707,223	\$8,136,673	\$8,136,673
RD04C-U	Road	District Collector	2 Lanes	New Road - 1169m length	2059	\$730,475	\$8,474,847	\$1,271,227	\$1,949,215	\$11,695,288	\$12,425,763	\$12,425,763
RD16A-U	Road	Main Retail Street	2 Lanes	New Road - 393m length	2044	\$284,950	\$3,278,678	\$491,802	\$754,096	\$4,524,575	\$4,809,525	\$4,809,525
RD16B-U	Road	Sub-arterial Road	2 Lanes	New Road - 561m length	2039	\$336,755	\$4,491,947	\$673,792	\$1,033,148	\$6,198,886	\$6,535,642	\$6,535,642
RD16C-U	Road	Sub-arterial Road	2 Lanes	New Road - 716m length	2039	\$429,500	\$5,110,220	\$766,533	\$1,175,351	\$7,052,104	\$7,481,604	\$7,481,604
RD16D-U	Road	Sub-arterial Road	2 Lanes	New Road - 433m length	2039	\$259,950	\$3,090,399	\$463,560	\$710,792	\$4,264,750	\$4,524,700	\$4,524,700
RD21A-U	Road	Main Retail Street	2 Lanes	Cooper Road - 262m length	2034	\$189,650	\$2,185,785	\$327,868	\$502,731	\$3,016,383	\$3,206,033	\$3,206,033
RD21B-U	Road	District Collector	2 Lanes	Cooper Road - 657m length	2034	\$82,125	\$5,341,060	\$801,159	\$1,228,444	\$7,370,663	\$7,452,788	\$7,452,788
						\$6,950,785	\$136,607,706			\$188,518,634	\$195,469,420	\$195,469,420

Proposed Mount Peter PDA Development Scheme for Public Notification

Table 8: Transport Network — Municipal road intersections

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
INT01	Intersection	Signalised - Mt Peter Rd / Mackillop Rd / Cooper Rd	2034	\$0	\$2,859,565	\$428,935	\$657,700	\$3,946,200	\$3,946,200	\$3,946,200
INT02	Intersection	Signalised - Mt Peter Rd / Sandy Rd	2039	\$0	\$1,854,268	\$278,140	\$426,482	\$2,558,890	\$2,558,890	\$2,558,890
INT03	Intersection	Signalised - Mt Peter Rd / Harold Rd	2039	\$0	\$2,085,074	\$312,761	\$479,567	\$2,877,403	\$2,877,403	\$2,877,403
INT04	Intersection	Signalised - Hussey Rd / Mt Peter Rd	2039	\$0	\$1,918,660	\$287,799	\$441,292	\$2,647,751	\$2,647,751	\$2,647,751
INT05	Intersection	Signalised - Hussey Rd / New Rd	2059	\$0	\$937,629	\$140,644	\$215,655	\$1,293,927	\$1,293,927	\$1,293,927
INT06	Intersection	Signalised - New Maitland Rd/ New Rd	2039	\$0	\$1,532,698	\$229,905	\$352,521	\$2,115,124	\$2,115,124	\$2,115,124
INT07	Intersection	Signalised - New Maitland Rd / Cutters Blvd	2039	\$0	\$1,514,331	\$227,150	\$348,296	\$2,089,776	\$2,089,776	\$2,089,776
INT08	Intersection	Signalised - Maitland Rd / Pine Creek Rd	2039	\$0	\$937,629	\$140,644	\$215,655	\$1,293,928	\$1,293,928	\$1,293,928
				\$0	\$13,639,854			\$18,822,999	\$18,822,999	\$18,822,999

Table 9: Transport Network — Municipal road structures

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
BRG01-I	Bridge	Sandy Creek Bridge	2039	\$0	\$1,829,888	\$274,483	\$420,874	\$2,525,246	\$2,525,246	\$2,525,246
BRG01-U	Bridge	Sandy Creek Bridge	2054	\$0	\$1,619,370	\$242,906	\$372,455	\$2,234,731	\$2,234,731	\$2,234,731
BRG02-I	Bridge	Grays Creek Bridge	2039	\$0	\$1,733,578	\$260,037	\$398,723	\$2,392,338	\$2,392,338	\$2,392,338
BRG02-U	Bridge	Grays Creek Bridge	2054	\$0	\$1,534,140	\$230,121	\$352,852	\$2,117,113	\$2,117,113	\$2,117,113
BRG03-I	Bridge	Mt Peter Rd	2039	\$0	\$15,858,510	\$2,378,777	\$3,647,457	\$21,884,744	\$21,884,744	\$21,884,744
BRG03-U	Bridge	Mt Peter Rd	2059	\$0	\$14,034,080	\$2,105,112	\$3,227,838	\$19,367,030	\$19,367,030	\$19,367,030
BRG04	Bridge	Hussey Rd	2064	\$0	\$41,334,722	\$6,200,208	\$9,506,986	\$57,041,916	\$57,041,916	\$57,041,916
BRG05	Bridge	New Road Bridge	2064	\$0	\$6,148,852	\$922,328	\$1,414,236	\$8,485,416	\$8,485,416	\$8,485,416
BRG06	Bridge	New Road Bridge	2059	\$0	\$4,431,883	\$664,782	\$1,019,333	\$6,115,998	\$6,115,998	\$6,115,998
CUL01	Culvert	RCBC	2034	\$0	\$163,706	\$24,556	\$37,652	\$225,915	\$225,915	\$225,915
CUL02	Culvert	RCBC	2039	\$0	\$144,565	\$21,685	\$33,250	\$199,500	\$199,500	\$199,500
CUL03	Culvert	RCBC	2054	\$0	\$144,565	\$21,685	\$33,250	\$199,500	\$199,500	\$199,500
CUL04	Culvert	RCBC	2039	\$0	\$119,059	\$17,859	\$27,384	\$164,302	\$164,302	\$164,302
CUL05	Culvert	RCBC	2039	\$0	\$545,688	\$81,853	\$125,508	\$753,049	\$753,049	\$753,049
CUL06	Culvert	RCBC	2049	\$0	\$163,706	\$24,556	\$37,652	\$225,915	\$225,915	\$225,915
CUL07	Culvert	RCBC	2039	\$0	\$952,474	\$142,871	\$219,069	\$1,314,414	\$1,314,414	\$1,314,414
				\$0	\$90,758,788			\$125,247,127	\$125,247,127	\$125,247,127

Proposed Mount Peter PDA Development Scheme for Public Notification

Table 10: Transport Network — Sub-regional road corridors

ID	Asset type	Hierarchy	No. of lanes	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
RD01A-I	Road	Sub-arterial Road (inc Bus)	2 Lanes	Mount Peter Road - 576m length	2029	\$0	\$3,581,435	\$537,215	\$823,730	\$4,942,380	\$4,942,380	\$4,942,380
RD01A-U	Road	Sub-arterial Road (inc Bus)	4 Lanes	Mount Peter Road - 576m length	2034	\$0	\$3,676,445	\$551,467	\$845,582	\$5,073,494	\$5,073,494	\$5,073,494
RD20B-I	Road	Sub-arterial Road	2 Lanes	Djarragun Way - 1053m length	2039	\$0	\$5,838,728	\$875,809	\$1,342,907	\$8,057,444	\$8,057,444	\$8,057,444
RD20B-U	Road	Sub-arterial Road	4 Lanes	Djarragun Way - 1053m length	2049	\$0	\$5,475,136	\$821,270	\$1,259,281	\$7,555,688	\$7,555,688	\$7,555,688
RD23A-U	Road	Sub-arterial Road	4 Lanes	Peterson Road - 1372m length	2044	\$0	\$18,371,102	\$2,755,665	\$4,225,353	\$25,352,120	\$25,352,120	\$25,352,120
						\$0	\$36,942,845			\$50,981,126	\$50,981,126	\$50,981,126

Table 11: Transport Network — Sub-regional road intersections

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
INT09	Intersection	Signalised - Mt Peter Rd / Petersen Rd	2044	\$0	\$2,361,848	\$354,277	\$543,225	\$3,259,351	\$3,259,351	\$3,259,351
INT10	Intersection	Signalised - Petersen Rd / Djarragun Way	2039	\$0	\$1,197,660	\$179,649	\$275,462	\$1,652,771	\$1,652,771	\$1,652,771
				\$0	\$3,559,509			\$4,912,122	\$4,912,122	\$4,912,122

Table 12: Transport Network — Sub-regional road structures

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
BRG05	Bridge	Mt Peter Rd	2034	\$0	\$8,250,130	\$1,237,520	\$1,897,530	\$11,385,179	\$11,385,179	\$11,385,179
BRG08	Bridge	Djarrungun Way	2044	\$0	\$8,706,650	\$1,305,998	\$2,002,530	\$12,015,177	\$12,015,177	\$12,015,177
BRG09	Bridge	Mackey Creek Bridge	2039	\$0	\$3,852,396	\$577,859	\$886,051	\$5,316,306	\$5,316,306	\$5,316,306
				\$0	\$20,809,176			\$28,716,663	\$28,716,663	\$28,716,663

Table 13: Active Transport Network — Off-road corridor

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
ORP01	Linear Pathway	3.5m Off-road pathway 1379m length	2029	\$0	\$911,850	\$136,777	\$209,725	\$1,258,352	\$1,258,352	\$1,258,352
ORP02	Linear Pathway	3.5m Off-road pathway 1128m length	2034	\$0	\$745,344	\$111,802	\$171,429	\$1,028,574	\$1,028,574	\$1,028,574
ORP03	Linear Pathway	3.5m Off-road pathway 2817m length	2034	\$0	\$1,862,235	\$279,335	\$428,314	\$2,569,885	\$2,569,885	\$2,569,885
ORP04	Linear Pathway	3.5m Off-road pathway 1143m length	2039	\$0	\$755,589	\$113,338	\$173,785	\$1,042,713	\$1,042,713	\$1,042,713
ORP05	Linear Pathway	3.5m Off-road pathway 679m length	2039	\$0	\$449,150	\$67,372	\$103,304	\$619,826	\$619,826	\$619,826
ORP06	Linear Pathway	3.5m Off-road pathway 341m length	2044	\$0	\$225,467	\$33,820	\$51,857	\$311,145	\$311,145	\$311,145
ORP07	Linear Pathway	3.5m Off-road pathway 757m length	2044	\$0	\$500,509	\$75,076	\$115,117	\$690,703	\$690,703	\$690,703
ORP08	Linear Pathway	3.5m Off-road pathway 2153m length	2049	\$0	\$1,423,133	\$213,470	\$327,321	\$1,963,924	\$1,963,924	\$1,963,924
ORP09	Linear Pathway	3.5m Off-road pathway 644m length	2049	\$0	\$425,486	\$63,823	\$97,862	\$587,170	\$587,170	\$587,170
ORP10	Linear Pathway	3.5m Off-road pathway 2264m length	2044	\$0	\$1,496,835	\$224,525	\$344,272	\$2,065,632	\$2,065,632	\$2,065,632
ORP11	Linear Pathway	3.5m Off-road pathway 770m length	2049	\$0	\$508,838	\$76,326	\$117,033	\$702,196	\$702,196	\$702,196
ORP12	Linear Pathway	3.5m Off-road pathway 1196m length	2049	\$0	\$790,490	\$118,573	\$181,813	\$1,090,876	\$1,090,876	\$1,090,876
ORP13	Linear Pathway	3.5m Off-road pathway 321m length	2044	\$0	\$212,488	\$31,873	\$48,872	\$293,234	\$293,234	\$293,234
				\$0	\$10,307,413			\$14,224,229	\$14,224,229	\$14,224,229

3.2.2 Land for Local Government Community Facilities Network

3.2.2.1 Desired Standards of Service (DSS)

The DSS for Mount Peter PDA is based on the Cairns Public Open Space Policy Guidelines 2025, *CairnsPlan 2016* as well as EDQ's Guideline 11. However, where Council's DSS conflicts with the following standards related to rate of provision and establishment of land, the standards listed in Tables 14, 15 and 16 prevail.

3.2.2.1.1 Local Government Community Facility Asset Types

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

1. Local community facility
2. District community facility

All other Local Government community facility asset types identified in the *CairnsPlan 2016* 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 14 sets out general planning and design criteria for providing community facilities within the Mount Peter PDA.

Table 14: General planning and design criteria for Local Government community facility network

Measure	Planning Criteria	Design Criteria
Functional network	Land for 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 15 identifies the rate of provision and minimum size land for the Local Government Community Facilities.

Table 15: Land Provision for Local Government Community Facilities Network

Measure	Rate of provision	Minimum land size (ha)
Local Community Space	N/A	N/A
District Community Space	1 per 30,000 people	1 ha (<i>Note – this facility is co-located on same land as District Library</i>)

3.2.2.1.5 Land Establishment Standards

Table 16 identifies land establishment design standards for Local Government Community Facilities within Mount Peter PDA.

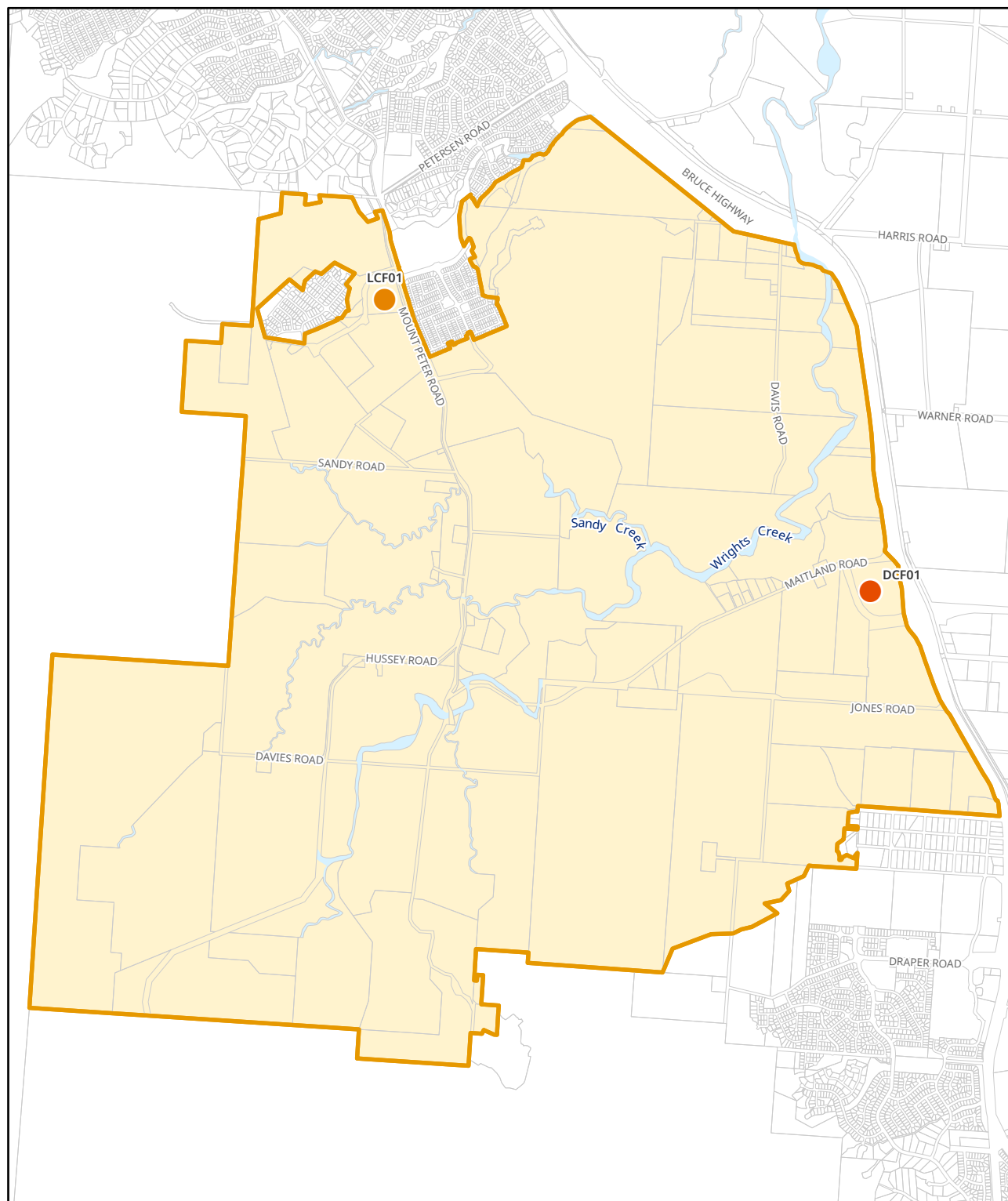
Table 16: Land Establishment Design Standards for Local Government Community Facilities Network

Establishment item	Description
Clearing and Grubbing	The removal of vegetation, trees, roots, stumps and debris from the site.
Bulk Earthworks	- An allowance of up to 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, communications, 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 Mount Peter PDA Local Government Community Facilities Network Plan is shown on Map 15.

