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Economic Development Queensland

North Harbour Priority Development Area

Proposed Development Scheme

3 November 2026

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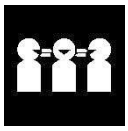


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Contents

1 Introduction 3
1.1 Economic Development Act 3
1.2 Priority Development Area Description 3
1.3 Application of the Development Scheme 3
1.4 Content of the Development Scheme 3
2 Land Use Plan 6
2.1 Components 6
2.2 Development Assessment Procedures 7
2.3 PDA Vision 10
2.4 PDA Structural Elements 10
2.5 PDA-wide criteria 16
3 Infrastructure Plan 19
3.1 Purpose 19
3.2 Infrastructure Networks 20
3.3 Development Charges, Credits and Exemptions 35
3.4 Infrastructure Offsets and Refunds 41
3.5 Indexation 45
4 Implementation Strategy 46
4.1 Purpose 46
4.2 Implementation Objectives and Actions 46
5 Schedules 48
5.1 Schedule 1 — Categories of Development 48
5.2 Schedule 2 — PDA Accepted Development 48
5.3 Schedule 3 — Definitions 52
5.4 Schedule 4 – Transport, access, parking and servicing 54

Maps

Map 1: North Harbour PDA Boundary (cadastral) 4
Map 2: North Harbour PDA Boundary (aerial) 5
Map 3: Structural Elements Plan 11
Map 4: Transport Network Plan – Municipal and Sub-regional Road Corridors, Intersections and Structures 22
Map 5: North Harbour Parks Network 27
Map 6: Sewerage Network – Municipal and Sub-regional 30
Map 7: Water Supply Network 33
Map 8: North Harbour Sewer Treatment Catchments 37

1 Introduction

1.1 Economic Development Act

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

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

1.2 Priority Development Area Description

The North Harbour PDA was declared by regulation[4] on 30 July 2025.

The PDA, identified in Map 1, includes approximately 420 hectares of land in the City of Moreton Bay (the Council) Local Government area. The PDA is bounded by the Caboolture River to the north and east and established residential areas to the south and west.

1.3 Application of the Development Scheme

The North Harbour PDA Development Scheme (Scheme) applies to development in the PDA.

The North Harbour PDA boundary is identified on Map 1 and Map 2.

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

1.4 Content of the Development Scheme

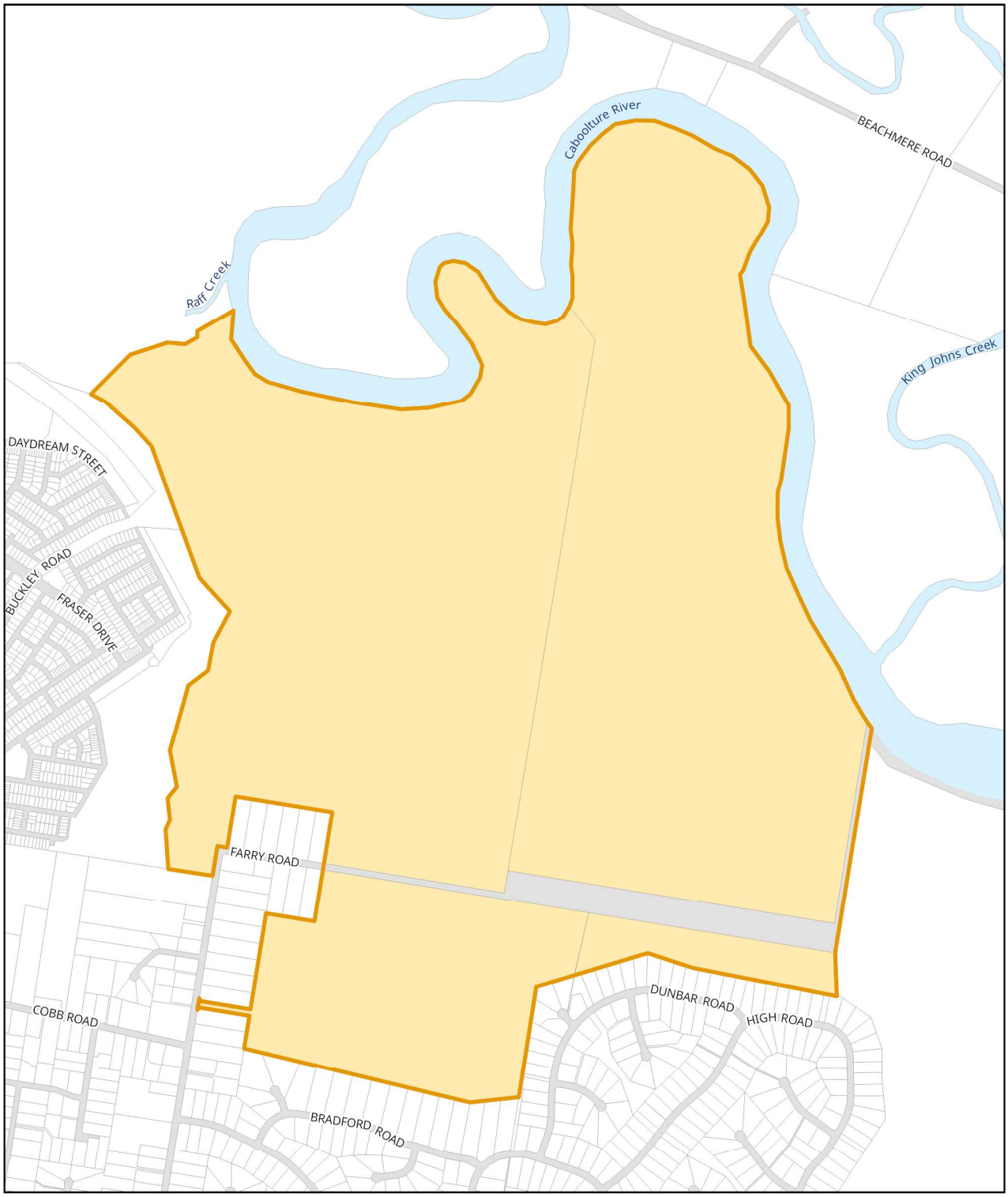
The Scheme consists of:

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

[1] Section 8 of the ED Act.
[2] Section 3 of the ED Act.
[3] Section 4 of the ED Act.
[4] Section 37 of the ED Act.

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Map 1: North Harbour PDA Boundary (cadastral)



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Map 2: North Harbour PDA Boundary (aerial)



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2 Land Use Plan

2.1 Components

The Land Use Plan consists of the:

1. PDA Vision (section 2.3), and
2. PDA Development Requirements (sections 2.4 and 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 3) and Structural Elements Criteria (section 2.4), and
2. PDA-wide criteria (section 2.5).

Acceptable Outcomes are one way of demonstrating that development is consistent with the relevant PDA Development Requirements. The MEDQ will consider alternative performance-based solutions that are consistent with the PDA Development Requirements.

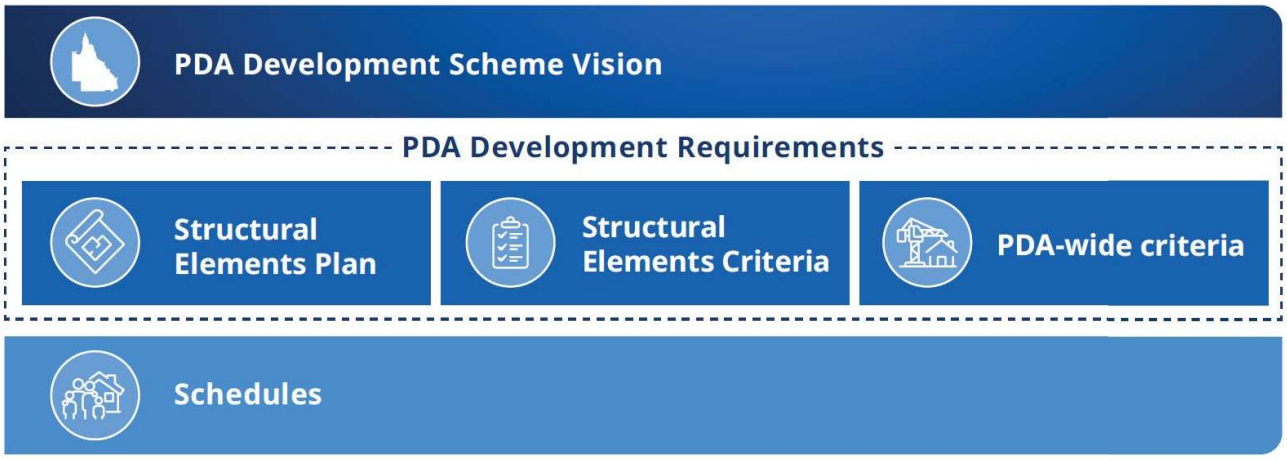
Guidance material assists in the interpretation of the PDA Development Requirements. Guidance material includes the EDQ Guidelines[5] and any other documents or guidelines referenced in the Scheme. Where relevant, an applicant may be required to demonstrate how the guidance material has been considered 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 — Definitions
Schedule 4 — Transport, access, parking and servicing

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

Figure 1: Land Use Plan Components and Relationships



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

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2.2 Development Assessment Procedures

2.2.1 Categories of Development

Schedule 1 of the Scheme identifies development that is either:

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

PDA development approval is not required for PDA Accepted Development.

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

2.2.2 Interpretation

The interpretation of terms and definitions relies on:

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

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

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

2.2.3 Development inconsistent with the Land Use Plan

Development inconsistent with the Scheme cannot be granted a PDA development approval.[6]

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

2.2.4 Development consistent with the Land Use Plan

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

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

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

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

2.2.5 Notice of Applications

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

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

Public notification may also be required for a PDA development application for PDA-associated development[7].

[6] Section 86 of the ED Act.

[7] Section 84 of the ED Act.

2.2.6 State Interests

Relevant matters of State interest have been considered in the preparation of the Scheme. State interests will be considered further during the assessment of a PDA development application.[8]

2.2.7 Relationship with Other Legislation

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

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

2.2.8 Local Laws and By-laws

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

2.2.9 Relationship with the Moreton Bay Regional Council Planning Scheme 2016

Schedule 6 of the *Planning Regulation 2017* prohibits a local categorising instrument from making development in a PDA or PDA-associated development assessable under the Planning Act.

However, the Scheme references various parts of the MBRC Planning Scheme as guidance material. If there is a conflict between the Scheme and the MBRC Planning Scheme or an assessment benchmark prescribed by regulation under another Act, the Scheme prevails to the extent of any inconsistency.[9]

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

2.2.10 Interim Use

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

An interim use:

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

Relevant PDA Development Requirements also apply to all interim uses that are assessable development. 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.