Map 15: Local Government Community Facilities Network Plan - Municipal and Sub-regional

**Legend**

- PDA Boundary
- Cadastre
- Waterway Corridor

- Trunk Infrastructure
- District Community Facilities
- Local Community Facilities



0 0.5 1 Kilometres

The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

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 FY2026/27 dollars. The contingency rate for this network reflects the level of planning maturity and the delivery risks identified for this infrastructure network.

Table 17: Land for local government community facilities

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$) (15%)	Works – contingency (\$) (10%)	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
DCF01	Community Facility	1ha - Land and site preparation	2039	\$250,000	\$522,050	\$78,308	\$60,036	\$660,393	\$910,393	\$910,393
LCF01	Community Facility	0.5ha - Land and site preparation	2039	\$125,000	\$291,025	\$43,654	\$33,468	\$368,147	\$493,147	\$493,147
				\$375,000	\$813,075			\$1,028,540	\$1,403,540	\$1,403,540

3.2.3 Parks Network

3.2.3.1 Desired Standards of Service

The DSS for Mount Peter PDA is based on the Cairns Public Open Space Policy Guidelines 2025, *CairnsPlan 2016* as well as EDQ's Guideline 12.

The Desired Standards of Service for the Mount Peter PDA Parks Network are listed in Table 18, Table 19 and Table 20.

3.2.3.1.1 Park Asset Type

The following asset types are trunk infrastructure for the PDA Parks Network as identified on Map 16:

1. Neighbourhood recreation
2. Trail head park,
3. District recreation, and
4. District sports.

All other park asset types identified in the *CairnsPlan 2016* are considered non-trunk infrastructure.

3.2.3.1.2 Public Accessibility

Table 18 sets out the public accessibility standards for the Mount Peter PDA parks network.

Table 18: Public Accessibility Standards for the Mount Peter PDA Parks Network

Asset Type	Accessibility Standard
Neighbourhood recreation (Local)	400m – 500m
District recreation	2 – 5km
District sports	5– 15km

3.2.3.1.3 Rate of Provision and Minimum Size

Table 19 identifies rate of provision and minimum size for the Mount Peter PDA Parks Network.

Table 19: Land Provision for Parks Network

Asset Type	Rate of Provision	Population trigger	Minimum Park Size (ha)
Neighbourhood recreation	0.5 to 1ha per 1000 people	1:1000 – 5000	5000m ²
District recreation	0.5 - 1ha per 1000 people	1:10,000 – 15,000	5ha
District sport	0.8ha per 1000 people	1:10-20,000	7.5ha

Proposed Mount Peter PDA Development Scheme for Public Notification

3.2.3.1.4 Facilities / Embellishment Standards

Table 20 identifies facilities and embellishment standards for each trunk infrastructure park in the PDA.

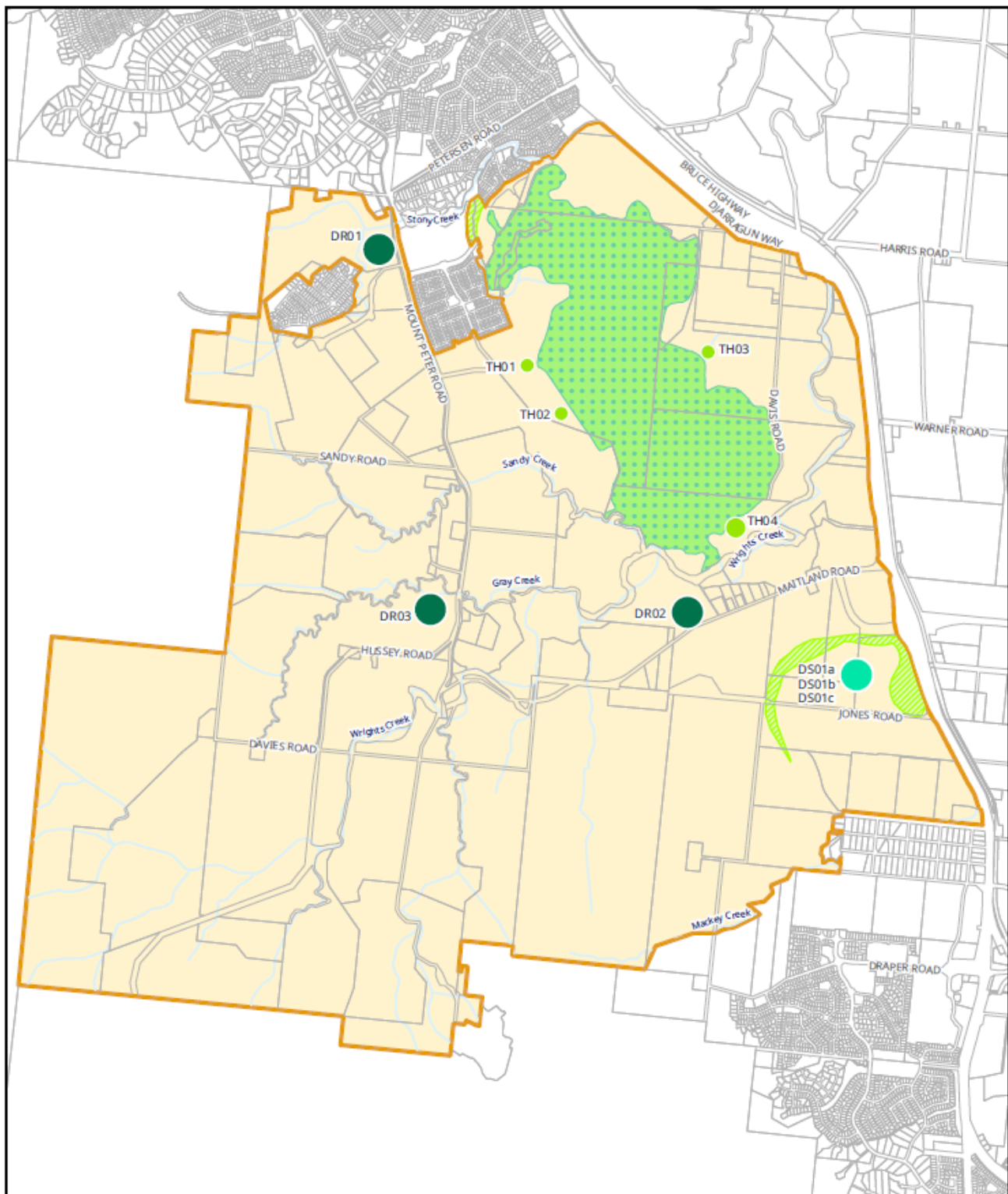
Table 20: Embellishment Standards for Parks Network

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

3.2.3.1.5 Parks Network Trunk Infrastructure Plan

The Mount Peter PDA Parks network Infrastructure Plan is shown on Map 16.

Map 16: Parks Network Plan - Municipal and Sub-regional



Legend

- PDA Boundary
- Cadastre
- Watercourse

- Municipal Parks**
- District Recreation Park
- District Sport Park
- Sub-regional Parks**
- Major Trailhead Park
- Secondary Trailhead Park

- Other Parks**
- Conservation Park
- Linear Park



0 0.5 1 Kilometres

Proposed Mount Peter PDA Development Scheme for Public Notification

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 FY2026/27 dollars. The contingency rate for this network reflects the level of planning maturity and the delivery risks identified for this infrastructure network.

Table 21: Parks Network

ID	Asset type	Hierarchy	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$) (15%)	Works – contingency (\$) (10%)	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
DR01	Recreation Park	District Recreation	5ha - Land and embellishments	2034	\$1,250,000	\$3,540,250	\$531,038	\$407,129	\$4,478,416	\$5,728,416	\$5,728,416
DR02	Recreation Park	District Recreation	5ha - Land and embellishments	2044	\$1,250,000	\$3,540,250	\$531,038	\$407,129	\$4,478,416	\$5,728,416	\$5,728,416
DR03	Recreation Park	District Recreation	5ha - Land and embellishments	2054	\$1,250,000	\$3,540,250	\$531,038	\$407,129	\$4,478,416	\$5,728,416	\$5,728,416
DS01a	Sports Park	District Sport	22.47ha - Land & staged embellishments	2034	\$5,500,000	\$5,015,400	\$752,310	\$576,771	\$6,344,481	\$11,844,481	\$11,844,481
DS01b	Sports Park	District Sport	0ha - Staged embellishments	2039	\$0	\$10,030,800	\$1,504,620	\$1,153,542	\$12,688,962	\$12,688,962	\$12,688,962
DS01c	Sports Park	District Sport	0ha - Staged embellishments	2049	\$0	\$10,030,800	\$1,504,620	\$1,153,542	\$12,688,962	\$12,688,962	\$12,688,962
NRP01	Recreation Park	Neighbourhood Recreation	0.5ha - Land and embellishments	2029	\$125,000	\$375,000	\$56,250	\$43,125	\$474,375	\$599,375	\$599,375
NRP02	Recreation Park	Neighbourhood Recreation	0.5ha - Land and embellishments	2029	\$125,000	\$375,000	\$56,250	\$43,125	\$474,375	\$599,375	\$599,375
NRP03	Recreation Park	Neighbourhood Recreation	0.5ha - Land and embellishments	2034	\$125,000	\$375,000	\$56,250	\$43,125	\$474,375	\$599,375	\$599,375
NRP04	Recreation Park	Neighbourhood Recreation	0.5ha - Land and embellishments	2034	\$125,000	\$375,000	\$56,250	\$43,125	\$474,375	\$599,375	\$599,375
NRP05	Recreation Park	Neighbourhood Recreation	0.5ha - Land and embellishments	2039	\$125,000	\$375,000	\$56,250	\$43,125	\$474,375	\$599,375	\$599,375
NRP06	Recreation Park	Neighbourhood Recreation	0.5ha - Land and embellishments	2039	\$125,000	\$375,000	\$56,250	\$43,125	\$474,375	\$599,375	\$599,375
NRP07	Recreation Park	Neighbourhood Recreation	0.5ha - Land and embellishments	2041	\$125,000	\$375,000	\$56,250	\$43,125	\$474,375	\$599,375	\$599,375
NRP08	Recreation Park	Neighbourhood Recreation	0.5ha - Land and embellishments	2041	\$125,000	\$375,000	\$56,250	\$43,125	\$474,375	\$599,375	\$599,375
NRP09	Recreation Park	Neighbourhood Recreation	0.5ha - Land and embellishments	2044	\$125,000	\$375,000	\$56,250	\$43,125	\$474,375	\$599,375	\$599,375
NRP10	Recreation Park	Neighbourhood Recreation	0.5ha - Land and embellishments	2044	\$125,000	\$375,000	\$56,250	\$43,125	\$474,375	\$599,375	\$599,375
NRP11	Recreation Park	Neighbourhood Recreation	0.5ha - Land and embellishments	2049	\$125,000	\$375,000	\$56,250	\$43,125	\$474,375	\$599,375	\$599,375
NRP12	Recreation Park	Neighbourhood Recreation	0.5ha - Land and embellishments	2049	\$125,000	\$375,000	\$56,250	\$43,125	\$474,375	\$599,375	\$599,375
TH01	Trailhead	Trailhead	1ha - Land and embellishments	2029	\$250,000	\$454,500	\$68,175	\$52,268	\$574,943	\$824,943	\$206,236
TH02	Trailhead	Trailhead	1ha - Land and embellishments	2039	\$250,000	\$454,500	\$68,175	\$52,268	\$574,943	\$824,943	\$206,236
TH03	Trailhead	Trailhead	1ha - Land and embellishments	2044	\$250,000	\$454,500	\$68,175	\$52,268	\$574,943	\$824,943	\$206,236
TH04	Trailhead	Trailhead	1ha - Land and embellishments	2044	\$250,000	\$810,000	\$121,500	\$93,150	\$1,024,650	\$1,274,650	\$318,663
					\$11,750,000	\$42,371,250			\$53,599,631	\$65,349,631	\$62,537,523

3.2.4 Stormwater Network

3.2.4.1 Desired Standards of Service

PDA Guidelines 13 and 15 have been adopted for the Mount Peter PDA Stormwater Network. Standards listed in Table 22 and Table 23 prevail where they differ from the PDA Guideline.

3.2.4.1.1 Asset Type

The following asset types are trunk infrastructure for the Mount Peter PDA Stormwater network where shown on Map 17:

1. Regional Detention Basins mainly for flood mitigation
2. Regional Ephemeral Wetlands mainly for stormwater quality management
3. Open channels for drainage conveyance.

All other stormwater asset types are considered non-trunk or other infrastructure.

3.2.4.1.2 Desired standards and design intent

Table 22 identifies the desired standards and design intent for the Mount Peter PDA stormwater network.

Table 22: Desired standards and 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 hazards (depth and velocity) to reduce exposure to flood risks.
Trunk road crossing structures (e.g., culverts and bridges) provide an appropriate level of flood conveyance and immunity for a flood event.	Waterway crossings under trunk roads are designed for the major 1% AEP event, with consideration of climate change (2100 SSP3-7.0).
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 external to the development site are not worsened. Flood mitigation measures including regional detention basins will be proposed to mitigate any worsening of predicted flood conditions external to the PDA.
Meets water quality and frequent flow management objectives in accordance with the State Planning Policy (SPP).	The water quality objectives of the wet tropics and waterway stability management objectives as outlined in Appendix 2 of the SPP 2017, as amended from time to time.

Design Criteria

Table 23 identifies the proposed design criteria for stormwater quantity and quality assets within Mount Peter PDA.

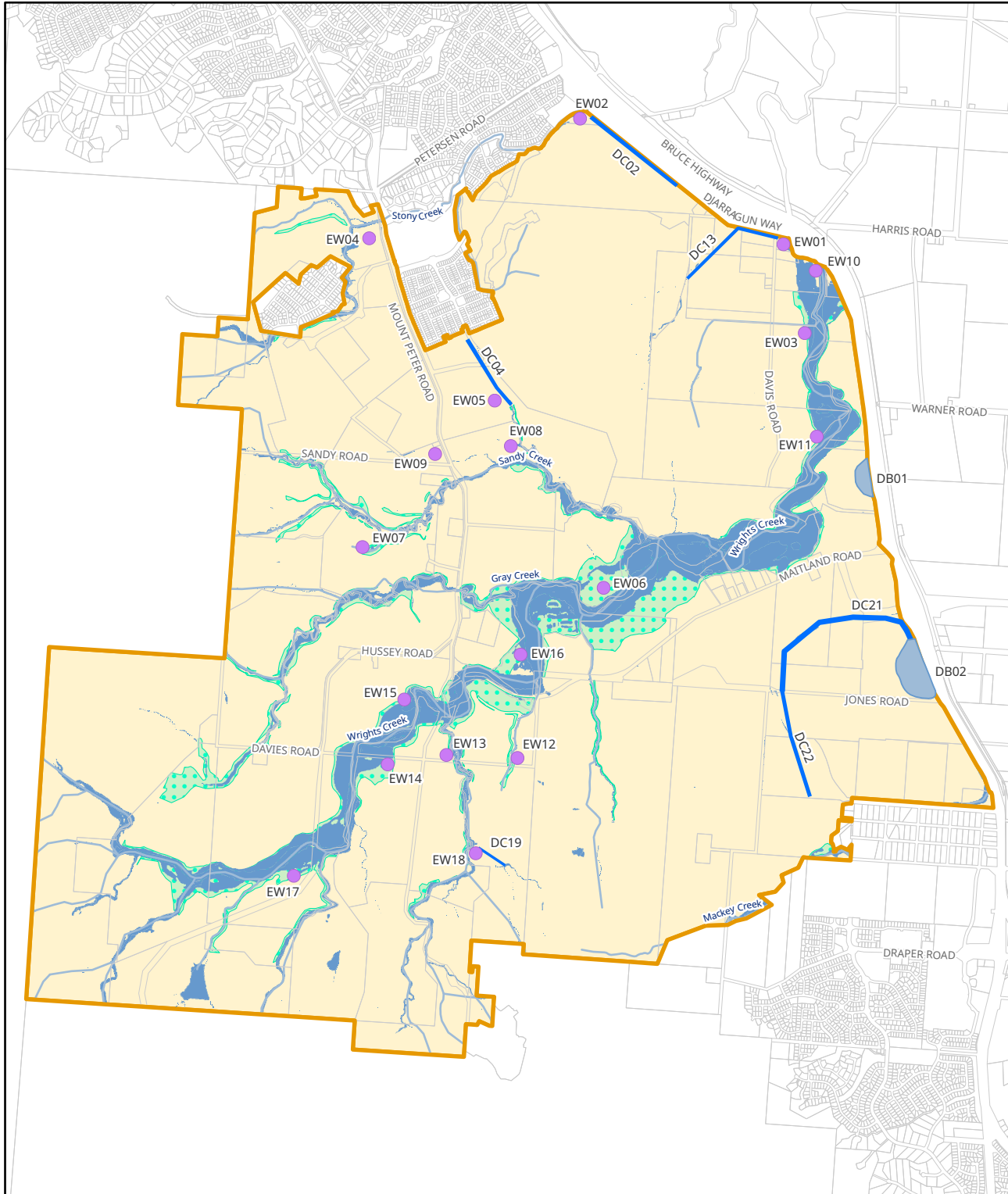
Table 23 Design Criteria

Major cross drainage	Flood Mitigation Measures	Stormwater quality devices
Culverts and bridges	Detention basins and open channels	Vegetated channels (any existing vegetated channel is not considered) and customised native bush filtration areas / ephemeral wetlands.
Peak Flow – 1% AEP climate change (2100 SSP3-7.0)	Existing Case vs Fully Developed Case (PDA catchment only)	Minimum requirement is the water quality objectives for the wet tropics as identified in the SPP.
Assumed design parameters – upstream control, HW/d < 1.5 (similar process to Austroads Part 5B)	Effectiveness of detention basins and their locations for mitigating adverse flooding impacts to verified using the TUFLOW hydraulic model.	All the stormwater quality devices to be located outside the high flood hazard areas (i.e., H5 and H6 hazard categories).
		Remaining treatment to be provided by non-trunk bioretention basins, street bio-pods, tree pits and other development scale local treatment devices.

3.2.4.2 Stormwater Network Trunk Infrastructure Plan

The Mount Peter PDA Stormwater network trunk infrastructure plan is shown on Map 17.

Map 17: Stormwater Trunk Infrastructure Network Plan

**Legend**

- | | | |
|------------------------|--------------------|---------------|
| PDA Boundary | Stormwater Devices | Other |
| Cadastre | Ephemeral Wetland | Riparian Area |
| Watercourse | Drainage Corridor | |
| Flood Hazard | Basin | |
| High Flood Hazard Area | | |



0 0.5 1 Kilometres

The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

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 FY2026/27 dollars. The contingency rate for this network reflects the level of planning maturity and the delivery risks identified for this infrastructure network.

Table 24: Stormwater Network — Quantity and Quality

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$) (20%)	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
DB01	Detention Basin	20,770.4m ²	2044	\$16,616	\$6,604,860	\$990,729	\$1,519,118	\$9,114,707	\$9,131,323	\$9,131,323
DB02	Detention Basin	69,100.4m ²	2044	\$55,280	\$21,973,800	\$3,296,070	\$5,053,974	\$30,323,844	\$30,379,124	\$30,379,124
DC02	Drainage Channel	21,334.1m ² , 1,574m length	2039	\$18,192	\$4,205,847	\$630,877	\$967,345	\$5,804,069	\$5,822,261	\$5,822,261
DC04	Drainage Channel	14,866.4m ² , 1,142m length	2039	\$11,294	\$2,128,284	\$319,243	\$489,505	\$2,937,032	\$2,948,326	\$2,948,326
DC13	Drainage Channel	17,850.2m ² , 1,598m length	2034	\$14,297	\$2,221,272	\$333,191	\$510,893	\$3,065,356	\$3,079,653	\$3,079,653
DC19	Drainage Channel	4,198.62m ² , 480m length	2069	\$3,344	\$365,191	\$54,779	\$83,994	\$503,964	\$507,308	\$507,308
DC21	Drainage Channel	48,689.4m ² , 2,706m length	2039	\$38,894	\$9,315,969	\$1,397,395	\$2,142,673	\$12,856,037	\$12,894,932	\$12,894,932
DC22	Drainage Channel	20,516.4m ² , 1,574m length	2049	\$16,178	\$2,693,900	\$404,085	\$619,597	\$3,717,582	\$3,733,760	\$3,733,760
EW01	Bush Filtration	9,381.22m ²	2034	\$7,505	\$2,386,526	\$357,979	\$548,901	\$3,293,406	\$3,300,911	\$3,300,911
EW02	Bush Filtration	9,733.41m ²	2041	\$7,786	\$2,476,075	\$371,411	\$569,497	\$3,416,984	\$3,424,770	\$3,424,770
EW03	Bush Filtration	5,861.51m ²	2034	\$4,690	\$1,491,293	\$223,694	\$342,997	\$2,057,984	\$2,062,674	\$2,062,674
EW04	Bush Filtration	22,850m ²	2029	\$18,280	\$5,813,040	\$871,956	\$1,336,999	\$8,021,995	\$8,040,275	\$8,040,275
EW05	Bush Filtration	13,467.1m ²	2039	\$10,774	\$3,426,005	\$513,901	\$787,981	\$4,727,887	\$4,738,660	\$4,738,660
EW06	Bush Filtration	32,802.6m ²	2039	\$26,242	\$8,345,083	\$1,251,762	\$1,919,369	\$11,516,215	\$11,542,457	\$11,542,457
EW07	Bush Filtration	2,733.68m ²	2039	\$2,187	\$695,530	\$104,329	\$159,972	\$959,831	\$962,018	\$962,018
EW08	Bush Filtration	2,208.94m ²	2039	\$1,767	\$561,970	\$84,295	\$129,253	\$775,518	\$777,285	\$777,285
EW09	Bush Filtration	2,894.15m ²	2039	\$2,315	\$736,234	\$110,435	\$169,334	\$1,016,002	\$1,018,318	\$1,018,318
EW10	Bush Filtration	6,681.14m ²	2034	\$5,345	\$1,699,646	\$254,947	\$390,919	\$2,345,512	\$2,350,857	\$2,350,857
EW11	Bush Filtration	3,880.57m ²	2039	\$3,105	\$987,326	\$148,099	\$227,085	\$1,362,510	\$1,365,615	\$1,365,615
EW12	Bush Filtration	3,414.93m ²	2069	\$2,732	\$868,776	\$130,316	\$199,818	\$1,198,911	\$1,201,643	\$1,201,643
EW13	Bush Filtration	6,042.09m ²	2059	\$4,834	\$1,537,085	\$230,563	\$353,530	\$2,121,177	\$2,126,011	\$2,126,011
EW14	Bush Filtration	20,574.3m ²	2054	\$16,459	\$5,234,026	\$785,104	\$1,203,826	\$7,222,955	\$7,239,415	\$7,239,415

Proposed Mount Peter PDA Development Scheme for Public Notification

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works - base cost (\$)	Works - on-cost (\$ (15%))	Works - contingency (\$) (20%)	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
EW15	Bush Filtration	11,523.4m ²	2054	\$9,218	\$2,931,451	\$439,718	\$674,234	\$4,045,403	\$4,054,621	\$4,054,621
EW16	Bush Filtration	9,948.57m ²	2049	\$7,959	\$2,531,026	\$379,654	\$582,136	\$3,492,815	\$3,500,775	\$3,500,775
EW17	Bush Filtration	10,693.9m ²	2049	\$8,555	\$2,720,554	\$408,083	\$625,727	\$3,754,364	\$3,762,919	\$3,762,919
EW18	Bush Filtration	3,956.4m ²	2069	\$3,165	\$1,006,406	\$150,961	\$231,473	\$1,388,841	\$1,392,006	\$1,392,006
				\$317,014	\$94,957,174			\$131,040,901	\$131,357,915	\$131,357,915

3.2.5 Sewerage Network

3.2.5.1 Desired Standards of Service

The FNQROC Regional Development Manual design criteria have been adopted for hydraulic assessment and infrastructure sizing for the Mount Peter PDA.

Table 25: Sewer Network Design Standards

Provision	Specification	Source
Loading		
Average Dry Weather Flow (ADWF)	175L/EP/day	Cardno 2017
Peak Dry Weather Flow (PDWF)	$C_2 \times \text{ADWF}$, where $C_2 = 4.7 \times \text{EP}^{-0.105}$	FNQROC
Peak Wet Weather Flow (PWWF)	1,350 L/EP/d	FNQROC
Smart Sewer PWWF	4 x ADWF	FNQROC
Gravity Network		
Flow Equation	Manning's	FNQROC
Manning's friction factor 'n'	0.013	FNQROC
Gravity Main Minimum Velocity	0.7 m/s at PWWF 0.3 m/s at PDWF	Cardno 2017 FNQROC
Gravity Main Maximum Velocity	3 m/s	FNQROC
Depth of flow (proposed sewers)	$\leq 75\%$ pipe diameter at PWWF $\leq 60\%$ pipe diameter at PDWF	FNQROC Cardno 2017
Depth of flow (existing sewers)	Depth of flow/surge minimum 1.0 m below surface level.	Cardno 2017
Rising Mains		
Rising Main Minimum Velocity	0.75 m/s	FNQROC
Rising Main Maximum Velocity	3.5 m/s	FNQROC
Preferred Velocity	1.5 m/s – 2.5 m/s	FNQROC / WSA04
Flow Equation	Darcy-Weisbach	WSA04
Absolute Roughness	k = 0.60 mm for mean pressure main velocity of 1 m/s k = 0.30 mm for mean pressure main velocity of 1.5 m/s k = 0.15 mm for mean pressure main velocity of 2 m/s	FNQROC
Pump Stations		
Pump Station Capacity	PWWF	FNQROC
Pump Operation Mode	Duty/Standby or Duty/Assist	FNQROC
Emergency Storage	4 hours at ADWF for the local gravity catchment. May vary dependent on location of overflow. Emergency storage may include gravity sewers, manholes and pump station wet well volumes above TWL.	FNQROC

3.2.5.2 Sewer Supply Asset Types

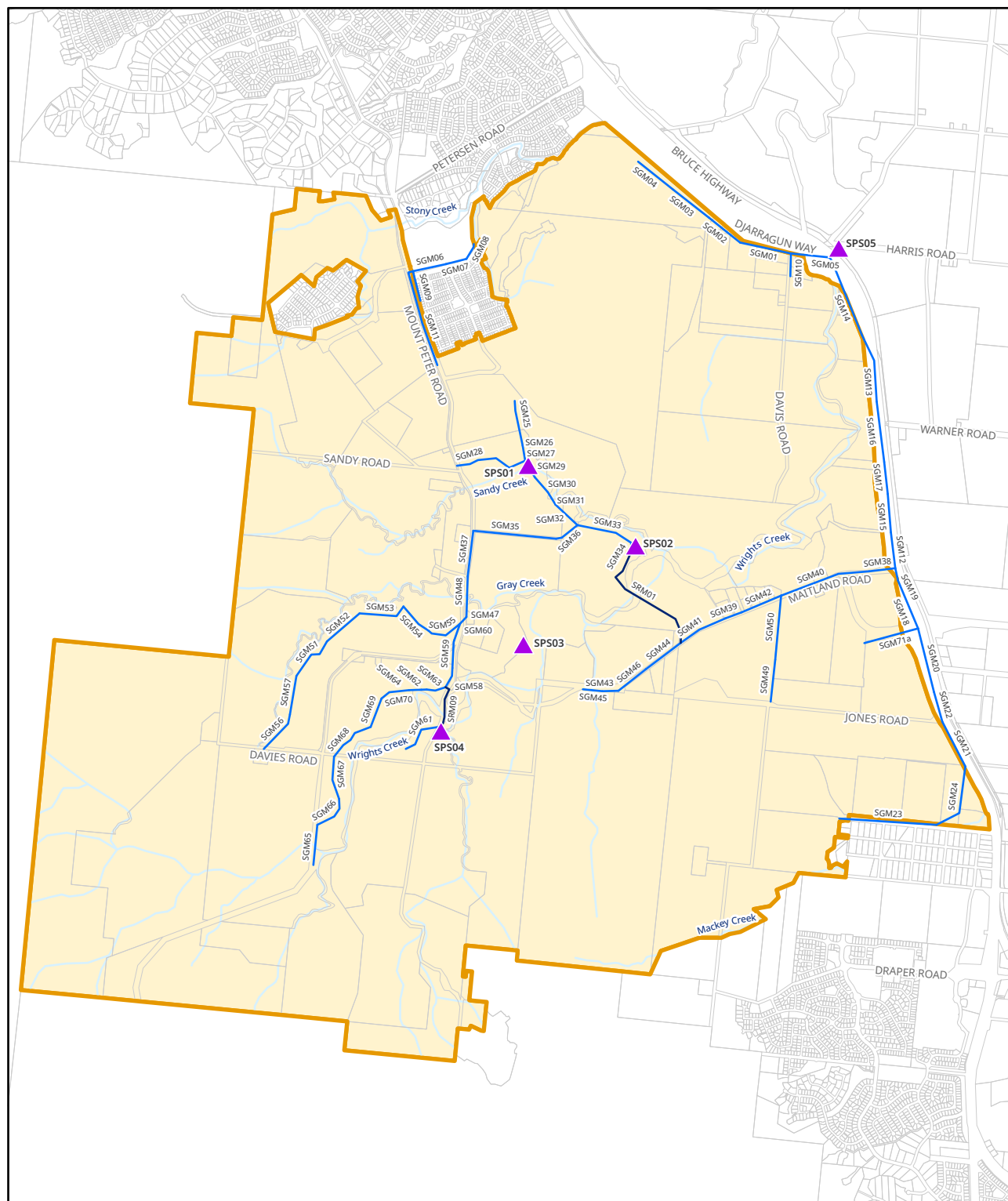
The following Asset Types are trunk infrastructure for the Mount Peter PDA Sewer network:

1. Pump Stations servicing a catchment greater than 2,500 EP,
2. Rising mains associated with a trunk pump station,
3. Gravity Mains with an internal diameter of 300mm or greater, and
4. Gravity Mains with an internal diameter of less than 300mm, where identified as trunk infrastructure on the Sewerage Network – Municipal and Sub-regional map, and where providing a critical link function to ensure the function and continuity of the wider trunk infrastructure network.