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

[9] Section 71 of the ED Act.

2.2.11 Context Plan[10]

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

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

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

2.2.12 Plan of Development[11]

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, and
3. cannot apply to land that is not the subject of the PDA development application.

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

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

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

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

2.2.13 PDA-associated development

PDA-associated development may be:

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

[10] See EDQ practice note no.9 Context Plans

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

2.3 PDA Vision

The North Harbour PDA will accommodate a range of homes, employment, tourism, recreation and lifestyle opportunities and environmental uses. The area will become a major attraction and economic catalyst for the City of Moreton Bay, providing a significant boat berthing and servicing marina development.

The marina, artificial waterbody, and associated marine infrastructure is delivered as the physical foundation of new development.

The Marine Village is a high-density mixed-use waterfront destination as the focal point of the PDA. It provides public pedestrian access to the marina and waterways, with strong connections through streets, public spaces and a waterfront promenade that respects the operations of the marina.

The Urban Living and Marina Residential areas accommodate diverse low and medium density housing choices and quality residential amenity with access to parks and strong connections to the marina and waterfront. A local centre in the Marina Residential area provides residents with services and contributes to a vibrant waterfront neighbourhood.

The Marine Industry area supports the establishment of businesses and job creation. It is connected directly to the marina and waterways so marine industry can operate efficiently.

Critical habitat corridors, including the Caboolture River, are preserved through the sensitive positioning of artificial waterbody, marine infrastructure and open space, responding to flooding and coastal processes.

A network of parks and recreation facilities supports community health and wellbeing and provide safe access to the Caboolture River.

All development is resilient to flood and coastal processes.

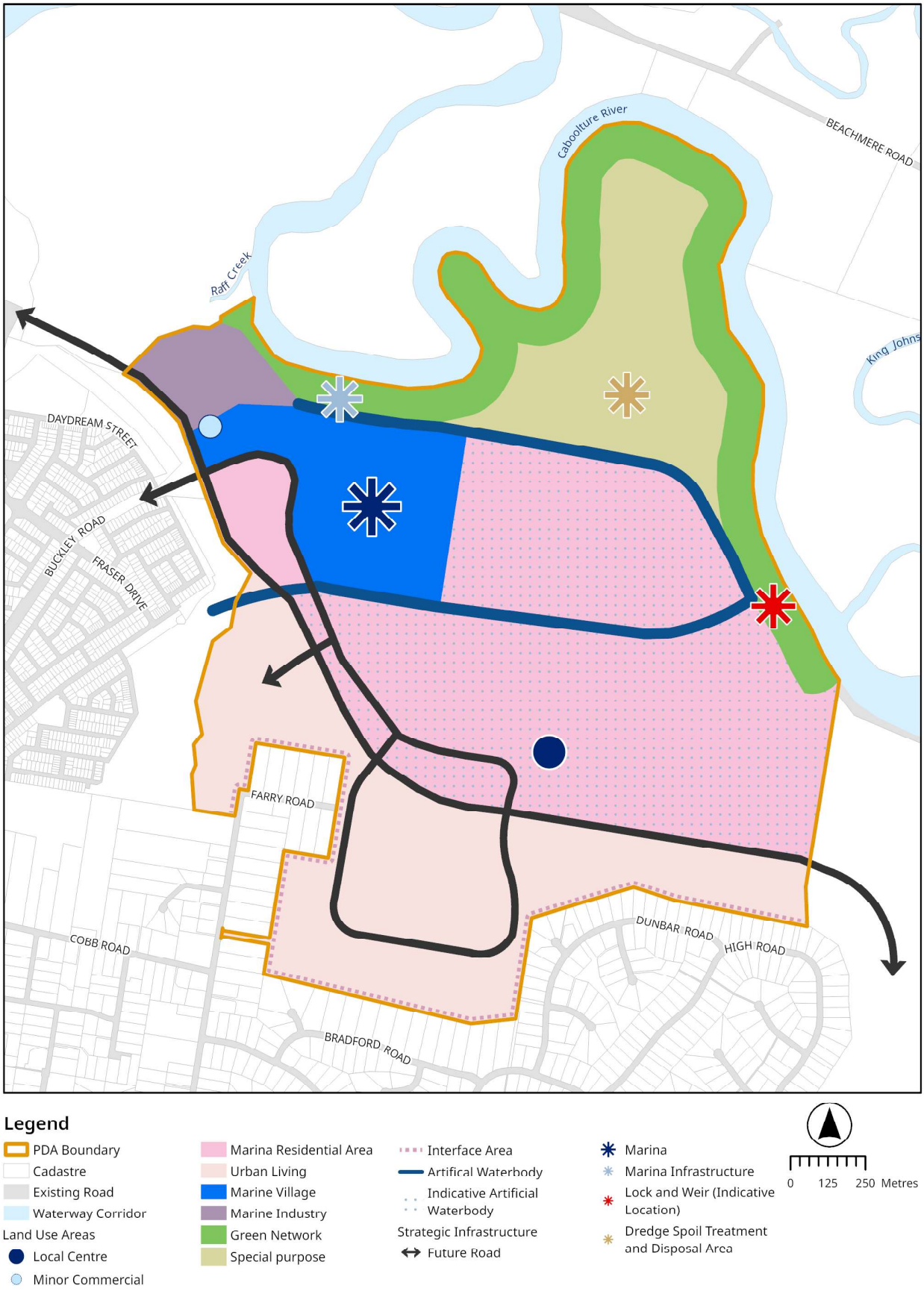
2.4 PDA Structural Elements

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

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

The location and alignment of Structural Elements shown on Map 3 is indicative only and will be confirmed through detailed design during the development assessment process.

Map 3: Structural Elements Plan



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2.4.1 Structural Elements Criteria

2.4.1.1 Urban Living[12]

Development delivers:

1. a mix of housing types and lot sizes that contribute to a target net residential density of 25 dwellings per hectare,
2. 2-3 storeys,
3. a range of low to medium density lot configurations,
4. built form and landscape that reinforces neighbourhood identity, enhances the public realm, and supports passive design and environmental performance,
5. local parks which complement the low to medium density character of the area, and
6. interface treatments with the existing rural residential properties.

2.4.1.2 Marina Residential Area[13]

Development delivers:

1. mixed density urban neighbourhoods,
2. 2-3 storeys, and up to 5 storeys proximate to the Local Centre and artificial waterbodies,
3. transitions between built form, scale, height and density,
4. edge treatments to artificial waterbody,
5. interface treatments that manage amenity impacts where sensitive uses are located near the Marina and Marine Industry operations such as building orientation, acoustic treatment, screening, ventilation design and the location of plant and service areas,
6. a public realm and streetscape with shade and street trees that provides attractive connections to waterfronts,
7. medium and higher density residential development near artificial waterbody, the local centre and the Marine Village, to maximise access to services, open space and waterfronts, and
8. parks which service PDA residents that are designed and sited to complement the mixed density residential character of the area.

2.4.1.3 Marine Village[14]

Development delivers:

1. higher density housing, short-term accommodation, tourism, entertainment, recreation, and retail and commercial activities generally in accordance with Table 1,
2. built form scale and density generally as set out Table 2,
3. publicly accessible waterfront with strong physical, visual and functional connections to the marina and waterways with a pedestrian and cycle promenade that respects the operation of the marina,
4. active ground floor property frontages to streets, public spaces and waterfront edges,
5. managed amenity impacts[15] from the Marina and Marine Industry operations (including noise, lighting and odour) through built form orientation, setbacks, screening, ventilation design and acoustic attenuation, and
6. parking, loading, servicing and waste away from key streets and waterfront edges and provides convenient parking for visitors and marina users to protect waterfront amenity and access.

Table 1: Indicative non-residential yields

Use	Indicative Yield GFA
Retail	3,900m^2
Food and Drink	1500m^2

[12] See EDQ Guidelines 01: Residential 30 and 07: Low rise buildings
[13] See EDQ Guidelines 01: Residential 30 and 07: Low rise buildings and 08: Medium and high-rise buildings
[14] See EDQ Guidelines 08: Medium and high-rise buildings
[15] See EDQ Guidelines 18: Development Interfaces

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Use	Indicative Yield GFA
Hotel	2,500m^2
Short-term accommodation	2,000m^2
Office/ Commercial	2,000m^2

Table 2: Indicative built form

Location	Indicative building height
Where located adjacent to the Marina	20 storeys
Where located within 100m of the Marina boundary	6 storeys
Where located greater than 100m from the Marina boundary	3 storeys

2.4.1.4 Local Centre[16]

Development delivers:

1. a mix of commercial and retail uses serving the day-to-day needs of local residents,
2. approximately 4,500m^2 of retail and commercial Gross Floor Area (GFA),
3. 4-5 storeys,
4. a high-quality public realm,
5. built form and design at a scale, massing, and articulation that addresses and activates street frontages, and
6. access via multiple transport modes, including walking, cycling, public transport, and private vehicles.

2.4.1.5 Marine Industry[17]

Development delivers:

1. a range of marine-related jobs and business uses,
2. intensive activities located away from adjoining sensitive uses, and provides appropriate separation,
3. access to the artificial waterbody and the marina's edge to enable marine industries and marina services to reach the water without impediment,
4. a connected and legible movement network,
5. access from a higher order road, separate to connections to residential areas,
6. design which addresses the street frontage with clearly identifiable and accessible entrances to the building and landscaping to promote high-amenity streetscapes,
7. application of environmental management measures to prevent contaminants entering the marina, artificial waterbody or the Caboolture River[18],
8. quality industrial building design and construction to add visual interest, and
9. complementary non marine industrial uses where they do not result in a net reduction of marine industry land supply.

[16] See EDQ Guidelines 09: Centres

[17] See EDQ Guidelines 10: Industry and business areas

[18] Development involving the storage of chemicals, equal to or exceeding 10% of their aggregate threshold, is referred to the Major Hazard Facilities Unit for advice.

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2.4.1.6 Green Network

The Green Network:

1. is not envisaged for urban and intensive development,
2. protects, connects, and enhances the significant natural environmental value and ecological function of the Caboolture River with an average corridor width of 100 metres measured from the top of bank,
3. promotes environmental protection and ecological restoration through retention of significant vegetation and rehabilitation of degraded areas,
4. provides public waterfront access and compatible low impact recreation, where these do not compromise primary environmental values or corridor function,
5. incorporates infrastructure required to support the marina and artificial waterbody, including the lock and weir and the waterway pumping and recirculation system,
6. maintains corridor integrity by avoiding fragmentation through the careful location and design of development, infrastructure and earthworks, and
7. implements good practice environmental management, including weed and pest control, erosion and sediment management, and rehabilitation using locally appropriate native species.

2.4.1.7 Special Purpose

The Special Purpose area is not developed for urban purposes.