3.2.5.3 Sewerage Network Infrastructure Plans

The plans for the Mount Peter PDA Sewerage network trunk infrastructure are shown on Map 18 and Map 19.

Map 18: Sewerage Network Plan - Municipal

**Legend**

- PDA Boundary
- Cadastre
- Watercourse
- Trunk Infrastructure
- Rising Main
- Gravity Main
- ▲ Pump Station

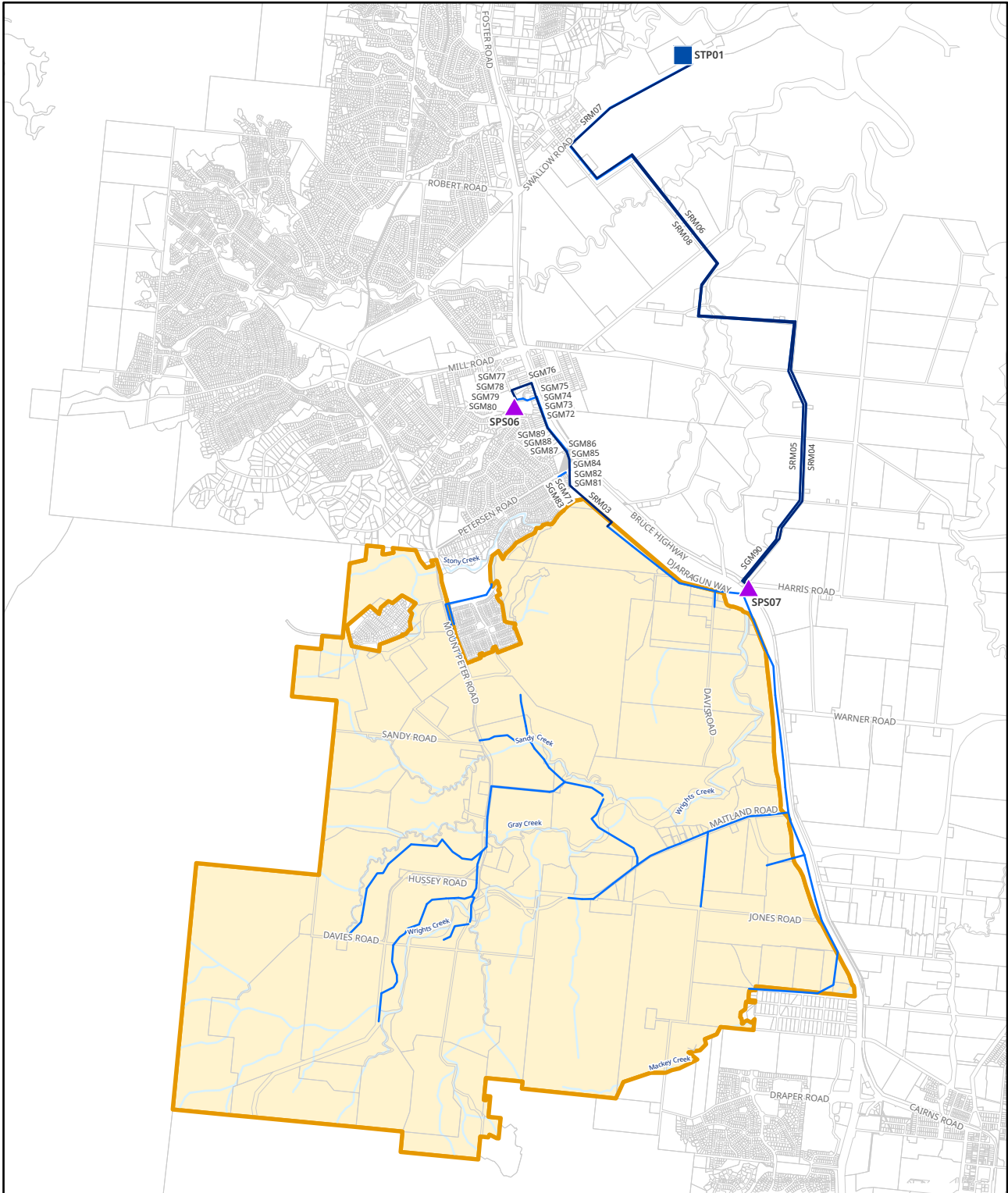


0 0.5 1 Kilometres

The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

Proposed Mount Peter PDA Development Scheme for Public Notification

Map 19: Sewerage Network Plan - Sub-regional



Legend

- PDA Boundary
- Cadastre
- Watercourse
- Trunk Infrastructure**
 - Rising Main
 - Gravity Main
- ▲ Pump Station
- Wastewater Treatment Plant



0 0.5 1 Kilometres

The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

3.2.5.4 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 FY2026/27 dollars. The contingency rate for this network reflects the level of planning maturity and the delivery risks identified for this infrastructure network.

Table 26: Sewerage Network — Municipal

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$) (20%)	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
SGM01	Gravity Main	675mm dia, 359m length	2029	\$0	\$680,038	\$102,006	\$156,409	\$938,452	\$938,452	\$938,452
SGM02	Gravity Main	675mm dia, 276m length	2029	\$0	\$522,814	\$78,422	\$120,247	\$721,484	\$721,484	\$721,484
SGM03	Gravity Main	675mm dia, 314m length	2029	\$0	\$594,796	\$89,219	\$136,803	\$820,819	\$820,819	\$820,819
SGM04	Gravity Main	675mm dia, 311m length	2029	\$0	\$589,113	\$88,367	\$135,496	\$812,976	\$812,976	\$812,976
SGM05	Gravity Main	675mm dia, 267m length	2029	\$0	\$400,053	\$60,008	\$92,012	\$552,073	\$552,073	\$552,073
SGM06	Gravity Main	375mm dia, 234m length	2029	\$0	\$188,094	\$28,214	\$43,262	\$259,570	\$259,570	\$259,570
SGM07	Gravity Main	375mm dia, 146m length	2029	\$0	\$117,358	\$17,604	\$26,992	\$161,954	\$161,954	\$161,954
SGM08	Gravity Main	375mm dia, 117m length	2029	\$0	\$94,047	\$14,107	\$21,631	\$129,785	\$129,785	\$129,785
SGM09	Gravity Main	375mm dia, 210m length	2034	\$0	\$117,600	\$17,640	\$27,048	\$162,288	\$162,288	\$162,288
SGM10	Gravity Main	300mm dia, 157m length	2034	\$0	\$135,021	\$20,253	\$31,055	\$186,330	\$186,330	\$186,330
SGM11	Gravity Main	300mm dia, 706m length	2029	\$0	\$458,832	\$68,825	\$105,531	\$633,188	\$633,188	\$633,188
SGM12	Gravity Main	900mm dia, 249m length	2029	\$0	\$421,981	\$63,297	\$97,056	\$582,334	\$582,334	\$582,334
SGM13	Gravity Main	900mm dia, 481m length	2029	\$0	\$720,790	\$108,118	\$165,782	\$994,690	\$994,690	\$994,690
SGM14	Gravity Main	900mm dia, 581m length	2029	\$0	\$870,642	\$130,596	\$200,248	\$1,201,486	\$1,201,486	\$1,201,486
SGM15	Gravity Main	900mm dia, 266m length	2029	\$0	\$398,607	\$59,791	\$91,680	\$550,078	\$550,078	\$550,078
SGM16	Gravity Main	900mm dia, 421m length	2029	\$0	\$630,878	\$94,632	\$145,102	\$870,612	\$870,612	\$870,612
SGM17	Gravity Main	900mm dia, 223m length	2029	\$0	\$334,171	\$50,126	\$76,859	\$461,156	\$461,156	\$461,156
SGM18	Gravity Main	525mm dia, 359m length	2039	\$0	\$338,238	\$50,736	\$77,795	\$466,769	\$466,769	\$466,769
SGM19	Gravity Main	525mm dia, 88m length	2039	\$0	\$82,911	\$12,437	\$19,069	\$114,417	\$114,417	\$114,417
SGM20	Gravity Main	450mm dia, 453m length	2044	\$0	\$355,169	\$53,275	\$81,689	\$490,133	\$490,133	\$490,133
SGM21	Gravity Main	375mm dia, 348m length	2044	\$0	\$194,880	\$29,232	\$44,822	\$268,934	\$268,934	\$268,934
SGM22	Gravity Main	375mm dia, 214m length	2044	\$0	\$119,840	\$17,976	\$27,563	\$165,379	\$165,379	\$165,379

Proposed Mount Peter PDA Development Scheme for Public Notification

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$) (20%)	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
SGM23	Gravity Main	300mm dia, 674m length	2049	\$0	\$269,600	\$40,440	\$62,008	\$372,048	\$372,048	\$372,048
SGM24	Gravity Main	300mm dia, 502m length	2044	\$0	\$200,800	\$30,120	\$46,184	\$277,104	\$277,104	\$277,104
SGM25	Gravity Main	300mm dia, 315m length	2034	\$0	\$126,000	\$18,900	\$28,980	\$173,880	\$173,880	\$173,880
SGM26	Gravity Main	300mm dia, 106m length	2034	\$0	\$68,890	\$10,333	\$15,845	\$95,068	\$95,068	\$95,068
SGM27	Gravity Main	300mm dia, 13m length	2034	\$0	\$8,449	\$1,267	\$1,943	\$11,659	\$11,659	\$11,659
SGM28	Gravity Main	300mm dia, 513m length	2034	\$0	\$333,401	\$50,010	\$76,682	\$460,093	\$460,093	\$460,093
SGM29	Gravity Main	450mm dia, 132m length	2039	\$0	\$103,493	\$15,524	\$23,803	\$142,820	\$142,820	\$142,820
SGM30	Gravity Main	450mm dia, 136m length	2039	\$0	\$106,629	\$15,994	\$24,525	\$147,148	\$147,148	\$147,148
SGM31	Gravity Main	450mm dia, 102m length	2039	\$0	\$79,972	\$11,996	\$18,394	\$110,361	\$110,361	\$110,361
SGM32	Gravity Main	450mm dia, 208m length	2039	\$0	\$163,080	\$24,462	\$37,508	\$225,050	\$225,050	\$225,050
SGM33	Gravity Main	750mm dia, 398m length	2039	\$0	\$500,273	\$75,041	\$115,063	\$690,376	\$690,376	\$690,376
SGM34	Gravity Main	600mm dia, 10m length	2044	\$0	\$11,739	\$1,761	\$2,700	\$16,200	\$16,200	\$16,200
SGM35	Gravity Main	600mm dia, 575m length	2039	\$0	\$675,009	\$101,251	\$155,252	\$931,512	\$931,512	\$931,512
SGM36	Gravity Main	600mm dia, 180m length	2039	\$0	\$211,307	\$31,696	\$48,601	\$291,604	\$291,604	\$291,604
SGM37	Gravity Main	600mm dia, 317m length	2044	\$0	\$372,135	\$55,820	\$85,591	\$513,547	\$513,547	\$513,547
SGM38	Gravity Main	750mm dia, 182m length	2034	\$0	\$264,240	\$39,636	\$60,775	\$364,651	\$364,651	\$364,651
SGM39	Gravity Main	750mm dia, 121m length	2039	\$0	\$152,093	\$22,814	\$34,981	\$209,888	\$209,888	\$209,888
SGM40	Gravity Main	750mm dia, 638m length	2034	\$0	\$801,945	\$120,292	\$184,447	\$1,106,684	\$1,106,684	\$1,106,684
SGM41	Gravity Main	600mm dia, 352m length	2039	\$0	\$413,223	\$61,983	\$95,041	\$570,247	\$570,247	\$570,247
SGM42	Gravity Main	750mm dia, 296m length	2039	\$0	\$372,062	\$55,809	\$85,574	\$513,446	\$513,446	\$513,446
SGM43	Gravity Main	300mm dia, 111m length	2039	\$0	\$72,139	\$10,821	\$16,592	\$99,552	\$99,552	\$99,552
SGM44	Gravity Main	300mm dia, 303m length	2039	\$0	\$196,921	\$29,538	\$45,292	\$271,751	\$271,751	\$271,751
SGM45	Gravity Main	300mm dia, 135m length	2039	\$0	\$87,737	\$13,161	\$20,180	\$121,077	\$121,077	\$121,077
SGM46	Gravity Main	300mm dia, 241m length	2039	\$0	\$156,627	\$23,494	\$36,024	\$216,145	\$216,145	\$216,145
SGM47	Gravity Main	525mm dia, 65m length	2049	\$0	\$61,241	\$9,186	\$14,085	\$84,513	\$84,513	\$84,513
SGM48	Gravity Main	525mm dia, 281m length	2049	\$0	\$264,749	\$39,712	\$60,892	\$365,354	\$365,354	\$365,354
SGM49	Gravity Main	375mm dia, 293m length	2049	\$0	\$235,519	\$35,328	\$54,169	\$325,017	\$325,017	\$325,017