Development delivers:

1. preservation of environmental values, floodplain storage and waterway flood conveyance capacity,
2. clear, safe and public access through the area, to the Green Network and artificial waterbody,
3. areas for intermittent use for the handling and management of dredge material associated with the maintenance of the artificial waterbody and the Caboolture River,
4. vegetated corridors and landscape planting, including shade trees, and
5. lighting and Crime Prevention Through Environmental Design (CPTED) principles along paths and waterfront edges.

2.4.1.8 Marina and Water-based Infrastructure[19]

The Marina and Water-based Infrastructure form a coordinated network that supports artificial waterbody circulation, navigability and efficient whole-of-life operation.

Development for Marina and Water Based Infrastructure manages:

1. water circulation,
2. dredging and long-term maintenance,
3. access to the Caboolture River, and
4. dredge material.

2.4.1.8.1 Marina

The Marina is vibrant lifestyle destination and infrastructure facility for the maritime community.

Development delivers:

1. access, berth approaches and visual markers allowing safe navigation and marina operations,
2. essential marina services, including fuel, potable water, waste disposal and sewage pump out, to support marina operation and vessel servicing,
3. development that manages vessel related environmental risks and harm and compliant marina operation, and
4. staged expansion so dredging, circulation, servicing capacity, and landside access and parking keep pace with berth numbers and avoids operational or amenity impacts.

[19] Development is supported by an overall Marina and Artificial Waterbody Operations and Maintenance Plan (MAWOMP). It is expected that the MAWOMP will be administered under a Community Management Scheme that applies to land and water and sets out outcomes for their ongoing maintenance and funding

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2.4.1.8.2 Artificial Waterbody Network

Development delivers:

1. waterway design and connections to manage circulation and flushing, to maintain water movement and water quality,
2. design and operation that prevents adverse impacts on Caboolture River hydraulics and coastal processes,
3. stable, erosion resistant banks,
4. public access and safety measures where it is intended to provide public use of the water's edge
5. no flood worsening for upstream and downstream properties and existing or planned infrastructure, and
6. revetment wall protection that:
   a. maintains marina operability, navigational safety and shoreline stability, and
   b. avoids impacts such as erosion, scour or habitat loss.

2.4.1.8.3 Lock and Weir[20,21]

Development delivers:

1. infrastructure that manages vessel movements, enable safe vessel passage, and minimises congestion and navigational conflict within the Caboolture River and marina,
2. water levels that are safely managed to avoid unacceptable upstream or downstream flooding, and
3. fail safe operation, emergency access and operational redundancy to maintain safe navigation conditions.

2.4.1.8.4 Waterway Pumping and Recirculation System

The Waterway Pumping and Recirculation System is designed to prevent adverse impacts on the Caboolture River hydrology and prevent impacts to the marina basin and artificial waterbody such as stagnation, odour and algal growth.

Development delivers:

1. pump intakes, outfalls, pipework and controls which are sized and configured to deliver effective circulation and water quality,
2. infrastructure that minimises impacts on aquatic fauna in the Caboolture River,
3. infrastructure that avoids scour, erosion and sediment mobilisation,
4. infrastructure that manages water extraction and discharge to and from the Caboolture River to avoid impacts on river hydraulics, sedimentation patterns or downstream environments,
5. screening, noise attenuation and safe maintenance access, and
6. backup power and operational redundancy, to maintain safe and continuous operation.

2.4.1.8.5 Dredge Spoil Treatment and Disposal

Dredge Spoil Treatment and Disposal provides for the safe handling, treatment and reuse or placement of material.

Development:

1. provides designated dredge material handling areas (where required) which are sited and screened to maintain open space amenity and safety,
2. demonstrates that disposal or reuse of dredged material is suitable for the material type and quality,
3. provides contained treatment and dewatering areas with perimeter controls, bunding and management of return water to meet applicable water quality requirements,
4. locates spoil handling routes and facilities to minimise amenity, traffic and biosecurity impacts, including minimising off-site impacts, and
5. makes provision for long term maintenance dredging spoil management.

[20] 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 approval.

[21] The Structural Elements Plan identifies a indicative location for the Lock and Wier. Alternative locations can be considered through development assessment process.

2.5 PDA-wide criteria

2.5.1 Transport and Connectivity

2.5.1.1 General

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

2.5.1.2 Roads[22]

Development delivers a road network that:

1. connects centres within the PDA with the neighbourhoods they serve and is well integrated with the external road network,
2. accommodates a range of users including cars, service vehicles, pedestrians, cyclists and public transport,
3. has a functional hierarchy to provide multiple access routes to and through neighbourhoods and minimises traffic impacts on residential areas,
4. is a complete and connected network of new roads and existing road upgrades within the PDA and Sub-regional road and intersection upgrades external to the PDA, and
5. enables the staged delivery of the North South Urban Arterial, as a high capacity north-south inter-regional movement network through the PDA that is safe, efficient and reliable.

2.5.1.3 Public and Active Transport

Development delivers:

1. a road network that accommodates public transport services connecting residents to key destinations, and
2. a continuous and legible active transport network that provides safe, direct and convenient walking and cycling connections to and through key destinations, including on and offroad connections.

2.5.2 Community Safety, Natural Hazards and Development Constraints

2.5.2.1 Natural Hazards

Development responds to mapped natural hazards[23] by:

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

2.5.2.1.1 Coastal Hazards (Erosion Prone Area and Storm Tide Inundation)

Where located in a mapped coastal hazard[24], development:

1. siting, built form, layout and access responds to the risk presented by the coastal hazard and effectively manages risk to personal safety,
2. is resilient to coastal hazard by ensuring the siting and design accounts for likely impacts from natural coastal processes,
3. prevents any increase in the frequency and severity of coastal hazards on surrounding property, and
4. provides public realm surfaces which are durable and flood resilient.

[22] Refer to Section 3 Infrastructure Plans
[23] Refer to MBRC Planning Scheme mapping for relevant natural hazards
[24] Refer to MBRC Planning Scheme mapping for relevant natural hazards

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2.5.2.1.2 Flood Risk Management

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

1. managing floodplain storage and waterway flood conveyance capacity through the design and construction of development,
2. ensuring a non-worsening on upstream or downstream private properties, infrastructure and natural areas,
3. demonstrating that filling, earthworks and water-based works (including marina, lock and weir and artificial waterbody works) does not increase flood levels, velocities, hazards, erosion or scour on-site or elsewhere, unless appropriately mitigated,
4. demonstrating that development on land affected by flood and overland flow[25] is designed and constructed to be resilient to flood hazard[26, 27],
5. maintaining the ability for infrastructure and community infrastructure to function during and immediately after flood events, supporting disaster management response and recovery capability, and
6. managing risks to public health and safety and the environment from the location of hazardous materials and the release of these materials because of a flood hazard.

2.5.2.2 Community Safety

Development:

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

2.5.2.3 Emissions

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

1. impacts of emissions on the natural environment, residential amenity and public health,[28]
2. impacts of noise and vibration (ensuring appropriate noise mitigation measures are incorporated into the overall building design)[29], and
3. impacts from light nuisance.

2.5.2.4 Contaminated land[30],

Development:

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

---

[25] Refer to MBRC Planning Scheme mapping for relevant natural hazards

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

[27] Development is guided by a PDA Hydraulic Assessment Study

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

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

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

2.5.2.5 Acid Sulfate Soils[31]

Development:

1. involving filling, excavation or any other form of development that may disturb potential or actual acid sulfate soils (ASS) is to be supported by ASS investigation reports,
2. ensures ASS is treated in accordance with good practice in Queensland[32],and
3. ensures the disturbance of ASS is:
   a. avoided to the greatest extent practical, and
   b. is managed to reduce risks posed to the natural and built environments from the release of acid, and metal contaminants and protect human health.

2.5.3 Infrastructure

Development:

1. supports the efficient and effective delivery and operation of infrastructure as outlined in Section 3,
2. provides infrastructure and services in a timely and coordinated manner to support land uses and works,
3. ensures all connections and access to infrastructure and services are in accordance with the requirements of the relevant infrastructure entity,
4. allows for future advancements in technology,
5. ensures infrastructure and services are located and designed to maximise efficiency and ease of maintenance,
6. provides for site frontage works, access and manoeuvring arrangements, and onsite utilities and services to the standards that ensure an acceptable level of environmental performance, safety and efficiency outlined in Section 3,
7. wherever possible, co-locates services in shared corridors/easements to minimise the infrastructure or services footprint,
8. ensures stormwater[33] is discharged to a legal point of discharge,
9. discharges achieve water quality standards prior to discharge, and meets the objectives prescribed in the *Environmental Protection (Water and Wetland Biodiversity) Policy 2019* and management of prescribed water contaminants under section 440ZG of the *Environmental Protection Act 1994*, and
10. discharges will not adversely affect the hydrology of wetland ecosystems and does not increase flooding, and nuisance flows to adjoining properties[34], and
11. ensures the safe and efficient operation of existing bulk water supply infrastructure[35], and
12. ensures the safe and efficient operation of existing and planned electricity infrastructure.

2.5.4 Waterways

Development:

1. minimises and mitigates adverse impacts on aquatic species that exist along waterways[36].

[31] see the Acid sulfate soils overlay map in MBRC Planning Scheme.

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

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

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

[35] See Seqwater's Network Consent Guideline for development affecting bulk water supply infrastructure

[36] Consideration should be given to State Development Assessment Provisions State Code 11: Removal, destruction or damage of marine plants and State Code 16: Native Vegetation Clearing

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3 Infrastructure Plan

3.1 Purpose

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

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

3.1.1 Infrastructure Networks

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

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

Note the location and alignment of strategic infrastructure shown on all mapping is indicative only and will be confirmed through detailed design and the development application process.

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, or
3. other infrastructure.

3.1.2.1 Trunk Infrastructure

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

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.

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3.1.2.3 Other Infrastructure

Other infrastructure may include:

1. State community facilities, State transport facilities and State-controlled road infrastructure,
2. Council and Unitywater infrastructure items that are not funded from North Harbour 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

The trunk road design standard for the North Harbour PDA is specified in Table 3 and Table 4.

3.2.1.1.1 Transport Network Asset Types

The following asset types are trunk infrastructure for the North Harbour PDA:

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

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3.2.1.2 Transport Network Design Criteria

The trunk road design standard for the North Harbour PDA is specified in Table 3 and Table 4.