Proposed Mount Peter PDA Development Scheme for Public Notification

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$) (20%)	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
SGM50	Gravity Main	375mm dia, 444m length	2044	\$0	\$356,896	\$53,534	\$82,086	\$492,517	\$492,517	\$492,517
SGM51	Gravity Main	375mm dia, 339m length	2054	\$0	\$272,495	\$40,874	\$62,674	\$376,043	\$376,043	\$376,043
SGM52	Gravity Main	375mm dia, 297m length	2054	\$0	\$298,294	\$44,744	\$68,608	\$411,645	\$411,645	\$411,645
SGM53	Gravity Main	375mm dia, 338m length	2049	\$0	\$271,691	\$40,754	\$62,489	\$374,934	\$374,934	\$374,934
SGM54	Gravity Main	375mm dia, 241m length	2049	\$0	\$193,721	\$29,058	\$44,556	\$267,334	\$267,334	\$267,334
SGM55	Gravity Main	375mm dia, 256m length	2049	\$0	\$205,778	\$30,867	\$47,329	\$283,974	\$283,974	\$283,974
SGM56	Gravity Main	300mm dia, 308m length	2059	\$0	\$264,883	\$39,732	\$60,923	\$365,538	\$365,538	\$365,538
SGM57	Gravity Main	300mm dia, 269m length	2054	\$0	\$174,824	\$26,224	\$40,210	\$241,257	\$241,257	\$241,257
SGM58	Gravity Main	450mm dia, 145m length	2049	\$0	\$113,685	\$17,053	\$26,148	\$156,886	\$156,886	\$156,886
SGM59	Gravity Main	450mm dia, 193m length	2049	\$0	\$190,057	\$28,509	\$43,713	\$262,279	\$262,279	\$262,279
SGM60	Gravity Main	450mm dia, 120m length	2049	\$0	\$118,170	\$17,726	\$27,179	\$163,075	\$163,075	\$163,075
SGM61	Gravity Main	375mm dia, 319m length	2059	\$0	\$256,419	\$38,463	\$58,976	\$353,858	\$353,858	\$353,858
SGM62	Gravity Main	375mm dia, 38m length	2054	\$0	\$30,545	\$4,582	\$7,025	\$42,152	\$42,152	\$42,152
SGM63	Gravity Main	375mm dia, 135m length	2054	\$0	\$108,516	\$16,277	\$24,959	\$149,752	\$149,752	\$149,752
SGM64	Gravity Main	375mm dia, 84m length	2054	\$0	\$67,521	\$10,128	\$15,530	\$93,179	\$93,179	\$93,179
SGM65	Gravity Main	300mm dia, 279m length	2064	\$0	\$181,323	\$27,198	\$41,704	\$250,226	\$250,226	\$250,226
SGM66	Gravity Main	300mm dia, 264m length	2064	\$0	\$171,575	\$25,736	\$39,462	\$236,773	\$236,773	\$236,773
SGM67	Gravity Main	300mm dia, 301m length	2059	\$0	\$120,400	\$18,060	\$27,692	\$166,152	\$166,152	\$166,152
SGM68	Gravity Main	300mm dia, 338m length	2059	\$0	\$219,667	\$32,950	\$50,524	\$303,141	\$303,141	\$303,141
SGM69	Gravity Main	300mm dia, 211m length	2054	\$0	\$137,130	\$20,569	\$31,540	\$189,239	\$189,239	\$189,239
SGM70	Gravity Main	300mm dia, 206m length	2054	\$0	\$177,162	\$26,574	\$40,747	\$244,483	\$244,483	\$244,483
SGM71	Gravity Main	450mm dia, 41m length	2029	\$0	\$32,146	\$4,822	\$7,393	\$44,361	\$44,361	\$44,361
SGM71a	Gravity Main	300mm dia, 385m length	2039	\$0	\$154,000	\$23,100	\$35,420	\$212,520	\$212,520	\$212,520
SPS01	Pump Station	New	2034	\$12,500	\$821,000	\$123,150	\$188,830	\$1,132,980	\$1,145,480	\$1,145,480
SPS02	Pump Station	New	2044	\$12,500	\$8,838,000	\$1,325,700	\$2,032,740	\$12,196,440	\$12,208,940	\$12,208,940
SPS03	Pump Station	New	2039	\$12,500	\$481,000	\$72,150	\$110,630	\$663,780	\$676,280	\$676,280
SPS04	Pump Station	New	2049	\$12,500	\$1,501,000	\$225,150	\$345,230	\$2,071,380	\$2,083,880	\$2,083,880

Proposed Mount Peter PDA Development Scheme for Public Notification

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works - base cost (\$)	Works - on-cost (\$ (15%))	Works - contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
SPS05	Pump Station	New	2029	\$12,500	\$6,629,000	\$994,350	\$1,524,670	\$9,148,020	\$9,160,520	\$8,125,381
SRM01	Rising Main	450mm dia, 914m length	2044	\$0	\$776,900	\$116,535	\$178,687	\$1,072,122	\$1,072,122	\$1,072,122
SRM02	Rising Main	375mm dia, 2393m length	2029	\$0	\$2,177,630	\$326,645	\$500,855	\$3,005,129	\$3,005,129	\$2,665,550
SRM09	Rising Main	200mm dia, 273m length	2049	\$0	\$109,200	\$16,380	\$25,116	\$150,696	\$150,696	\$150,696
				\$62,500	\$40,125,771			\$55,373,564	\$55,436,064	\$54,061,345

Proposed Mount Peter PDA Development Scheme for Public Notification

Table 27: Sewer Network — Sub-regional

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
SGM72	Gravity Main	450mm dia, 100m length	2029	\$0	\$78,404	\$11,761	\$18,033	\$108,197	\$108,197	\$108,197
SGM73	Gravity Main	450mm dia, 100m length	2029	\$0	\$78,404	\$11,761	\$18,033	\$108,197	\$108,197	\$108,197
SGM74	Gravity Main	450mm dia, 102m length	2029	\$0	\$79,972	\$11,996	\$18,394	\$110,361	\$110,361	\$110,361
SGM75	Gravity Main	450mm dia, 21m length	2029	\$0	\$16,465	\$2,470	\$3,787	\$22,721	\$22,721	\$22,721
SGM76	Gravity Main	450mm dia, 100m length	2029	\$0	\$78,404	\$11,761	\$18,033	\$108,197	\$108,197	\$108,197
SGM77	Gravity Main	450mm dia, 45m length	2029	\$0	\$35,282	\$5,292	\$8,115	\$48,689	\$48,689	\$48,689
SGM78	Gravity Main	450mm dia, 72m length	2029	\$0	\$56,451	\$8,468	\$12,984	\$77,902	\$77,902	\$77,902
SGM79	Gravity Main	450mm dia, 52m length	2029	\$0	\$51,207	\$7,681	\$11,778	\$70,666	\$70,666	\$70,666
SGM80	Gravity Main	450mm dia, 2m length	2029	\$0	\$1,970	\$295	\$453	\$2,718	\$2,718	\$2,718
SGM81	Gravity Main	450mm dia, 7m length	2029	\$0	\$5,488	\$823	\$1,262	\$7,574	\$7,574	\$7,574
SGM82	Gravity Main	450mm dia, 100m length	2029	\$0	\$78,404	\$11,761	\$18,033	\$108,197	\$108,197	\$108,197
SGM83	Gravity Main	450mm dia, 83m length	2029	\$0	\$65,075	\$9,761	\$14,967	\$89,804	\$89,804	\$89,804
SGM84	Gravity Main	450mm dia, 58m length	2029	\$0	\$45,474	\$6,821	\$10,459	\$62,754	\$62,754	\$62,754
SGM85	Gravity Main	450mm dia, 31m length	2029	\$0	\$24,305	\$3,646	\$5,590	\$33,541	\$33,541	\$33,541
SGM86	Gravity Main	450mm dia, 10m length	2029	\$0	\$7,840	\$1,176	\$1,803	\$10,820	\$10,820	\$10,820
SGM87	Gravity Main	450mm dia, 100m length	2029	\$0	\$78,404	\$11,761	\$18,033	\$108,197	\$108,197	\$108,197
SGM88	Gravity Main	450mm dia, 98m length	2029	\$0	\$76,836	\$11,525	\$17,672	\$106,033	\$106,033	\$106,033
SGM89	Gravity Main	450mm dia, 98m length	2029	\$0	\$76,836	\$11,525	\$17,672	\$106,033	\$106,033	\$106,033
SGM90	Gravity Main	1050mm dia, 97m length	2029	\$0	\$195,626	\$29,344	\$44,994	\$269,965	\$269,965	\$269,965
SPS06	Pump Station	Upgrade	2029	\$0	\$1,147,000	\$172,050	\$263,810	\$1,582,860	\$1,582,860	\$1,582,860
SPS07	Pump Station	Upgrade	2029	\$0	\$5,736,000	\$860,400	\$1,319,280	\$7,915,680	\$7,915,680	\$7,021,208
SRM03	Rising Main	375mm dia, 2093m length	2029	\$0	\$1,904,630	\$285,695	\$438,065	\$2,628,389	\$2,628,389	\$2,628,389
SRM04	Rising Main	650mm dia, 2846m length	2029	\$0	\$4,325,920	\$648,888	\$994,962	\$5,969,770	\$5,969,770	\$5,295,186
SRM05	Rising Main	375mm dia, 2845m length	2029	\$0	\$2,588,950	\$388,343	\$595,459	\$3,572,751	\$3,572,751	\$3,169,030
SRM06	Rising Main	650mm dia, 2878m length	2029	\$0	\$4,374,560	\$656,184	\$1,006,149	\$6,036,893	\$6,036,893	\$5,354,724
SRM07	Rising Main	650mm dia, 2387m length	2029	\$0	\$3,628,240	\$544,236	\$834,495	\$5,006,971	\$5,006,971	\$4,441,183
SRM08	Rising Main	375mm dia, 2861m length	2029	\$0	\$2,603,510	\$390,527	\$598,807	\$3,592,844	\$3,592,844	\$3,186,852

Proposed Mount Peter PDA Development Scheme for Public Notification

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
STP01	Wastewater Treatment Plant	Upgrade	2034	\$0	\$94,922,500	\$0	\$0	\$0	\$94,922,500	\$94,922,500
STP02	Wastewater Treatment Plant	Upgrade	2044	\$0	\$94,922,500	\$0	\$0	\$0	\$94,922,500	\$94,922,500
				\$0	\$217,284,654			\$37,866,723	\$227,711,723	\$224,084,998

3.2.6 Water supply network

3.2.6.1 Desired standards of service

The FNQROC design criteria have been adopted for key parameters and design standards. This includes the following demand rates and key infrastructure sizing criteria:

Table 28: Water Network Design Standards

Provision	Specification	Source
Water Supply Demands		
Average Day (AD) Demand	400 L/EP/d	FNQROC
Mean Day Maximum Month (MDMM) Demand	1.4 x AD	FNQROC
Peak Day (PD) Demand	2.0 x AD	FNQROC
Peak Hour (PH) Demand	1/12 x PD	FNQROC
Minimum Service Pressure	22 m on 3 rd consecutive PD	FNQROC
Maximum Service Pressure	60 m based on reservoir level at 95% full during AD	FNQROC
Fire Fighting Requirements		
Required Fire Flow (FF)	Residential: 15 L/s @ 2 hours Commercial: 30 L/s @ 4 hours	FNQROC
Residual Network Pressure - Fire Flow	12 m in the mains hydrant 6 m minimum in all other areas	FNQROC
Background Demand	2/3 PH for residential areas	FNQROC
Reservoir Design		
Ground Level Reservoir	3 (PD – MDMM) + (greater of Emergency Storage / Firefighting Storage)	FNQROC
Pump Design		
Treated water pumps feeding a ground level reservoir	MDMM over 20 hours	FNQROC
Standby pumps	Standby pump capacity to match the largest single unit pump capacity	FNQROC
Reticulation booster pump station	PH + FF	FNQROC
Pressure Main Design		
Pipe capacity – trunk and reticulation mains	PH + FF	FNQROC
Friction Method	Darcy-Weisbach	FNQROC
Maximum Allowable Head Loss (PH)	5 m/km for ≤ DN150 (CIOD) or ≤ DN180 (ISO) 3 m/km for ≥ DN200 (CIOD) or ≥ DN250 (ISO)	WSA03
Maximum Allowable Velocity	2.5 m/s 4.0 m/s acceptable for fire flow	FNQROC

3.2.6.2 Water supply asset types

The following asset types are trunk infrastructure for the Mount Peter PDA Water Supply network:

1. Water Reservoir where the catchment is greater than 5,000EP,
2. Water Mains with an internal diameter of 250mm and greater, and
3. Water Mains with an internal diameter less than 250mm, where identified as trunk infrastructure in the Water Supply Infrastructure Plans, and where providing a critical link/loop function to ensure the function and continuity of the wider trunk infrastructure network.

3.2.6.3 Service catchments

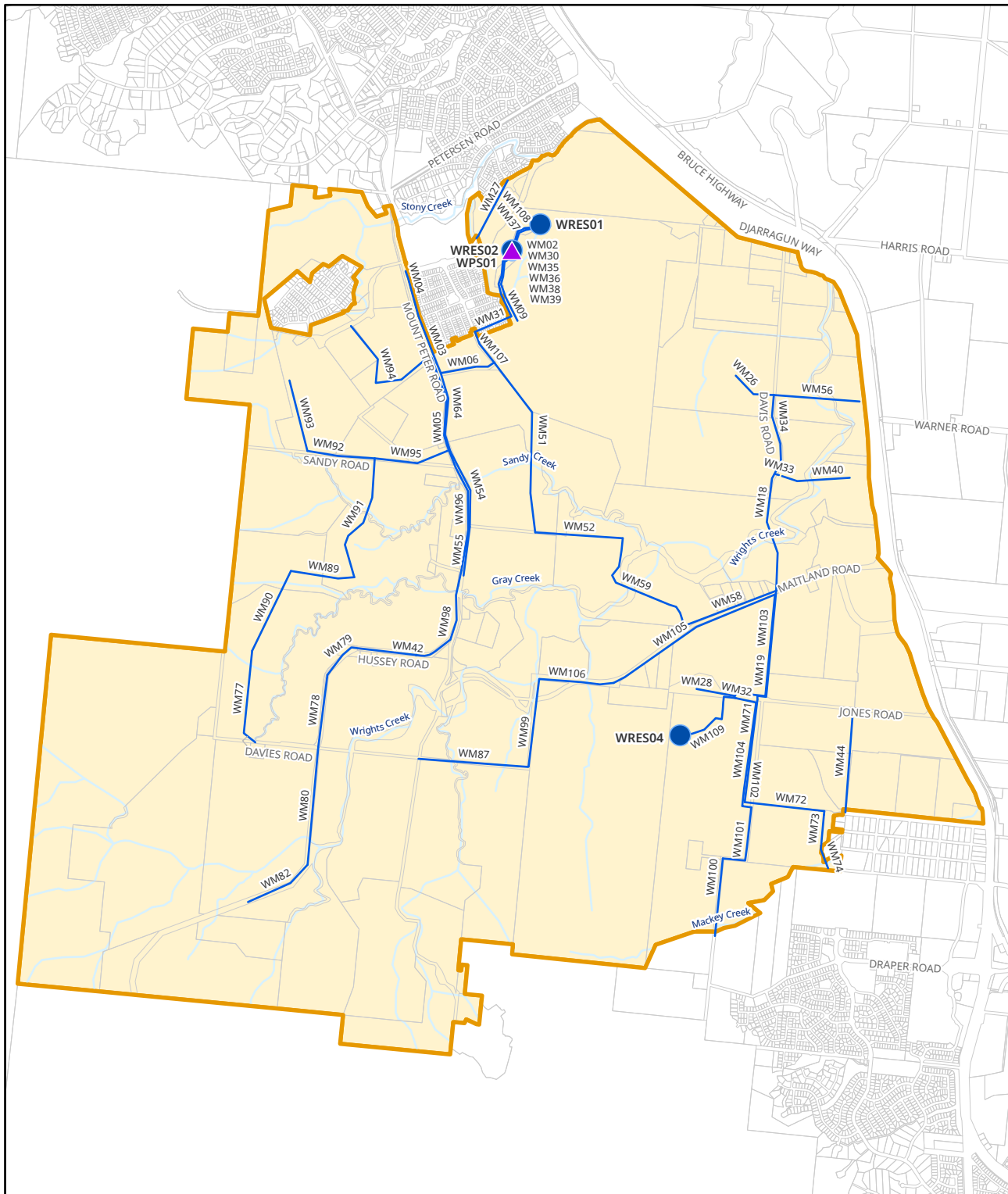
Four service catchment areas have been created for the municipal water supply network. The service catchment areas for the Mount Peter PDA are based on a looped network of mains across four pressure zones.