Table 3: Road Design Standards

Street Type	North Harbour Boulevard	Buckley Road Extension	Centre connector	Centre connector	Trunk Connector
Reservation	47.8m	35m	38m	31m	25m
Median (width)	7.2m future median	5m island	6m	6m	-
Trafficable Lanes	3.5m	3.5m	3.5m	3.5m	3.5m
Lanes	6 lanes 4 existing lanes and 2 future lanes	4 lanes	4 lanes	2 lanes	2 lanes
Parking	No on street car parking	No on street car parking	2.5m width car parking spaces both sides	2.5m width car parking spaces both sides	2.5m width car parking spaces both sides
Bus route	Yes				
Bus facilities	Indented bus bays, providing opportunity for: Premium stops near major attractors (eg. Marine Village, Local 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	7m	6m	Up to 7.5m		
Footpath	2.5m width, inclusive of 0.5m clearance from cycle path, on both sides of road				
Cycle lane	2m uni-directional separated cycle path in the verge on both sides of road				
Property access	Direct vehicle access is generally not permitted. MEDQ may consider alternative access arrangements on a detailed design basis.			-	-
Posted speed	50-70 km/h	50-70 km/h	60 km/h	50-70 km/h	50-70 km/h
Intersection spacing	300m minimum	300m minimum	100m minimum	100m minimum	100m minimum

3.2.1.3 Active Transport

Table 4: Active Transport Network – Out-of-Road Corridor Design Standards

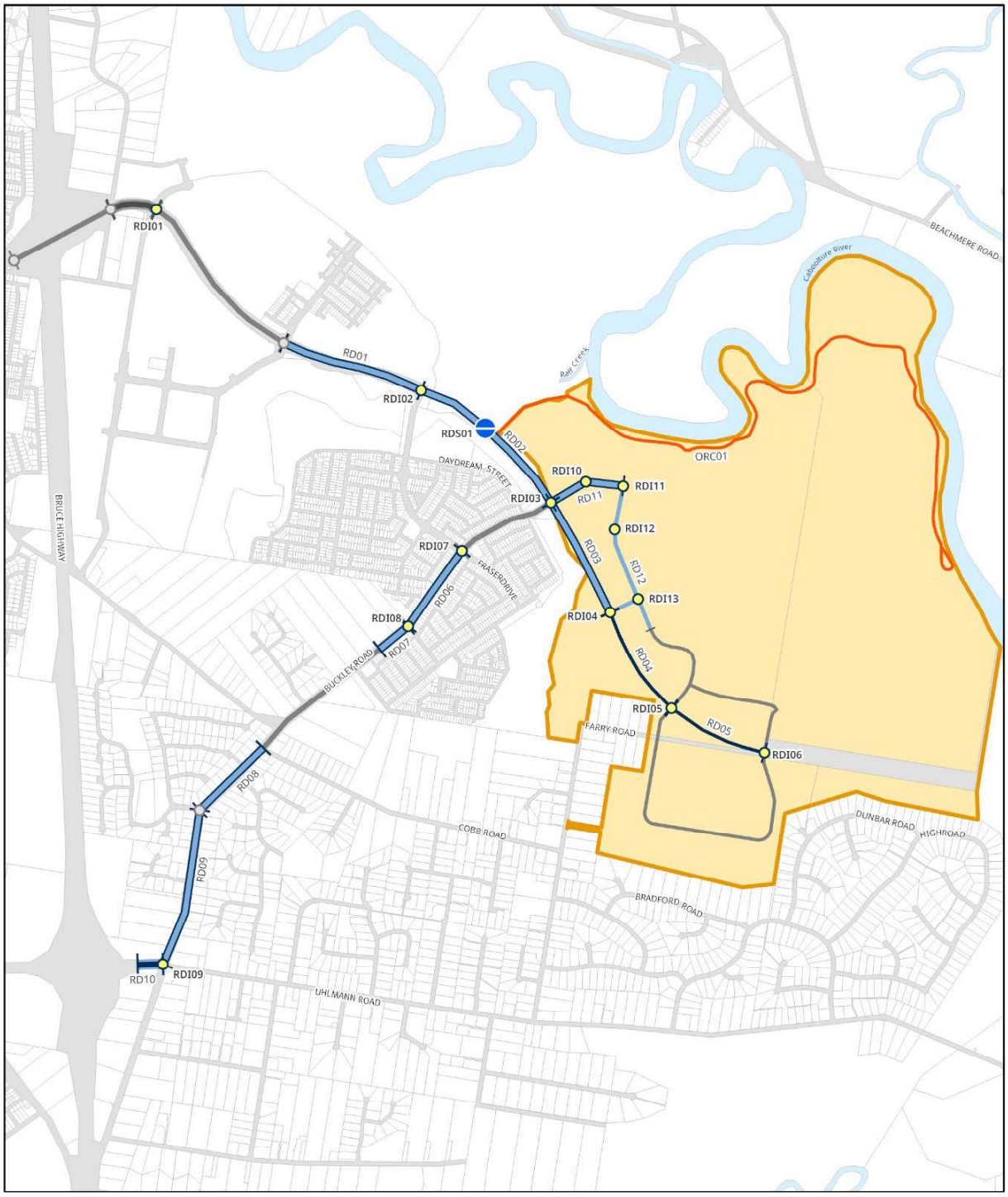
Description	Other requirements
3.5m Shared pathway	• 1.5m clearance on either side of shared pathway for safety • Preferred to be located within or adjacent to Green Network • Where constraints apply – a minimum 6m dedicated corridor

3.2.1.4 Plans for Trunk Infrastructure

Plans for the North Harbour PDA Transport network are shown on Map 4.

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Map 4: Transport Network Plan – Municipal and Sub-regional Road Corridors, Intersections and Structures



Legend

- PDA Boundary
- Cadastre
- Existing Road
- Waterway Corridor
- Active Transport
- Out of road route

Trunk Infrastructure
- 6 lane arterial
- 4 lane arterial
- 2 lane arterial
- 2 lane collector
- Structure
- Signalised intersection

Other Infrastructure
- 6 lane arterial
- 4 lane arterial
- 2 lane collector
- Signalised intersection

0 250 500 Metres

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3.2.1.5 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 5: Transport Network – Roads, Intersections and Active Transport

ID	Asset Class	Asset Type	Description	Hierarchy	No. of lanes	Length (m)	Delivery Year	Total land cost ($)	Works - base cost ($)	Works - on-cost ($)	Works – contingency ($)	Total works cost ($)	Total project asset cost ($)
RD01	Sub-regional	Road	Upgrade Corridor - New 2 lanes	Sub-Arterial - 4 Lanes	4 Lanes	693	2032	0	8,090,092	1,213,514	2,325,901	11,629,507	11,629,507
RD02	Sub-regional	Road	Upgrade Corridor - New 2 lanes	Sub-Arterial - 4 Lanes	4 Lanes	834	2042	0	9,732,622	1,459,893	2,798,129	13,990,645	13,990,645
RD03	Municipal	Road	Upgrade Corridor - New 2 lanes	Sub-Arterial - 4 Lanes	4 Lanes	596	2027	0	6,403,603	960,540	1,841,036	9,205,179	9,205,179
RD04	Municipal	Road	New Corridor - New 2 lanes	Sub-Arterial - 2 Lanes	2 Lanes	549	2028	0	5,052,288	757,843	1,452,533	7,262,664	7,262,664
RD05	Municipal	Road	New Corridor - New 2 lanes	Sub-Arterial - 2 Lanes	2 Lanes	495	2028	0	4,557,499	683,625	1,310,281	6,551,404	6,551,404
RD06	Sub-regional	Road	Upgrade Corridor - New 2 lanes	Sub-Arterial - 4 Lanes	4 Lanes	444	2032	0	4,756,367	713,455	1,367,455	6,837,277	6,837,277
RD07	Sub-regional	Road	Upgrade Corridor - New 2 lanes	Sub-Arterial - 4 Lanes	4 Lanes	174	2032	0	1,868,138	280,221	537,090	2,685,449	2,685,449
RD08	Sub-regional	Road	Upgrade Corridor - New 2 lanes	Sub-Arterial - 4 Lanes	4 Lanes	418	2036	0	4,480,746	672,112	1,288,214	6,441,072	6,441,072
RD09	Sub-regional	Road	Upgrade Corridor - New 2 lanes	Sub-Arterial - 4 Lanes	4 Lanes	762	2036	0	8,168,283	1,225,242	2,348,381	11,741,907	11,741,907
RD10	Sub-regional	Road	Upgrade Corridor - New 4 lanes	Sub-Arterial - 6 Lanes	6 Lanes	121	2036	0	1,443,408	216,511	414,980	2,074,899	2,074,899
RD11	Municipal	Road	New Corridor - New 4 lanes	Sub-Arterial - 4 Lanes	4 Lanes	373	2028	0	4,006,556	600,983	1,151,885	5,759,424	5,759,424
RD12	Municipal	Road	New Corridor - New 2 lanes	Centre Connector - 2 Lanes	2 Lanes	674	2030	0	6,207,830	931,174	1,784,751	8,923,755	8,923,755
RDI01	Municipal	Intersection		Signalised			2028	0	2,479,568	371,935	712,876	3,564,379	3,564,379
RDI02	Municipal	Intersection		Signalised			2030	0	2,322,763	348,414	667,794	3,338,972	3,338,972

ID	Asset Class	Asset Type	Description	Hierarchy	No. of lanes	Length (m)	Delivery Year	Total land cost ($)	Works - base cost ($)	Works - on-cost ($)	Works – contingency ($)	Total works cost ($)	Total project asset cost ($)
RDI03	Municipal	Intersection		Signalised			2027	0	2,446,368	366,955	703,331	3,516,654	3,516,654
RDI04	Municipal	Intersection		Signalised			2027	0	1,421,335	213,200	163,453	1,797,988	1,797,988
RDI05	Municipal	Intersection		Signalised			2028	0	1,421,335	213,200	163,453	1,797,988	1,797,988
RDI06	Municipal	Intersection		Signalised			2028	0	1,421,335	213,200	163,453	1,797,988	1,797,988
RDI07	Municipal	Intersection		Signalised			2027	0	2,286,736	343,010	657,436	3,287,182	3,287,182
RDI08	Municipal	Intersection		Signalised			2036	0	1,421,335	213,200	163,453	1,797,988	1,797,988
RDI09	Municipal	Intersection		Signalised			2036	0	2,543,833	381,575	731,352	3,656,759	3,656,759
RDI10	Municipal	Intersection		Signalised			2028	0	1,421,335	213,200	163,453	1,797,988	1,797,988
RDI11	Municipal	Intersection		Signalised			2028	0	1,421,335	213,200	163,453	1,797,988	1,797,988
RDI12	Municipal	Intersection		Signalised			2029	0	947,556	142,133	108,969	1,198,659	1,198,659
RDI13	Municipal	Intersection		Signalised			2030	0	947,556	142,133	108,969	1,198,659	1,198,659
ORC01	Municipal	Active Transport		Shared Footpath		3,390	2036	0	750,000	112,500	86,250	948,750	948,750
RDS01	Sub-regional	Bridge			4 Lanes	250	2042	0	39,875,000	5,981,250	11,464,063	57,320,313	57,320,313
								0	**127,894,819**	**19,184,223**	**34,842,397**	**181,921,438**	**181,921,438**

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3.2.2 Parks Network

3.2.2.1 Design Standards of Service

The trunk Parks design standard for the North Harbour PDA is specified in Table 6 and Table 7.

3.2.2.1.1 Parks Asset Type

The following asset types are trunk infrastructure for North Harbour PDA Parks Network:

1. Local Recreation Park
2. District Recreation Park
3. Regional Recreation Park
4. District Sports Park
5. Regional Sports Park

3.2.2.2 Accessibility, Rates of Provision and Minimum Size

Table 6 sets out the public accessibility, park size, and rate of provision standards for the North Harbour PDA parks network.

Table 6: Standards of Park Network

Recreation Park	Description	Land Provision Minimum Park size per park	Accessibility standard
Local	A moderately sized park that provides a focal point for a neighbourhood. Local recreation parks should provide places and facilities for passive and active recreation activities and a range of local community activities and events.	6 Parks. 6,000m^2	90 per cent of dwellings within 400m of catchment
District	A large park that caters for the varied active and passive recreational needs and community activities of a group of neighbourhoods. District recreation parks should provide a variety of settings, spaces and facilities to cater for large numbers of people, including large groups of people at significant community events, and for all age groups and levels of ability in the community.	1 Park 5ha	90 per cent of dwellings within 2.5 km.
Regional	Contributes to a network of parks, the network providing with extensive facilities and settings to cater for the varied recreation demands of a large population catchment. The network provides a significant range of active and passive recreation opportunities to cater for the whole community and should be capable of supporting a large community event and multiple activities undertaken simultaneously by large groups of people.	3 Parks 2ha	These parks are highly accessible, and residents will walk or drive to these parks.

3.2.2.2.1 Facilities/ Embellishment Standards

Table 7 identifies facilities and embellishment standards for each trunk infrastructure park within the North Harbour PDA.

Table 7: Embellishment Standards for Parks

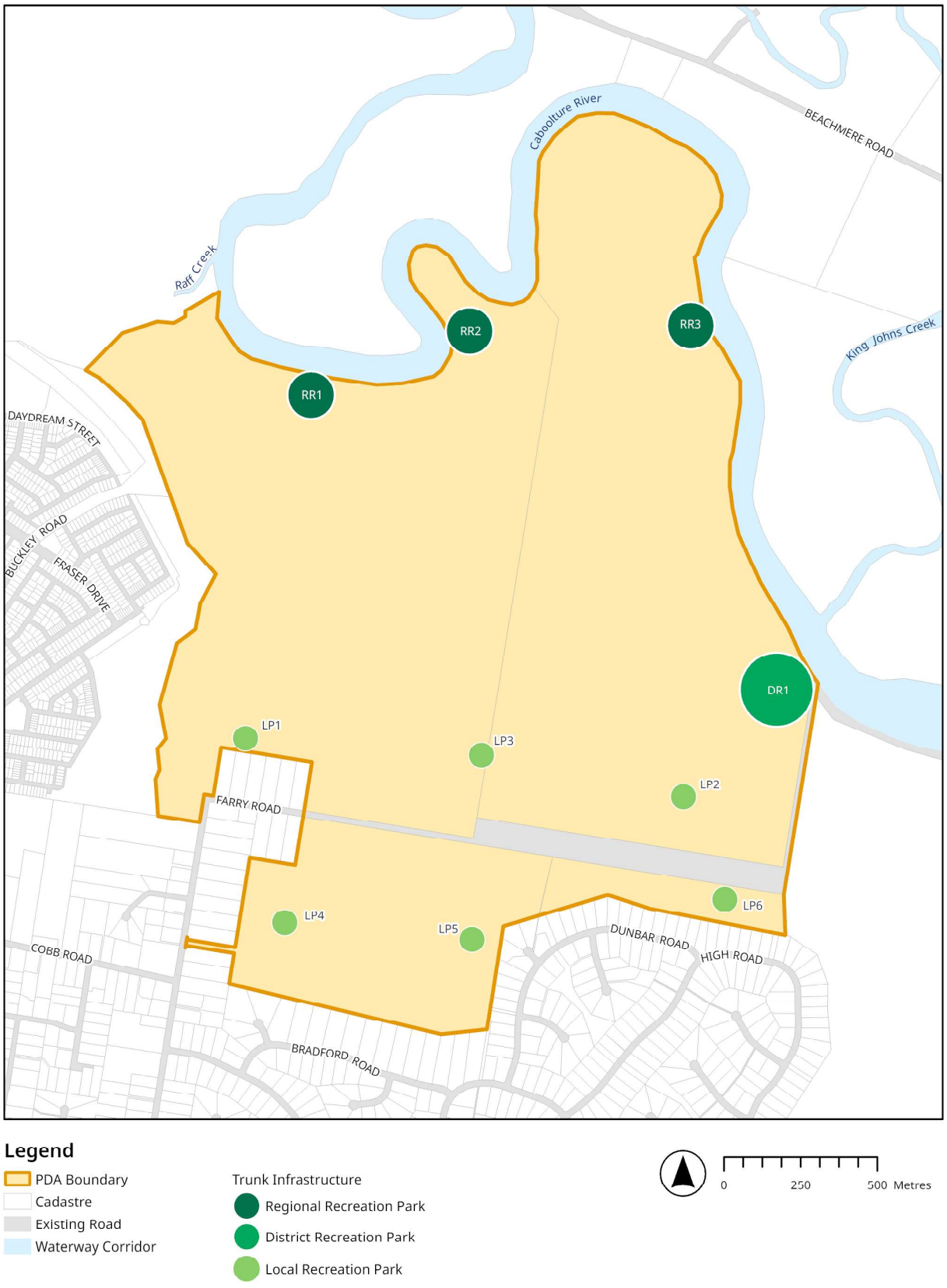
Facilities/ Embellishments	Local Recreation	District Recreation	Regional Recreation
Landscaping (trees, turf, gardens and bollards)	Y	Y	Y
Utility installations (water, sewer, electricity, telecommunications)	Y	Y	Y
Drinking fountains and taps	Y	Y	Y
Seating (seats, informal seating, elements eg. rocks, blocks, steps)	Y	Y	Y
Pathways for cycling and walking	Y	Y	Y
Open multi-use or kick-about space	Y	Y	Y
Play areas including range of elements	Small	Y	–
BMX / skate / scooter / pump track	–	–	Y
Picnic areas (tables and seating)	Y	Y	Y
Shelters/shade structures	Y	Y	Y
Park name signage	Y	Y	Y
Barbeque	-	Y	–
Gateway statement	-	Y	Y
Dog off leash areas	-	Y	Y
Public amenities (toilets)	-	Y	Y
Parking bicycles	Y	Y	Y
Lighting	Y	Y	Y
Fishing pontoon	-	-	Y
Canoe launch	-	-	Y

3.2.2.2.2 Plans for Trunk Infrastructure

The North Harbour PDA Parks network is shown on Map 5.

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Map 5: North Harbour Parks Network



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3.2.2.3 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 8: Parks and Community Facilities Network

ID	Asset Class	Asset Type	Hierarchy	Area (ha)	Delivery Year	Total land cost ($)	Works - base cost ($)	Works - on-cost ($)	Works – contingency ($)	Total works cost ($)	Total project asset cost ($)
LR1	Municipal	Recreation Park	Local	0.6	2027	30,000	479,820	71,973	55,179	606,972	636,972
LR2	Municipal	Recreation Park	Local	0.6	2028	30,000	479,820	71,973	55,179	606,972	636,972
LR3	Municipal	Recreation Park	Local	0.6	2030	30,000	479,820	71,973	55,179	606,972	636,972
LR4	Municipal	Recreation Park	Local	0.6	2032	30,000	479,820	71,973	55,179	606,972	636,972
LR5	Municipal	Recreation Park	Local	0.6	2034	30,000	479,820	71,973	55,179	606,972	636,972
LR6	Municipal	Recreation Park	Local	0.6	2035	30,000	479,820	71,973	55,179	606,972	636,972
DR1	Municipal	Recreation Park	District	5	2028	250,000	3,287,500	493,125	378,063	4,158,688	4,408,688
RR1	Municipal	Recreation Park	Regional	2	2034	100,000	1,245,800	186,870	143,267	1,575,937	1,675,937
RR2	Municipal	Recreation Park	Regional	2	2036	100,000	1,245,800	186,870	143,267	1,575,937	1,675,937
RR3	Municipal	Recreation Park	Regional	2	2028	100,000	1,245,800	186,870	143,267	1,575,937	1,675,937
DS1	Sub-regional	Sports Park - Financial Contribution	District	8.3	2036	0	9,877,000	1,481,550	1,135,855	12,494,405	12,494,405
RS1	Sub-regional	Sports Park - Financial Contribution	Regional	5.5	2041	0	4,620,000	693,000	531,300	5,844,300	5,844,300
LC1	Sub-regional	Community Facility - Financial Contribution			2031						6,262,256
						730,000	**24,400,820**	**3,660,123**	**2,806,094**	**30,867,037**	**37,859,293**

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3.2.3 Stormwater Network

3.2.3.1 Design Standards of Service

Planning and design standards for stormwater infrastructure are based on EDQ Guideline 13.

3.2.3.2 Design Standards and Criteria

1. Design the stormwater network to comply with EDQ Guideline 13.
2. Design trunk road crossing structures to provide an appropriate level of flood conveyance and immunity for a flood event in accordance with EDQ Guideline 13.
3. Development provides local stormwater quality and quantity infrastructure (non-trunk) necessary to ensure the development meets relevant requirements under EDQ Guideline 13.

3.2.4 Sewerage Network

3.2.4.1 Desired Standards of Service

The South East Queensland (SEQ) Water Supply and Sewerage Design and Construction Code design criteria have been adopted for hydraulic assessment and infrastructure sizing for the North Harbour PDA.

EDQ and Unitywater specify that development adopts NuSewer. NuSewer refers to fully welded PE pipes, fittings and maintenance shafts and is designed to minimise groundwater infiltration and tree root intrusion.