3.2.6.4 Water supply network infrastructure plans

Plans for Mount Peter PDA Water Supply network trunk infrastructure is shown on Map 20 and Map 21.

Map 20: Water Supply Network Plan - Municipal and PDA-associated development

The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

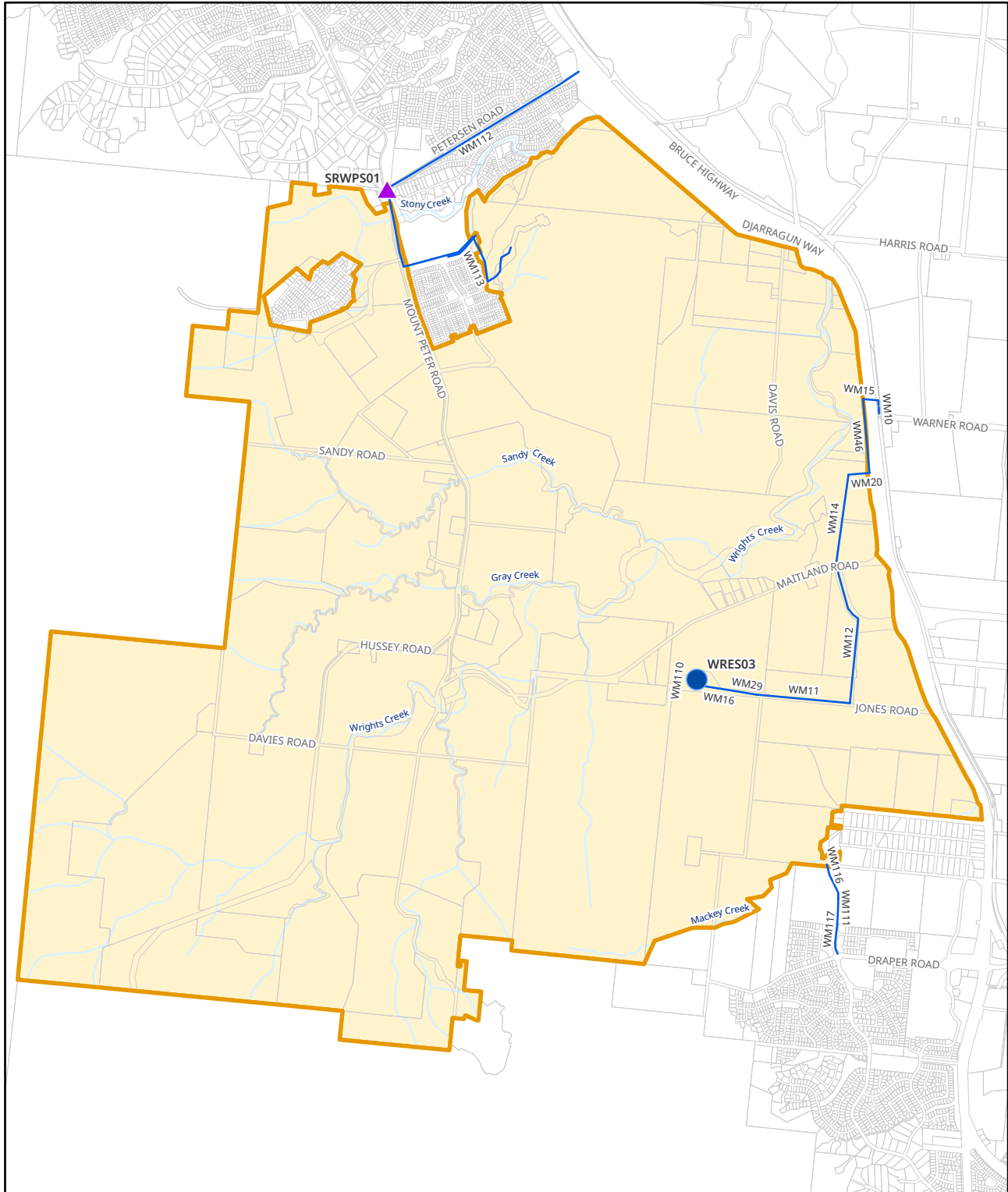
**Legend**

- PDA Boundary
- Cadastre
- Watercourse
- Trunk Infrastructure
- Water Main
- ▲ Pump Station
- Reservoir



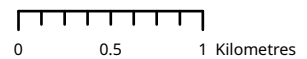
0 0.5 1 Kilometres

Map 21: Water supply Network Plan - Sub-regional



Legend

- PDA Boundary
- Cadastre
- Watercourse
- Trunk Infrastructure
- Water Main
- ▲ Pump Station
- Reservoir



The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

3.2.6.5 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 FY2026/27 dollars. The contingency rate for this network reflects the level of planning maturity and the delivery risks identified for this infrastructure network.

Table 29: Water Supply Network — Municipal

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
WM02	Water Main	Mount Peter ML Reservoir Pipework 375mm dia, 4m length	2029	\$0	\$2,898	\$435	\$667	\$3,999	\$3,999	\$3,999
WM03	Water Main	300mm dia, 75m length	2029	\$0	\$43,313	\$6,497	\$9,962	\$59,771	\$59,771	\$59,771
WM04	Water Main	300mm dia, 674m length	2029	\$0	\$389,235	\$58,385	\$89,524	\$537,144	\$537,144	\$537,144
WM05	Water Main	525mm dia, 667m length	2034	\$0	\$693,347	\$104,002	\$159,470	\$956,818	\$956,818	\$956,818
WM06	Water Main	375mm dia, 384m length	2034	\$0	\$278,208	\$41,731	\$63,988	\$383,927	\$383,927	\$383,927
WM09	Water Main	468mm dia, 548m length	2029	\$0	\$512,106	\$76,816	\$117,784	\$706,706	\$706,706	\$706,706
WM100	Water Main	250mm dia, 541m length	2054	\$0	\$289,706	\$43,456	\$66,632	\$399,794	\$399,794	\$399,794
WM101	Water Main	300mm dia, 527m length	2054	\$0	\$304,343	\$45,651	\$69,999	\$419,993	\$419,993	\$419,993
WM102	Water Main	300mm dia, 187m length	2054	\$0	\$107,993	\$16,199	\$24,838	\$149,030	\$149,030	\$149,030
WM103	Water Main	450mm dia, 945m length	2044	\$0	\$883,103	\$132,465	\$203,114	\$1,218,681	\$1,218,681	\$1,218,681
WM104	Water Main	375mm dia, 748m length	2049	\$0	\$541,926	\$81,289	\$124,643	\$747,858	\$747,858	\$747,858
WM105	Water Main	450mm dia, 1283m length	2049	\$0	\$1,198,964	\$179,845	\$275,762	\$1,654,570	\$1,654,570	\$1,654,570
WM106	Water Main	450mm dia, 658m length	2054	\$0	\$614,901	\$92,235	\$141,427	\$848,563	\$848,563	\$848,563
WM107	Water Main	600mm dia, 253m length	2034	\$0	\$321,437	\$48,215	\$73,930	\$443,582	\$443,582	\$443,582
WM108	Water Main	300mm dia, 292m length	2029	\$0	\$168,630	\$25,295	\$38,785	\$232,709	\$232,709	\$232,709
WM109	Water Main	525mm dia, 555m length	2044	\$0	\$576,923	\$86,538	\$132,692	\$796,153	\$796,153	\$796,153
WM18	Water Main	Draper Rd Transfer Main 375mm dia, 830m length	2034	\$0	\$601,335	\$90,200	\$138,307	\$829,842	\$829,842	\$829,842
WM19	Water Main	Draper Rd Transfer Main 375mm dia, 827m length	2034	\$0	\$599,162	\$89,874	\$137,807	\$826,843	\$826,843	\$826,843
WM26	Water Main	Draper Rd Transfer Main 300mm dia, 321m length	2039	\$0	\$185,378	\$27,807	\$42,637	\$255,821	\$255,821	\$255,821
WM27	Water Main	300mm dia, 458m length	2029	\$0	\$264,495	\$39,674	\$60,834	\$365,003	\$365,003	\$365,003
WM28	Water Main	500mm dia, 263m length	2049	\$0	\$273,389	\$41,008	\$62,879	\$377,276	\$377,276	\$377,276

Proposed Mount Peter PDA Development Scheme for Public Notification

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
WM30	Water Main	Mount Peter ML Reservoir Pipework 620mm dia, 3m length	2029	\$0	\$3,812	\$572	\$877	\$5,260	\$5,260	\$5,260
WM31	Water Main	620mm dia, 787m length	2029	\$0	\$999,884	\$149,983	\$229,973	\$1,379,839	\$1,379,839	\$1,379,839
WM32	Water Main	375mm dia, 13m length	2049	\$0	\$9,419	\$1,413	\$2,166	\$12,998	\$12,998	\$12,998
WM33	Water Main	450mm dia, 32m length	2039	\$0	\$29,904	\$4,486	\$6,878	\$41,268	\$41,268	\$41,268
WM34	Water Main	Draper Rd Transfer Main 375mm dia, 568m length	2034	\$0	\$411,516	\$61,727	\$94,649	\$567,892	\$567,892	\$567,892
WM35	Water Main	Mount Peter ML Reservoir Pipework 450mm dia, 6m length	2029	\$0	\$5,607	\$841	\$1,290	\$7,738	\$7,738	\$7,738
WM36	Water Main	Mount Peter ML Reservoir Pipework 450mm dia, 7m length	2029	\$0	\$6,542	\$981	\$1,505	\$9,027	\$9,027	\$9,027
WM37	Water Main	468mm dia, 280m length	2029	\$0	\$261,660	\$39,249	\$60,182	\$361,091	\$361,091	\$361,091
WM38	Water Main	Mount Peter ML Reservoir Pipework 468mm dia, 2m length	2029	\$0	\$1,869	\$280	\$430	\$2,579	\$2,579	\$2,579
WM39	Water Main	Mount Peter ML Reservoir Pipework 300mm dia, 14m length	2029	\$0	\$8,085	\$1,213	\$1,860	\$11,157	\$11,157	\$11,157
WM40	Water Main	450mm dia, 476m length	2039	\$0	\$444,822	\$66,723	\$102,309	\$613,854	\$613,854	\$613,854
WM42	Water Main	300mm dia, 5m length	2039	\$0	\$2,888	\$433	\$664	\$3,985	\$3,985	\$3,985
WM44	Water Main	300mm dia, 706m length	2039	\$0	\$407,715	\$61,157	\$93,774	\$562,647	\$562,647	\$562,647
WM51	Water Main	450mm dia, 1270m length	2039	\$0	\$1,186,815	\$178,022	\$272,967	\$1,637,805	\$1,637,805	\$1,637,805
WM52	Water Main	450mm dia, 608m length	2039	\$0	\$568,176	\$85,226	\$130,680	\$784,083	\$784,083	\$784,083
WM54	Water Main	300mm dia, 556m length	2039	\$0	\$321,090	\$48,164	\$73,851	\$443,104	\$443,104	\$443,104
WM55	Water Main	300mm dia, 342m length	2039	\$0	\$197,505	\$29,626	\$45,426	\$272,557	\$272,557	\$272,557
WM56	Water Main	300mm dia, 595m length	2039	\$0	\$343,613	\$51,542	\$79,031	\$474,185	\$474,185	\$474,185
WM58	Water Main	450mm dia, 683m length	2039	\$0	\$638,264	\$95,740	\$146,801	\$880,804	\$880,804	\$880,804
WM59	Water Main	450mm dia, 928m length	2039	\$0	\$867,216	\$130,082	\$199,460	\$1,196,758	\$1,196,758	\$1,196,758
WM64	Water Main	375mm dia, 558m length	2034	\$0	\$404,271	\$60,641	\$92,982	\$557,894	\$557,894	\$557,894
WM71	Water Main	Draper Rd Transfer Main 375mm dia, 717m length	2034	\$0	\$519,467	\$77,920	\$119,477	\$716,864	\$716,864	\$716,864
WM72	Water Main	Draper Rd Transfer Main 375mm dia, 556m length	2034	\$0	\$402,822	\$60,423	\$92,649	\$555,894	\$555,894	\$555,894
WM73	Water Main	300mm dia, 26m length	2034	\$0	\$15,015	\$2,252	\$3,453	\$20,721	\$20,721	\$20,721
WM74	Water Main	Draper Rd Transfer Main 300mm dia, 381m length	2034	\$0	\$220,028	\$33,004	\$50,606	\$303,638	\$303,638	\$303,638

Proposed Mount Peter PDA Development Scheme for Public Notification

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
WM77	Water Main	300mm dia, 675m length	2049	\$0	\$389,813	\$58,472	\$89,657	\$537,941	\$537,941	\$537,941
WM78	Water Main	300mm dia, 508m length	2054	\$0	\$293,370	\$44,006	\$67,475	\$404,851	\$404,851	\$404,851
WM79	Water Main	375mm dia, 708m length	2054	\$0	\$512,946	\$76,942	\$117,978	\$707,865	\$707,865	\$707,865
WM80	Water Main	300mm dia, 816m length	2059	\$0	\$471,240	\$70,686	\$108,385	\$650,311	\$650,311	\$650,311
WM82	Water Main	300mm dia, 497m length	2069	\$0	\$287,018	\$43,053	\$66,014	\$396,084	\$396,084	\$396,084
WM87	Water Main	375mm dia, 767m length	2039	\$0	\$555,692	\$83,354	\$127,809	\$766,854	\$766,854	\$766,854
WM89	Water Main	375mm dia, 445m length	2039	\$0	\$322,403	\$48,360	\$74,153	\$444,915	\$444,915	\$444,915
WM90	Water Main	375mm dia, 616m length	2039	\$0	\$446,292	\$66,944	\$102,647	\$615,883	\$615,883	\$615,883
WM91	Water Main	300mm dia, 897m length	2039	\$0	\$518,018	\$77,703	\$119,144	\$714,864	\$714,864	\$714,864
WM92	Water Main	300mm dia, 470m length	2039	\$0	\$271,425	\$40,714	\$62,428	\$374,567	\$374,567	\$374,567
WM93	Water Main	300mm dia, 504m length	2039	\$0	\$291,060	\$43,659	\$66,944	\$401,663	\$401,663	\$401,663
WM94	Water Main	300mm dia, 904m length	2034	\$0	\$522,060	\$78,309	\$120,074	\$720,443	\$720,443	\$720,443
WM95	Water Main	375mm dia, 534m length	2039	\$0	\$386,883	\$58,032	\$88,983	\$533,899	\$533,899	\$533,899
WM96	Water Main	375mm dia, 867m length	2039	\$0	\$628,142	\$94,221	\$144,473	\$866,835	\$866,835	\$866,835
WM98	Water Main	375mm dia, 763m length	2049	\$0	\$552,794	\$82,919	\$127,143	\$762,855	\$762,855	\$762,855
WM99	Water Main	450mm dia, 472m length	2039	\$0	\$441,084	\$66,163	\$101,449	\$608,696	\$608,696	\$608,696
WPS01	Water Pump Station (WPS)	Mount Peter WPS	2029	\$12,500	\$2,500,000	\$375,000	\$575,000	\$3,450,000	\$3,462,500	\$3,462,500
WRES01	Water Reservoir (WRES)	Mt Peter HL Reservoir (10,880 EP)	2029	\$0	\$12,500,000	\$1,875,000	\$2,875,000	\$17,250,000	\$17,250,000	\$17,250,000
WRES02	Water Reservoir (WRES)	Mt Peter ML Reservoir (24,256 EP)	2039	\$0	\$31,500,000	\$4,725,000	\$7,245,000	\$43,470,000	\$43,470,000	\$43,470,000
WRES04	Water Reservoir (WRES)	Jones Rd HL Reservoir (11,489 EP)	2044	\$0	\$13,000,000	\$1,950,000	\$2,990,000	\$17,940,000	\$17,940,000	\$17,940,000
				\$12,500	\$83,519,023			\$115,256,252	\$115,268,752	\$115,268,752