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

1. Average Dry Weather Flow (ADWF) = 180 L/EP/day
2. Peak Wet Weather Flow (PWWF) = 4 x ADWF
3. Peak Dry Weather Flow (PDWF) = C2 x ADWF, where C2 = 4.7 x EP-0.105
4. Sewer Pump Station (SPS) capacity to meet or exceed PWWF
5. Gravity pipe (internal diameter) grades as follows:
    a. DN150: 1:100 (for first 10 allotments) OR 1:180 (after first 10 allotments)
    b. DN250: 1:300
    c. DN300: 1:400
    d. >DN300: Minimum grade as required to meet minimum velocity criteria
6. Pipes to meet velocity of 0.75–3.0 m/s at PDWF
7. Gravity sewer sizing to ensure less than 75% flow depth at PWWF
8. Rising main sizing based on preferred velocity of 1.0-1.5 m/s where practical, and otherwise within 0.75-3.0 m/s
9. Rising mains also sized to not exceed pump head of 60m.

3.2.4.2 Sewer Asset Types

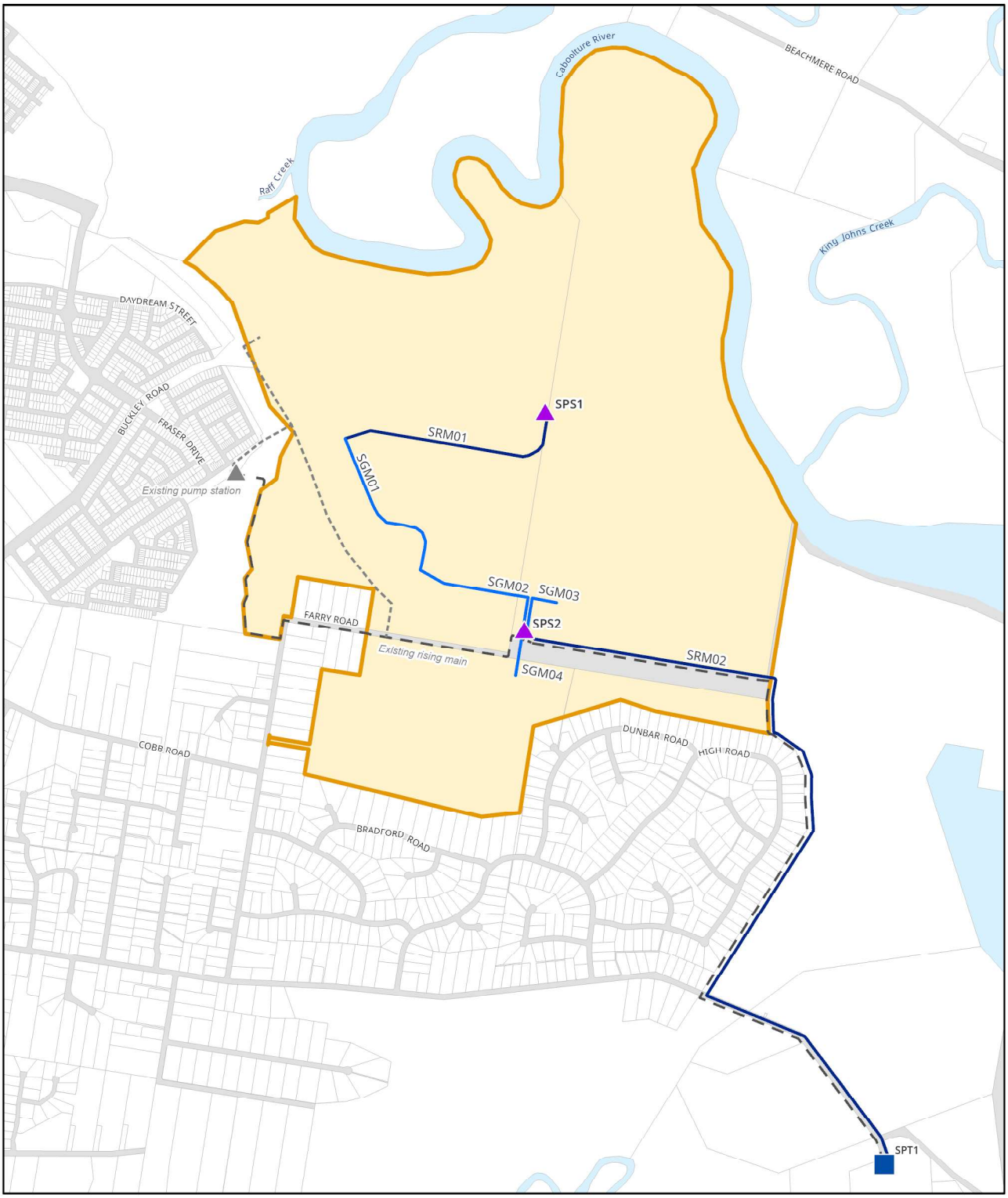
The following asset types are trunk infrastructure for the North Harbour PDA sewer network:

1. Pump Stations
2. Treatment Plants
3. Rising mains
4. Gravity Mains, 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.

3.2.4.3 Sewerage Network Infrastructure Plans

The plans for the North Harbour PDA Sewerage network trunk infrastructure are shown on Map 6.

Map 6: Sewerage Network – Municipal and Sub-regional



Legend

- PDA Boundary
- Cadastre
- Existing Road
- Waterway Corridor

Trunk Infrastructure
- Rising Main
- Gravity Main
- Pump Station
- Treatment Plant

Other Infrastructure
- Rising Main
- Gravity Main
- Pump Station

0 300 600 Metres

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3.2.4.4 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 9: Schedule of works – Municipal and Sub-regional Sewerage Network

ID	Asset Class	Asset Type	Size	Length (m)	Delivery Year	Total land cost ($)	Works - base cost ($)	Works - on-cost ($)	Works - contingency ($)	Total works cost ($)	Total project asset cost ($)
SGM01	Municipal	Gravity Main	400mm	1,050	2028	0	2,415,000	362,250	833,175	3,610,425	3,610,425
SGM02	Municipal	Gravity Main	400mm	95	2027	0	218,500	32,775	75,383	326,658	326,658
SGM03	Municipal	Gravity Main	315mm	100	2027	0	190,000	28,500	65,550	284,050	284,050
SGM04	Municipal	Gravity Main	250mm	280	2027	0	448,000	67,200	154,560	669,760	669,760
SRM01	Municipal	Rising Main	180mm	400	2030	0	360,000	54,000	124,200	538,200	538,200
SPS01	Municipal	Sewer Pump Station	9.2kw		2030	0	2,883,809	432,571	994,914	4,311,295	4,311,295
SPS02	Municipal	Sewer Pump Station	TBC		2027	0	5,767,618	865,143	1,989,828	8,622,589	8,622,589
SRM02	Sub-regional	Rising Main	355mm	3,800	2028	0	6,822,453	1,023,368	2,353,746	10,199,567	10,199,567
SPT01	Sub-regional	Sewer Treatment Plant			2036						53,526,990
						0	**19,105,380**	**2,865,807**	**6,591,356**	**28,562,544**	**82,089,533**

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3.2.5 Water Supply Network

3.2.5.1 Desired Standards of Service

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

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

3.2.5.2 Water Supply Asset Types

The following asset types are trunk infrastructure for the North Harbour PDA Water Supply network:

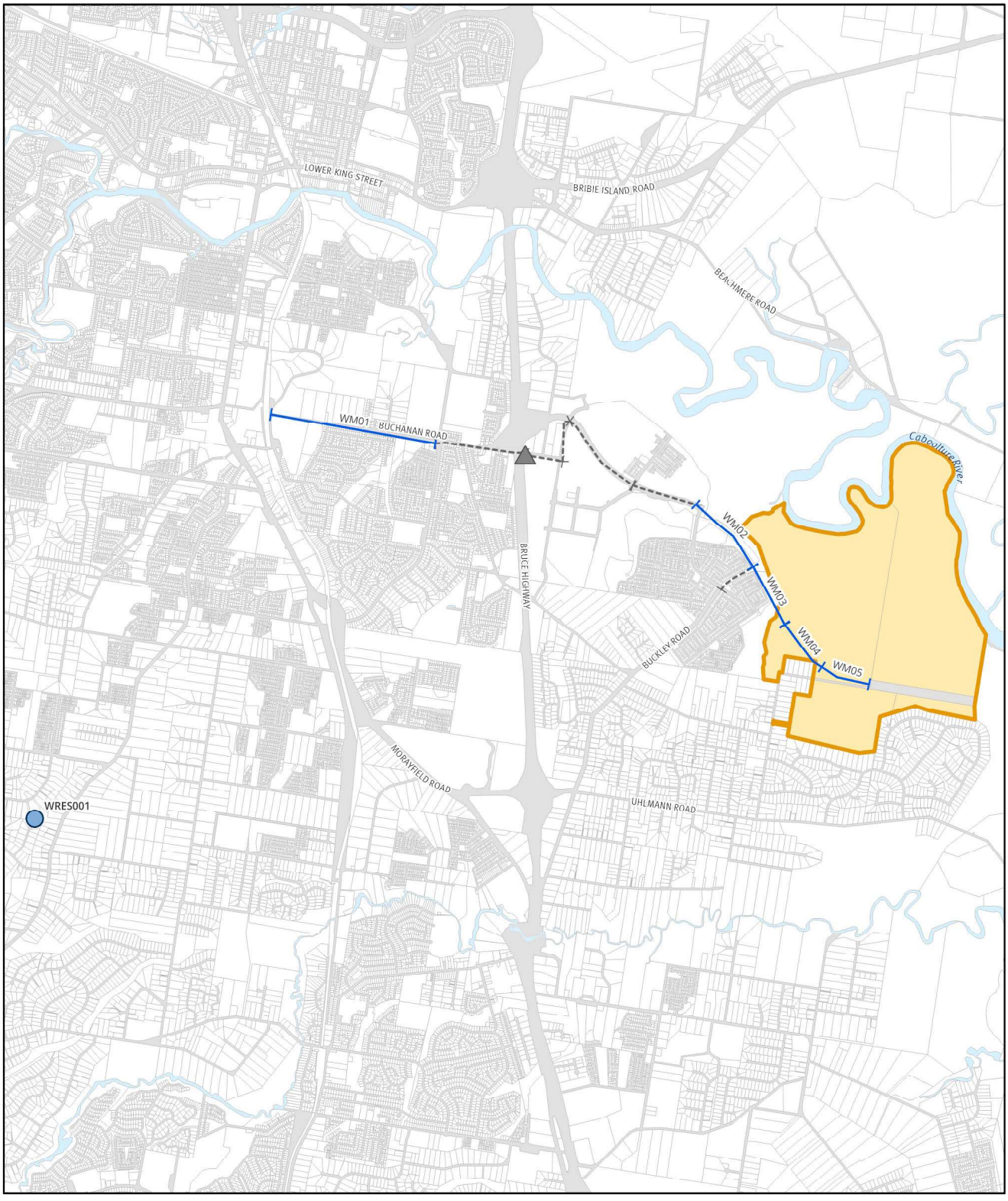
1. Water Mains with an internal diameter of 250mm and greater.

3.2.5.3 Water Supply Network Infrastructure Plans

The plans for the North Harbour PDA Water Supply Network are shown on Map 7.

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Map 7: Water Supply Network



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3.2.6 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 10: Schedule of works – Municipal and Sub-regional Water Supply Network

ID	Asset Class	Asset Type	Size	Length (m)	Delivery Year	Total land cost ($)	Works - base cost ($)	Works - on-cost ($)	Works - contingency ($)	Total works cost ($)	Total project asset cost ($)
WM02	Municipal	Water Main	375mm	800	2030	0	800,000	120,000	276,000	1,196,000	1,196,000
WM03	Municipal	Water Main	300mm	590	2027	0	560,500	84,075	193,373	837,948	837,948
WM04	Municipal	Water Main	300mm	590	2028	0	560,500	84,075	193,373	837,948	837,948
WM05	Municipal	Water Main	300mm	470	2028	0	446,500	66,975	154,043	667,518	667,518
WM01	Sub-regional	Water Main	800mm	1,602	2028	0	5,744,528	861,679	1,981,862	8,588,069	8,588,069
WPS001	Sub-regional	Reservoir	18ML		2032	0	7,435,498	1,115,325	2,565,247	11,116,069	11,116,069
						0	**15,547,525**	**2,332,129**	**5,363,896**	**23,243,551**	**23,243,551**

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3.3 Development Charges, Credits and Exemptions

3.3.1 Charge Categories

Table 11 allocates uses defined in the PDA development scheme into charge categories.

Where a use type is not listed in Table 11 (including where a use is unknown), the MEDQ will apply the charge rate for a similar charge category.

Table 11: Charge Categories and Uses

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

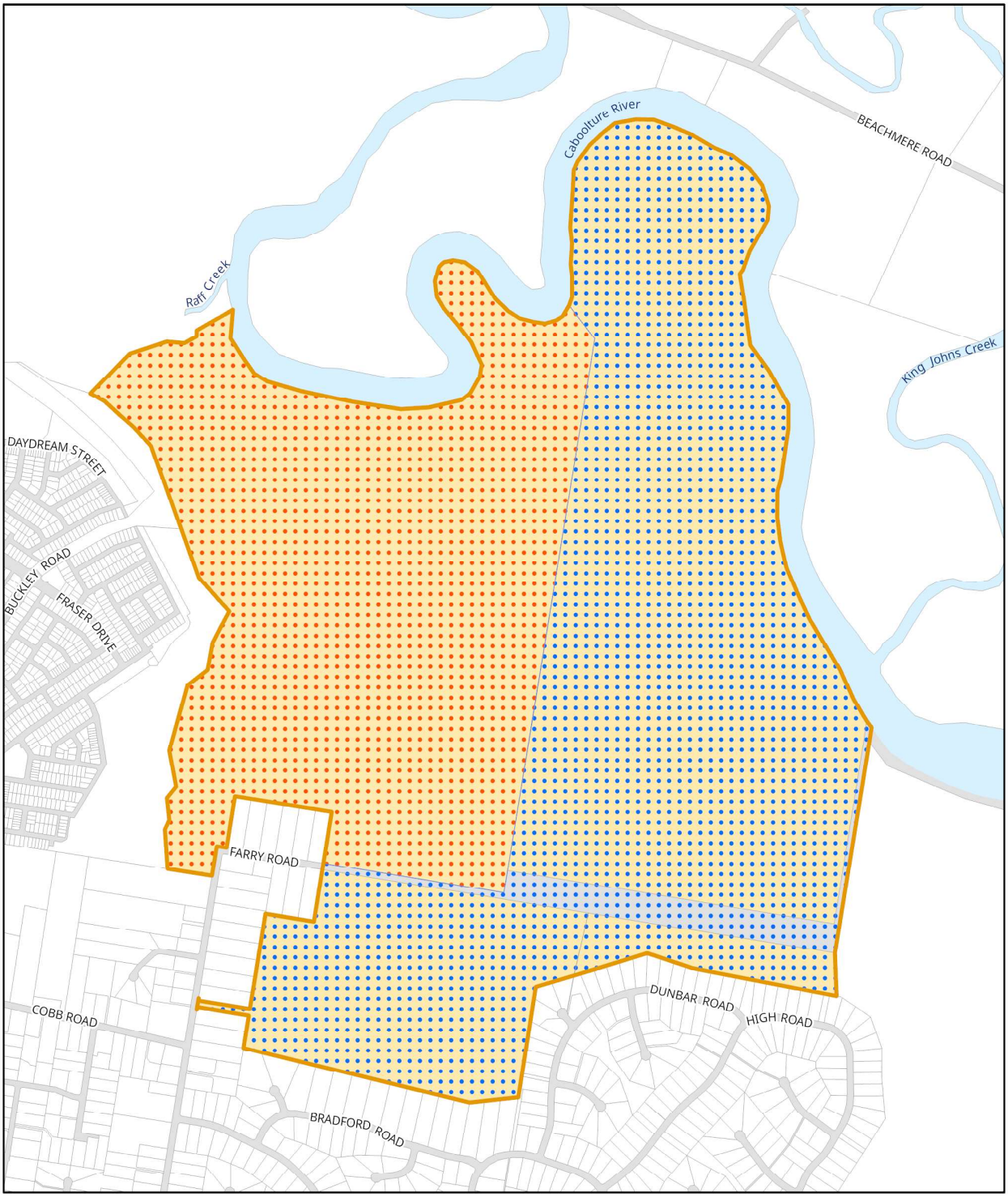
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3.3.2 Development Charges for Reconfiguring a Lot or Material Change of Use

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

1. Municipal charge – applicable to the trunk infrastructure typically within and providing service only to the PDA and includes trunk roads, sewer, water supply, serviced land for municipal community facilities, parks and open space,
2. Sub-regional charge – provides a contribution towards trunk infrastructure which is external to the PDA but is required to service the PDA and is shared with other development areas. Sub-regional infrastructure includes trunk roads, parks, sewer and water supply infrastructure required to service the PDA and provides necessary external connections to the wider infrastructure networks.
    a. Sub-regional charge A – Applies to:
        i. land that is included within Treatment Area 1 as identified on Map 8, where total sewer demand within Treatment Area 1 has not exceeded 5,088 EP.
    b. Sub-regional charge B – Applies to:
        i. land that is included within Treatment Area 2 as identified on Map 8, and
        ii. land that is included within Treatment Area 1 as identified on Map 8, where total sewer demand within Treatment Area 1 exceeds 5,088 EP.
3. Requests for estimates or payment of infrastructure charge requests for development located within Treatment Area 1 on Map 8, must be accompanied by an assessment of the total and proposed sewer demand associated with the development.

Map 8: North Harbour Sewer Treatment Catchments



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3.3.3 Base Development Charge Rates

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

1. Reconfiguring a Lot – as per Table 12
2. Material Change of Use – as per Table 13 and Table 14.

Table 12: Base Development Charge Rates for Reconfiguring a Lot

Unit	Municipal Charges	Sub-Regional Charges		Total Charges	
		A	B	Incl. SR charge A	Incl. SR charge B
Lot	$26,673	$35,421	$38,890	$62,094	$65,562
Lot - Management	$0	$0	$0	$0	$0

Table 13: Development Charge Rates for Material Change of Use - residential

Proposed Land Use	Unit	Municipal Charges	Sub-Regional Charge		Total Charges	
Residential						
			A	B	Incl. SR charge A	Incl. SR charge B
Residential (1 or 2 bedroom dwelling)	Dwelling unit	$19,052	$25,301	$27,778	$44,353	$46,830
Residential (3 or more bedroom dwelling)	Dwelling unit	$26,673	$35,421	$38,890	$62,094	$65,562
Accommodation (long-term) (1 or 2 bedroom dwelling)	Dwelling unit	$19,052	$25,301	$27,778	$44,353	$46,830
Accommodation (long-term) (3 or more bedroom dwelling)	Dwelling unit	$26,673	$35,421	$38,890	$62,094	$65,562
Accommodation (short-term)	1) suite with 2 or less bedrooms 2) bedroom (where not part of a cabin) that is not part of a suite 3) group of 2 tent or caravan sites or less 4) cabin with 2 or less bedrooms	$9,526	$12,650	$13,889	$22,176	$23,415
Accommodation (short-term) dwelling)	1) suite with 3 or more bedrooms 2) group of 3 tent or caravan sites 3) cabin with 3 or more bedrooms	$13,336	$17,710	$19,445	$31,047	$32,781

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Table 14: Development Charge Rates for Material Change of Use – non-residential

Proposed Land Use	Unit	Municipal Charges		Sub-regional Charges	
Non-residential					
		Other Network Charges	Stormwater Network Charge	A	B
Commercial (bulk goods)	m^2 of GFA for municipal charge and impervious area for stormwater charge	$133	$0	$177	$194
Commercial (retail)	m^2 of GFA for municipal charge and impervious area for stormwater charge	$171	$0	$228	$250
Commercial (office)	m^2 of GFA for municipal charge and impervious area for stormwater charge	$133	$0	$177	$194
Education Facility	m^2 of GFA for municipal charge and impervious area for stormwater charge	$133	$0	$177	$194
Entertainment	m^2 of GFA for municipal charge and impervious area for stormwater charge	$190	$0	$253	$278
Essential Services	m^2 of GFA for municipal charge and impervious area for stormwater charge	$133	$0	$177	$194
Indoor sport and recreational facility	m^2 of GFA for municipal charge and impervious area for stormwater charge	$190	$0	$253	$278
Industry	m^2 of GFA for municipal charge and impervious area for stormwater charge	$48	$0	$63	$69
Place of assembly	m^2 of GFA for municipal charge and impervious area for stormwater charge	$67	$0	$89	$97
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 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 = The applicable Sub-regional Charge

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A Development Charge will be calculated by:

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

DC = (DD x DCR) – C

Where:

DC = the Development Charge, which cannot be less than zero.

DD = the Development Demand represented by the demand unit (i.e. number of lots, dwellings, GFA and/or impervious area).

DCR = the applicable Development Charge Rate.

C = the value of any applicable Credit, represented in dollars.

3.3.6 Credits for Development Charge

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

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

1. the Development Charge for each existing lot, calculated using Table 12, or
2. if the premises are subject to an Existing Lawful Use and is serviced by Trunk Infrastructure, the Development Charge for the Existing Lawful Use calculated using Table 13 and Table 14, or
3. if the premises were subject to a Previous Lawful Use and is serviced by Trunk Infrastructure, the Development Charge for the Previous Lawful Use calculated using Table 13 and Table 14.

A Credit is not available:

1. where the Existing Lawful Use or Previous Lawful Use commenced as PDA 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 13 and Table 14,
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 13 and Table 14.