Proposed Mount Peter PDA Development Scheme for Public Notification

Table 30: Water Supply Network — Sub-Regional

ID	Asset type	Description	Estimated delivery year	Total land cost (\$)	Works – base cost (\$)	Works – on-cost (\$ (15%))	Works – contingency (\$ (20%))	Total Works cost (\$)	Total project asset cost (\$)	Apportioned PDA cost (\$)
SRWPS01	Water Pump Station (WPS)	Coombak Close WPS	2027	\$0	\$2,500,000	\$375,000	\$575,000	\$3,450,000	\$3,450,000	\$3,450,000
WM10	Water Main	300mm dia, 46m length	2044	\$0	\$26,565	\$3,985	\$6,110	\$36,660	\$36,660	\$18,110
WM11	Water Main	600mm dia, 652m length	2039	\$0	\$828,366	\$124,255	\$190,524	\$1,143,145	\$1,143,145	\$564,714
WM110	Water Main	600mm dia, 38m length	2049	\$0	\$48,279	\$7,242	\$11,104	\$66,625	\$66,625	\$32,913
WM111	Water Main	Draper Rd Transfer Main 300mm dia, 177m length	2034	\$0	\$102,218	\$15,333	\$23,510	\$141,060	\$141,060	\$141,060
WM112	Water Main	Mount Peter HL Reservoir Inlet Main 722mm dia, 3300m length	2029	\$0	\$5,925,150	\$888,773	\$1,362,785	\$8,176,707	\$8,176,707	\$8,176,707
WM113	Water Main	300mm dia, 250m length	2029	\$0	\$144,375	\$21,656	\$33,206	\$199,238	\$199,238	\$199,238
WM116	Water Main	Draper Rd Transfer Main 300mm dia, 75m length	2034	\$0	\$43,313	\$6,497	\$9,962	\$59,771	\$59,771	\$59,771
WM117	Water Main	Draper Rd Transfer Main 300mm dia, 389m length	2034	\$0	\$224,648	\$33,697	\$51,669	\$310,014	\$310,014	\$310,014
WM12	Water Main	450mm dia, 1004m length	2044	\$0	\$938,238	\$140,736	\$215,795	\$1,294,768	\$1,294,768	\$639,616
WM14	Water Main	450mm dia, 634m length	2044	\$0	\$592,473	\$88,871	\$136,269	\$817,613	\$817,613	\$403,901
WM15	Water Main	300mm dia, 137m length	2044	\$0	\$79,118	\$11,868	\$18,197	\$109,182	\$109,182	\$53,936
WM16	Water Main	600mm dia, 274m length	2049	\$0	\$348,117	\$52,218	\$80,067	\$480,401	\$480,401	\$237,318
WM20	Water Main	450mm dia, 148m length	2044	\$0	\$138,306	\$20,746	\$31,810	\$190,862	\$190,862	\$94,286
WM29	Water Main	600mm dia, 151m length	2044	\$0	\$191,846	\$28,777	\$44,124	\$264,747	\$264,747	\$130,785
WM46	Water Main	450mm dia, 516m length	2044	\$0	\$482,202	\$72,330	\$110,906	\$665,439	\$665,439	\$328,727
WRES03	Water Reservoir (WRES)	Jones Rd LL Reservoir (12,823 EP)	2049	\$125,000	\$14,000,000	\$2,100,000	\$3,220,000	\$19,320,000	\$19,445,000	\$9,605,830
				\$125,000	\$26,613,212			\$36,726,232	\$36,851,232	\$24,446,924

3.2.7 State infrastructure and facilities

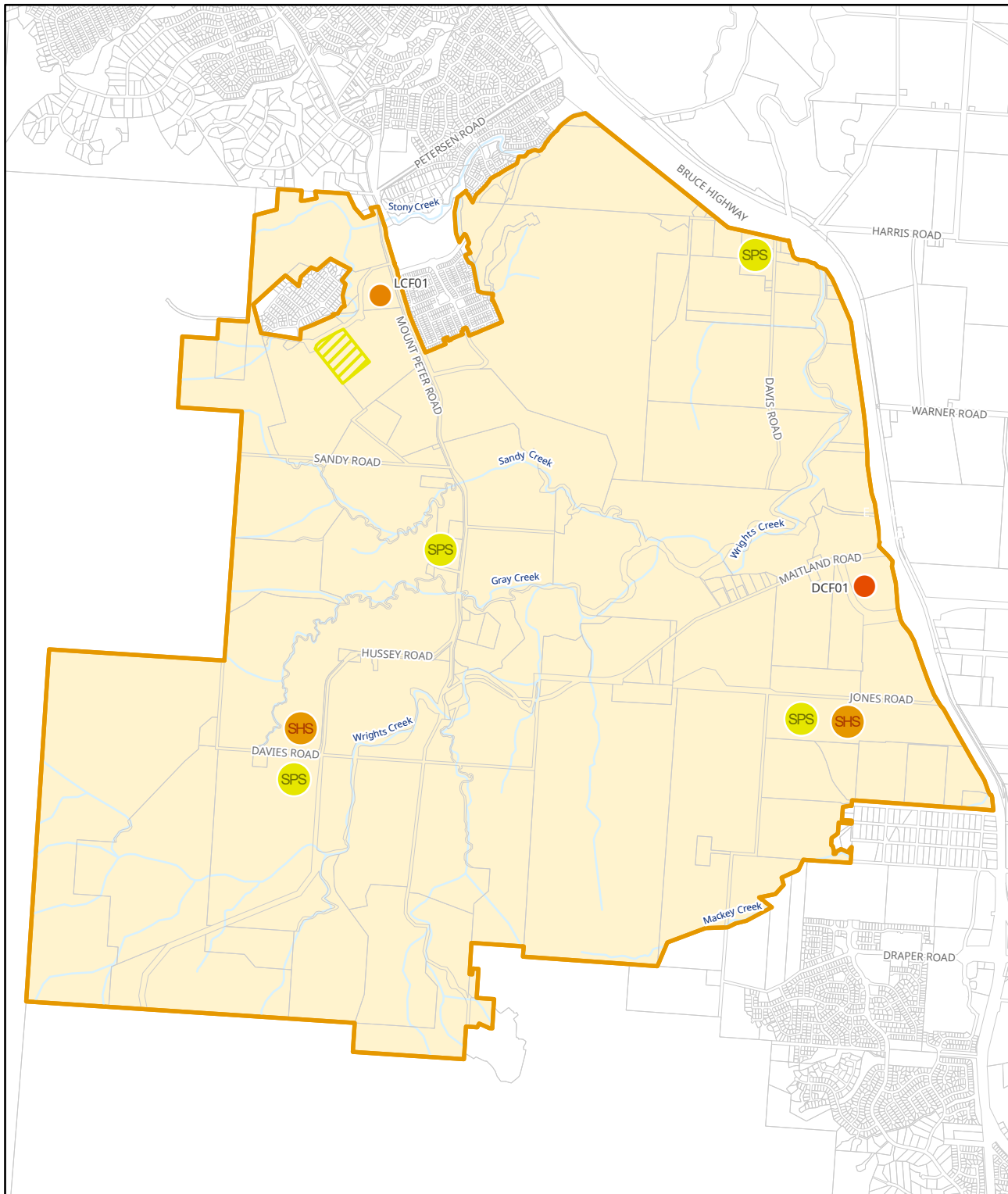
The following State infrastructure and facilities are planned for the Mount Peter PDA and are considered **Other Infrastructure**:

1. Transport
 - a. State-controlled roads and intersections
2. Emergency services (to be located within or adjacent to the District Activity Centres):
 - a. Police Station
 - b. Fire Station
 - c. Ambulance Station
 - d. State Emergency Services Facility
3. Education:
 - a. Primary Schools
 - b. Secondary schools

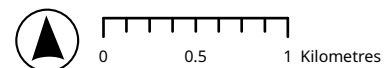
3.2.7.1 State Infrastructure and Facilities Plan

The State infrastructure and facilities network planned for the Mount Peter PDA is shown on Map 22.

Map 22: State Infrastructure and Facilities Network Plan

**Legend**

- | | | |
|--------------|-----------------------------|-----------------------------|
| PDA Boundary | Trunk Infrastructure | State Primary School |
| Cadastre | District Community Facility | State High School |
| Watercourse | Local Community Facility | Future State Primary School |



The location and alignment of future infrastructure, facilities and land uses shown on this map are indicative only and will be confirmed through detailed design and/or the development application process.

3.2.7.2 Schedule of Works

The Schedule of Works outlines future State infrastructure and facilities.

Table 31: State infrastructure and facilities³⁴

ID	Infrastructure category	Asset Type	Asset Sub Type	Description	Area (ha) or linear metre (lm)	Lot and Plan description	State Agency
	Other	New grade-separated interchange	Interchange	Deppeler Road interchange for Bruce Highway			Department of Transport and Main Roads
EMG01	Other	State Emergency Facility	Queensland Ambulance Service facility	Community Building located in district centre	1ha		Queensland Ambulance Service
EMG02	Other	State Emergency Facility	Queensland Police Service facility	Community Building located in District centre	0.8ha		Queensland Police Service
EMG03	Other	State Emergency Facility	Queensland State Emergency Services facility	Community Building located near District centre	1ha		Queensland State Emergency Service
EMG04	Other	State Emergency Facility	Queensland Fire Department facility	Community Building located near District centre	1.5ha		Queensland Fire Department
SPS01	Other	State school	Primary school	Located on Cooper Road	7.3ha	Lot 61 SP322675	Department of Education
SPS02	Other	State school	Primary school	Indicatively shown on Map 22	8ha		Department of Education
SPS03	Other	State school	Primary school	Indicatively shown on Map 22	8ha		Department of Education
SPS04	Other	State school	Primary school	Indicatively shown on Map 22	8ha		Department of Education
SPS05	Other	State school	Primary school	Indicatively shown on Map 22	8ha		Department of Education
SSS01	Other	State school	Secondary school	Indicatively shown on Map 22	12ha		Department of Education
SSS02	Other	State school	Secondary school	Indicatively shown on Map 22	12ha		Department of Education

³⁴ For Department of Transport and Main Roads 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).

3.3 Development Charges, Credits and Exemptions

3.3.1 Charges Categories

Table 32 allocates uses defined in the PDA development scheme into charge categories.

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

Table 32: 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, Theatre, Resort complex
Essential services	Correctional facility, Emergency services, Health care service, Hospital, Residential care facility, Veterinary service
Indoor sport and recreational facility	Indoor sport and recreation
High impact industry or special industry	High impact industry, Special industry
Other Industry	Low impact industry, Medium impact industry, Research and technology industry, Rural industry, Warehouse, Marine industry
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, stormwater devices, serviced land for municipal community facilities, parks and open space.
2. Sub-regional charge – provides a contribution towards trunk infrastructure which is typically external to the PDA but is required to service the PDA and is shared with other development areas. Sub-regional infrastructure includes roads, trunk sewer and water supply infrastructure required to service the PDA and provides necessary external connections to the wider infrastructure network.

3.3.3 Base Development Charge Rates

Additional state and federal government funding of PDA infrastructure has been provided to catalyse early PDA development. This is supported by the application of reduced charge rates for development completed prior to 1 July 2036.

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

- a. Reconfiguring a lot
 - For development completed (via plan sealing) with charges payable prior to 1 July 2036 – as per Table 33
 - For development completed with charges payable on or after 1 July 2036 – as per Table 36
- b. Material change of use – Residential
 - For development completed (via commencement of use) with charges payable prior to 1 July 2036 – as per Table 34
 - For development completed with charges payable on or after 1 July 2036 – as per Table 37
- c. Material change of use – Non-residential
 - For development completed (via commencement of use) with charges payable prior to 1 July 2036 – as per Table 35
 - For development completed with charges payable on or after 1 July 2036 – as per Table 38.

Table 33: For Reconfiguring a Lot – Prior to 1 July 2036

Unit	Municipal Charge (\$)	Sub-regional Charge (\$)	Total Charge (\$)
Lot	26,220	11,809	38,029
Management Lot	0	0	0

Table 34: For Material Change of Use – Residential – Prior to 1 July 2036

Proposed Land Use Category	Unit	Municipal Charge (\$)	Sub-regional Charge (\$)	Total (\$)
Residential (1 or 2 bedroom dwelling)	Dwelling unit	18,729	8,435	27,164
Residential (3 or more bedroom dwelling)	Dwelling unit	26,220	11,809	38,029
Accommodation (long-term) (1 or 2 bedroom dwelling)	Dwelling unit	18,729	8,435	27,164
Accommodation (long-term) (3 or more bedroom dwelling)	Dwelling unit	26,220	11,809	38,029
Accommodation (short-term)	1. Suite up to 2 bedrooms 2. Bedroom (<i>where not part of a cabin</i>) not part of a suite 3. Group up to 2 tent or caravan sites 4. Cabin up to 2 bedrooms	9,364	4,218	13,582
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	13,110	5,905	19,014

Proposed Mount Peter PDA Development Scheme for Public Notification

Table 35: For Material Change of Use – Non-residential – Prior to 1 July 2036

Proposed Land Use Category	Unit	Municipal Charge (\$)		Sub-regional Charge (\$)	Total Charge (\$)	
		Transport, Parks, Community Facilities, Water & Sewer Network Charge (\$)	Stormwater Network Charge (\$)	Transport, Water & Sewer Network Charge (\$)	m ² GFA	m ² Imp area
Commercial (bulk goods)	Per m ² of GFA for municipal charge and impervious area for stormwater charge	131	14	59	190	14
Commercial (retail)	Per m ² of GFA for municipal charge and impervious area for stormwater charge	169	14	76	245	14
Commercial (office)	Per m ² of GFA for municipal charge and impervious area for stormwater charge	131	14	59	190	14
Education Facility	Per m ² of GFA for municipal charge and impervious area for stormwater charge	131	14	59	190	14
Entertainment	Per m ² of GFA for municipal charge and impervious area for stormwater charge	188	14	84	272	14
Essential Services	Per m ² of GFA for municipal charge and impervious area for stormwater charge	131	14	59	190	14
Indoor sport and recreational facility	Per m ² of GFA for municipal charge and impervious area for stormwater charge	188	14	84	272	14
High impact industry or special industry	Per m ² of GFA for municipal charge and impervious area for stormwater charge	65	14	30	95	14
Other Industry	Per m ² of GFA for municipal charge and impervious area for stormwater charge	47	14	21	68	14
Place of assembly	Per m ² of GFA for municipal charge and impervious area for stormwater charge	65	14	30	95	14
Minor uses	Per m ² of GFA for municipal charge and impervious area for stormwater charge	0	0	0	0	0
All other uses	The highest rate stated in this table for a use for which the building may lawfully be used.					

Table 36: For Reconfiguring a Lot – On or after 1 July 2036

Unit	Municipal Charge (\$)	Sub-regional Charge (\$)	Total Charge (\$)
Lot	34,149	15,381	49,529
Management Lot	0	0	0

Table 37: For Material Change of Use – On or after 1 July 2036

Proposed Land Use Category	Unit	Municipal Charge (\$)	Sub-regional Charge (\$)	Total (\$)
Residential (1 or 2 bedroom dwelling)	Dwelling unit	24,392	10,986	35,378
Residential (3 or more bedroom dwelling)	Dwelling unit	34,149	15,381	49,529
Accommodation (long-term) (1 or 2 bedroom dwelling)	Dwelling unit	24,392	10,986	35,378
Accommodation (long-term) (3 or more bedroom dwelling)	Dwelling unit	34,149	15,381	49,529
Accommodation (short-term)	Suite up to 2 bedrooms Bedroom (<i>where not part of a cabin</i>) not part of a suite Group up to 2 tent or caravan sites Cabin up to 2 bedrooms	12,196	5,493	17,689
Accommodation (short-term)	Suite with 3 or more bedrooms Group of 3 tent or caravan sites Cabin with 3 or more bedrooms	17,074	7,690	24,764

Table 38: For Material Change of Use – Non-residential – On or after 1 July 2036

Proposed Land Use Category	Unit	Municipal Charge (\$)		Sub-regional Charge (\$)	Total Charge (\$)	
		Transport, Parks, Community Facilities, Water & Sewer Network Charge (\$)	Stormwater Network Charge (\$)	Transport, Water & Sewer Network Charge (\$)	m ² GFA	m ² Imp area
Commercial (bulk goods)	Per m ² of GFA for municipal charge and impervious area for stormwater charge	171	18	77	248	18
Commercial	Per m ² of GFA for municipal charge and	219	18	99	318	18

Proposed Mount Peter PDA Development Scheme for Public Notification

Proposed Land Use Category	Unit	Municipal Charge (\$)		Sub-regional Charge (\$)	Total Charge (\$)	
		Transport, Parks, Community Facilities, Water & Sewer Network Charge (\$)	Stormwater Network Charge (\$)	Transport, Water & Sewer Network Charge (\$)	m ² GFA	m ² Imp area
(retail)	impervious area for stormwater charge					
Commercial (office)	Per m ² of GFA for municipal charge and impervious area for stormwater charge	171	18	77	248	18
Education Facility	Per m ² of GFA for municipal charge and impervious area for stormwater charge	171	18	77	248	18
Entertainment	Per m ² of GFA for municipal charge and impervious area for stormwater charge	244	18	110	354	18
Essential Services	Per m ² of GFA for municipal charge and impervious area for stormwater charge	171	18	77	248	18
Indoor sport and recreational facility	Per m ² of GFA for municipal charge and impervious area for stormwater charge	244	18	110	354	18
High impact industry or special industry	Per m ² of GFA for municipal charge and impervious area for stormwater charge	86	18	38	124	18
Other Industry	Per m ² of GFA for municipal charge and impervious area for stormwater charge	61	18	27	88	18
Place of assembly	Per m ² of GFA for municipal charge and impervious area for stormwater charge	86	18	38	124	18
Minor uses	Per m ² of GFA for municipal charge and impervious area for	0	0	0	0	0

Proposed Land Use Category	Unit	Municipal Charge (\$)		Sub-regional Charge (\$)	Total Charge (\$)	
		Transport, Parks, Community Facilities, Water & Sewer Network Charge (\$)	Stormwater Network Charge (\$)	Transport, Water & Sewer Network Charge (\$)	m ² GFA	m ² Imp area
	stormwater charge					
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

A Development Charge will be calculated by:

- Multiplying the proposed Development Demand by the applicable Development Charge Rate set in section 3.3.4; and
- Subtracting from it the applicable Credit calculated in accordance with section 3.3.6, as follows:

$$DC = (DD \times DCR) - C$$

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:

- the Development Charge for each existing lot, calculated using Tables 34 and 37, or
- 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 Tables 35, 36, 38 and 39, or
- 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 Tables 35, 36, 38 and 39.

However, 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 34 and Table 35 if prior to 1 July 2036, or Table 37 and Table 38 if after 1 July 2036, or
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 37 and Table 38.

3.3.8 Development exempt from Development Charges

Development Charges do not apply to development undertaken by the State, Cairns Regional Council 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 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 organisations' 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 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).

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 work which do not exceed a total of 15 per cent of the construction cost for the following:
 - a. detailed design for the work 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,
 - c. the payment of 2% of the total value of the construction cost for the works at the final offset assessment stage, to recover EDQ's administration costs in assessing offset applications and infrastructure planning 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 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 in excess of 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 Development Scheme and associated background material.

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 rates per m² specified in Table 39, unless the land value is otherwise identified within the Schedule of Works. These rates must be indexed in accordance with Section 3.5.

Offsets for land contributions only apply where identified within the Schedule of works, and where new land is provided to accommodate trunk infrastructure. Any existing reserves (e.g. roads, recreation, waterways, etc) will not be eligible for an offset.

Table 39: Land Valuation Rates

Land Type	Rate/m ² – presented in FY 26/27 dollars
Unconstrained Land	25.0
Constrained Land	0.8

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:

- for land located in the Mount Peter PDA; and
- 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.

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.

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 Sub-regional Sports and Recreation Parks

Objective

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

Actions

Cairns Regional Council (CRC) will deliver sporting facilities that enhance community access, maximise useable open space and support a diverse range of recreational needs.

CRC will work with landowners to plan for the transfer of the central hill to public ownership to facilitate the delivery of the CRC nature trails strategy.

4.2.2 Sub-regional Water and Sewer Infrastructure

Objective

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

Actions

CRC will investigate innovative and cost-effective ways to fund and deliver sub-regional water and wastewater infrastructure to support development within the Mount Peter PDA.

4.2.3 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 Cairns Regional Council and the Department of Education (DoE) to support school network planning, generally in the preferred locations identified in the Development Scheme.

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

4.2.4 Transport Network

Objective

The future planned interchange at Deppeler Road is intended to meet the long-term transport demand, network resilience and efficacy of the Bruce Highway, connecting the future population of Mount Peter and the Cairns South State Development Area to Cairns city and southern destinations.

Actions

Subject to Queensland Government funding and approvals, the Department of Transport and Main Roads (TMR) will review and advance the Cairns Bruce Highway Upgrade Master Plan project, specifically the Deppeler Road interchange and Bentley Park interchange, using the Queensland Treasury Project Assessment Framework (PAF). As planning progresses, TMR will work with CRC to ensure the form, function and staging aligns with the long-term transport needs of the region.

EDQ will work with TMR to improve access from Petersen Road to Bruce Highway ahead of the delivery of the Deppeler Road interchange.

EDQ will work with TMR and CRC to investigate the need, function and form of any connection between the Deppeler Road interchange and MacKillop Road.

EDQ will work with TMR to determine the extent of the land required to facilitate the Deppeler Road interchange to minimise impacts on the developability of land for residential purposes.

4.2.5 Public Transport

Objective

Deliver an integrated, staged and accessible public transport services that connects the Mount Peter PDA to regional centres and supports sustainable travel behaviour from early development through to ultimate build-out.

Actions

EDQ will work with CRC and TMR to progress planning for public transport to support an effective public transport network including investigating provision of, subject to Queensland Government funding and approvals, suitable passenger transport services and infrastructure.

EDQ to work with TMR to confirm the need for and alignment of a dedicated busway through the PDA.

4.2.6 Cane railway

Objective

Ensure development within the PDA can be facilitated whilst supporting the ongoing function of the main north-south sugar cane railway.

Actions

EDQ will work with CRC and MSF Sugar to ensure development and infrastructure delivery on land across or adjacent to cane railway occurs in a timely and efficient manner.

4.2.7 Community facilities

Objective

Maintenance of the cultural, economic, physical and social wellbeing of people and communities is essential to the successful development of the Mount Peter community. This will be achieved through the early provision of community facilities and services to support the growing community.

Actions

CRC will plan for and deliver local community infrastructure to support the growth of the PDA.

EDQ will work with landowners, government agencies and other organisations to plan for a deliver State community

infrastructure to support development within the Mount Peter PDA.

4.2.8 PDA Revocation strategy

Objective

Facilitate the orderly transition of land from the PDA planning framework to the Cairns Regional Council planning scheme once the strategic objectives of the PDA have been achieved and the local planning framework can effectively manage future development.

Actions

EDQ will work with CRC to plan for the transition of parts of the PDA back to the control of the Council's planning scheme as the PDA develops, in particular:

- a. monitor development, infrastructure delivery and land use outcomes to determine when the strategic objectives of the PDA have been substantially achieved.
- b. ensure planning scheme provisions can effectively support the transition of land from the PDA framework.
- c. coordinate the progressive integration of infrastructure, assets and services into long-term local government planning and management frameworks.

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
All areas		
Development specified in Schedule 2	Development not specified in Column 2B	

5.2 Schedule 2 — PDA Accepted Development

Table 41: PDA Accepted Development

Building Work	
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	
Reconfiguring a lot for road widening and truncations where in accordance with conditions of a PDA 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.	
Carrying out operational work that is clearing of vegetation, other than Significant Vegetation unless the clearing of Significant Vegetation is:	
a) carried out by or on behalf of the relevant local government or a public-sector entity, where the works are authorised under a State law, or	
b) carried out in accordance with the conditions of a PDA development approval for a material change of use or reconfiguring a lot.	
Operational work for filling or excavation where not on a heritage place or contaminated land, and not involving the following:	
a) a retaining wall greater than 1 vertical metre or an increase in depth or height of the ground level or finished design level by 1 vertical metre or more.	
b) the construction of an artificial stormwater channel.	
c) works within land that is in a Flood (1% AEP) area and exceeding an aggregate volume of 50m ³ ,	
d) where the natural ground level is less than 20m AHD, and where the disturbance of land is equal to, or less than, 5m AHD involving one or more of the following:	
i. filling equal to or greater than 500m ³ ,	
ii. filling equal to or greater than 0.5 metres average depth,	
iii. excavation equal to or greater than 100m ³ .	
Carrying out operational work for advertising devices ³⁵ where not on a heritage place.	
Carrying out operational work associated with decontamination of land where not involving the clearing of significant vegetation.	

³⁵ Refer also to Cairns Regional Council Local Law for advertising devices.

Plumbing and drainage work
All plumbing and drainage work
Material Change of Use
Making a material change of use of premises for a sales office.
For electricity infrastructure or a sub-station where: a. minor³⁶ or b. major and not: i. in the Blue Green Network Core conservation area, or in a high flood hazard area ii. projecting above the surface of the ground, iii. involving the erection of a new building or iv. involving the reconstruction or alteration of an existing building where the design and external appearance is not substantially altered.
All aspects of development
Prescribed in Schedule 6 of the <i>Planning Regulation 2017</i> , other than part 3 Section 18 and part 5 Section 28.
Prescribed in Schedule 7 and Schedule 7A of the <i>Planning Regulation 2017</i> .
Consistent with an approved POD.
For a telecommunications facility, where undertaken by or on behalf of a public sector entity, except when involving: a. land located in the Blue-Green Network area, b. works about the surface of the ground, the erection, alteration or reconstruction of a building.
For a Utility installation, where undertaken by or on behalf of a public sector entity, except when involving: a. maintenance depot, storage depot or other depot to service the utility installation, or b. a waste management service, or the erection, alteration or reconstruction of a building.
Undertaken by the State, or a statutory body representing the State, for the proposed of Public housing, Educational establishment, Hospital or Health care services.

³⁶ As stated in the *Planning Regulation 2017*, schedule 6, section 26(5)

5.3 Schedule 3 — Definitions

Unless defined below or in schedule 1 of the *Economic Development Act 2012*, the definitions in section 7 and administrative terms in schedule 4 of the *Planning Regulation 2017*, apply to all development.

Administrative definitions

CairnsPlan 2016 means the *Cairns Regional Council CairnsPlan 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.).

Setback, means the shortest distance measured horizontally from the wall of the building or structure to the vertical projection of the boundary of the lot (ie. excluding eaves).

Significant vegetation means all vegetation, except those listed as pest vegetation by state or local government, including its root zone³⁷ that:

- a. is significant in its ecological value at local, state or national levels
- b. maintains biodiversity
- c. preserves natural landforms
- d. contributes to the character of a landscape
- e. has cultural or historical value, or
- f. has amenity 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.

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.

³⁷ The zone of the soil and roots described by the vertical projection of the foliage limit of the tree, to the depth of 1m and including buttress roots on and above the soil surface.

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 landscaping to shade hardstand areas and reduce heat island effects - 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 <i>CairnsPlan 2016</i>.
	Non-residential uses	Neighbourhood centre, Local centre or District Centre: 1 space per 30 - 50m² of GFA Urban Living: 1 space per 20 - 30m² of GFA in all other locations. In all other areas: in accordance with the <i>CairnsPlan 2016</i>.
Driveways and access	- The frontage road is constructed to Council's standards^{38 39} - New, and changes to existing, direct vehicle access for residential development does not occur from a Trunk Connector road⁴⁰ - 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 - Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles for the relevant use.	

³⁸ 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 the *CairnsPlan2016*.

³⁹ "Frontage" roads include streets where no direct lot access is provided.

⁴⁰ Refer to Section 3 Infrastructure Plan of the Development Scheme.

	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 <i>CairnsPlan 2016</i> 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; 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 <i>Transport Infrastructure Act 1994</i>
Servicing	• Access driveways, manoeuvring areas and loading facilities are sealed and provide for service vehicles listed in <i>CairnsPlan2016</i> for the relevant use. • On-site manoeuvring complies with <i>CairnsPlan2016</i>. • Bins and bin storage areas a provided, designed and managed in accordance with the <i>CairnsPlan2016</i>.
Bicycle parking and end of trip facilities	• Development Code MP4.1 and are in accordance with the standards in part 12.

5.5 Schedule 5 - PDA-associated development

The development specified in Table 43 is the Mount Peter PDA-associated development

Table 43: PDA-associated development

Reference	Description of the land	Description of the development	Level of assessment	Land map
MP-2027-1	Road reserve identified in Map 4 including Petersen Road from the intersection of Mount Peter Road to Bruce Highway, and Lot 992 on SP256255.	All aspects of development on land identified on Map 3, if the works: 1. are carried out by or on behalf of the MEDQ, and 2. include one or more of the following: a. roadworks b. active transport and pedestrian connections c. landscape and streetscape works d. stormwater works e. water connection service works f. sewer connection service works g. public passenger transport infrastructure works h. associated ancillary works, and i. open space.	PDA accepted development	Map 3
MP-2027-2	Road reserve identified on Map 3 including Hardwick Close, Djarragun Way and parts of Maitland Road and Bama Way.	All aspects of development on land identified on Map 3, if the works: a. are carried out by or on behalf of the MEDQ, and b. include one or more of the following: c. roadworks d. active transport and pedestrian connections e. landscape and streetscape works f. stormwater works g. water connection service works h. sewer connection service works i. public passenger transport infrastructure works j. associated ancillary works, and k. open space.	PDA accepted development	Map 3

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