3.3.8 Development exempt from Development Charges

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

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

3.3.9 Exemptions for Not for Profits or Charitable Organisations

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

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

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

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

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

3.3.10 Payment of Development Charges

A Development Charge is payable at the following time:

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

3.4 Infrastructure Offsets and Refunds

3.4.1 Application of an Offset

This section applies where an applicant:

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

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

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

3.4.3 Land Contribution Cost Estimate

The value of a Land Contribution, for the purposes of calculating an offset or refund, will be determined by applying the rate per m^2 specified in Table 15. These rates must be indexed in accordance with Section 3.5.

In determining the applicable rate for calculating the total land contribution offset value, Table 15 identifies the areas that are to be attributed the constrained land value. All remaining areas are to be attributed the unconstrained land value.

Table 15: Land valuation rates

Land Type	Rate/m2 – presented in FY 26/27 dollars
Unconstrained Land	$60
Constrained Land	$0

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 0.

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,
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, and,
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. or 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.

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3.4.6 Using an Offset

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

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

1. is for land located in the North Harbour PDA, and
2. is issued to the applicant for the original development approval. However, this clause 3.4.6, does not apply where a refund for the Unused Infrastructure Offset has been given in accordance with clause 3.4.7 below.

3.4.7 Infrastructure Refunds

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

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

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

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

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

3.4.8 Entitlement to an Infrastructure Refund

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

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

3.4.9 Determining a Request for an Infrastructure Refund

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

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

3.5 Indexation

3.5.1 Indexation of Development Charges, Schedule of Works Costs, Land Valuation Rates and Unused Infrastructure Offsets

Development Charges, Schedule of Works Costs, Land Valuation Rates 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 Marine Parks and Fish Habitat Area

Objective

Amendments to the declared Fish Habitat Area and the Moreton Bay Marine Park are required to facilitate river works associated with the navigable channel for the North Harbour PDA.

Action

State agencies will administer regulatory processes to amendment to the Fish Habitat Area and the Moreton Bay Marine Park.

4.2.2 Caboolture River Capital and Maintenance Dredging

Objective

Initial capital dredging and ongoing maintenance dredging of the Caboolture River is required to establish and maintain a navigable channel for marine vessel movement associated with the PDA.

Actions

Governance and Financing arrangements, including the roles and responsibilities of private and public sector entities must be established prior to development of the North Harbour PDA marina and artificial waterbody.

4.2.3 Approvals under the Environmental Protection and Biodiversity Act 1999 (EPBC)

Objective

Development that impacts matters of national environmental significance will require approval under the EPBC.

Actions

The development proponent is responsible to securing any Commonwealth approvals for actions that are triggered under the EPBC.

4.2.4 Sub-regional Water and Sewer Infrastructure

Objective

Water and wastewater infrastructure is required to unlock delivery of development in the North Harbour PDA.

Actions

Unitywater will deliver upgrades to sub-regional water and wastewater infrastructure to support development within the North Harbour PDA.

4.2.5 Sub-regional Sports Park

Objective

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

Actions

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

4.2.6 North South Urban Arterial

Objective

The future North South Urban Arterial is intended to meet long-term transport demand, enhance network resilience, and provide an efficient high-capacity connection to north Brisbane.

Actions

Subject to Queensland Government funding and approvals, DTMR to enable the staged delivery of the North South Urban Arterial, as a high capacity north-south inter-regional movement network through the PDA that is safe, efficient and reliable.

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5 Schedules

5.1 Schedule 1 — Categories of Development

Table 16: Categories of Development

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

5.2 Schedule 2 — PDA Accepted Development

Table 17: PDA Accepted Development

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

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a. on publicly owned land (e.g. road reserve, Council sporting facilities, crown land, etc.) and it does not comply with the definition of 'Advertising device' (e.g. temporary or mobile devices), or
b. where it:
    i. is associated with an interim use,
    ii. has an area less than $5m^2$,
    iii. is attached to a front fence or front facade of a main building,
    iv. does not project more than 150mm from a front facade or front fence,
    v. is not illuminated,
    vi. contains the name of the business or operator, the use of premises, the contact details or name and address of building, comprises no more than two signs, and
    vii. is not within 25m of a State-controlled road.

Note - Advertising devices described in a. above are regulated by the City of Moreton Bay Local Law for advertising devices.

Not involving the clearing of significant vegetation that is:

a. associated with a material change of use for PDA Accepted Development and not located in the Green Network, or
b. associated with decontamination of land.

Clearing of vegetation, other than Significant vegetation unless carried out:

a. by or on behalf of Council or a public-sector entity, where the works are authorised under a State law, or
b. in accordance with the conditions of a PDA development approval for a material change of use or reconfiguring a lot where not in the Green Network.

In accordance with the conditions of a PDA development approval.

Plumbing and drainage work

All plumbing and drainage work.

Material Change of Use

For a Dwelling house where:

a. in the Urban living area or Marina residential area,
b. on a Developed lot,
c. not associated with any other material change of use,
d. it complies with the POD.

Where:

a. carried out by or on behalf of the local government,
b. located on Council owned or controlled land, and
c. for the use of a park.

If located in an existing building in the Local Centre where:

a. resulting in no net reduction in the minimum quantity and standard of landscaping, private or communal open space or car parking spaces required under the scheme or under an existing Development Permit for the use,
b. is for the same Defined activity group as the existing use, and
c. resulting in an increase of GFA or roofed area of $80m^2$ or less for the following uses:
    i. Community activities,
    ii. Civic activities,
    iii. Food and drink outlet,
    iv. Retail and commercial activities,
    v. Small scale sales office, or
    vi. Service industry.

For electricity infrastructure or a sub-station where:

a. Minor or

b. major and not:
   i. in the Green Network, or in a Flood (1% AEP) area and projecting above the surface of the ground,
   ii. involving the erection of a new building, or
   iii. involving the reconstruction or alteration of an existing building where the design and external appearance is not substantially altered.

For an Environment facility where:

a. in the Green Network area,
b. not involving Building work, and
c. does not result in the removal of Significant vegetation.

For a Home based business:

a. in the Urban living and Marina residential areas, or
b. involving Home based childcare as a "stand-alone service" under the *Education and Child Care Services Act 2013*.

Making a material change of use for premises for a sales office.

For the following Temporary use undertaken under a local law approval for the prescribed activity:

Use	**Prescribed activity**
• Food and drink outlet • Market • Shop	Commercial use of Local Government controlled areas and roads" as itinerant vending, display of goods or sale of goods, or "operation of temporary entertainment events" or "undertaking regulated activities on Local Government controlled areas and roads" in the form of a public place activity.
The following uses where not in the Green Network: • Function facility • Indoor sport and recreation • Motor Sport Facility • Nightclub entertainment facility • Shop • Theatre • Tourist Attraction, and • Outdoor sport and recreation	Operation of temporary entertainment events.
• Roadside stall, where in the Suburban Neighbourhood area	If undertaken within Council administered road reserve under a local law approval for the prescribed activity, "commercial use of Local Government controlled areas and roads.

All aspects of development

Prescribed in Schedule 6 of the *Planning Regulation 2017*, other than part 3 Section 18 and part 5 Section 28.

Prescribed in Schedule 7 and Schedule 7A of the *Planning Regulation 201.*

Consistent with an approved POD.

Undertaken by the State, or a statutory body representing the State, for the purposes of public housing, Educational establishment, Hospital or Health care services.

Development for which a General Exemption Certificate or Exemption Certificate has been issued under the *Queensland Heritage Act 1992.*

For a telecommunications facility where:

a. not in the Green Network area,
b. not a facility operated by or on behalf of a carrier under the *Telecommunications Act 1997*,
c. not involving more than one signal receiving satellite dish, and
d. involving a dish with a dimension not greater than 1.8m.

For a Utility installation where:

a. not in the Green Network or in a Flood (1% AEP) area
b. not projecting more than 5m above the finished ground level, or
c. carried out by or on behalf of the Local Government or other public sector entity for:
    i. the reticulation or conveyance of water, sewage, stormwater and recycled water, including ancillary maintenance and storage depots and other facilities for the operation of the use (excluding the storage or treatment of water and sewage),
    ii. a waste transfer station,
    iii. road purposes for:
        i. road construction and maintenance, including site buildings, or
        ii. traffic signals and controls,
        iii. depots,
        iv. road access works,
        v. drainage works,
        vi. rest area facilities and landscaping,
        vii. parking areas,
        viii. public transport infrastructure,
        ix. control buildings and structures, or
        x. toll plazas,
d. ancillary telecommunication infrastructure not protruding more than 5m above the height of the existing structure and not involving a facility of a carrier under the *Telecommunications Act 1997*, or
e. involving the reconstruction or alteration of an existing building where the design and external appearance is not materially altered.

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Queensland Government

5.3 Schedule 3 — Definitions

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

Administrative definitions

Artificial Waterbody means a constructed waterway that is separated from tidal waters by a lock, weir or similar structure.

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

Long-term maintenance dredge spoil management means the arrangements, infrastructure, land availability, governance mechanisms and funding required for the ongoing handling, transport, placement, beneficial reuse or disposal of material generated from maintenance dredging activities.

Marina and Artificial Waterbody Operations and Maintenance Plan[37] is a framework or plan designed to guide the ongoing management, operation, and maintenance of marinas and artificial waterbody. The MAWOMP will typically:

7. ensure the infrastructure is managed sustainably, safely, and in compliance with relevant environmental, planning, and operational standards, and
8. address arrangements for ongoing maintenance dredging (where required), to maintain marina function and navigability over time.

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

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

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

PDA Hydraulic Assessment Study[38] is a detailed whole of PDA flood risk assessment study prepared by a RPEQ, which is to be prepared and submitted to EDQ for endorsement at the time of an endorsed context plan or a PoD for the whole of the PDA.

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

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

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

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

[37] Refer to *Coastal Protection and Management Act 1995* and *Environmental Protection Act 1994* for guidance
[38] See EDQ's Guideline 15.

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Site Cover, of development, means the portion of the site, expressed as a percentage, that will be covered by a building or structure, measures 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.

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5.4 Schedule 4 – Transport, access, parking and servicing

Table 18: Acceptable Outcomes - Transport, Access, Parking and Servicing

Design	Car park areas are designed to: • not dominate the street frontage • maintain active frontages where relevant • contribute to the intended character of the streetscape • avoid the visual impact of large areas of surface parking on the streetscape • not impact on the safety of the external road network • ensure the safe movement of vehicles and pedestrians within the site • provide separation between car parking opening sufficient to accommodate frontage landscaping, street trees and on-street parking. • provide adequate onsite circulation, queuing and turning for vehicle/ trailer movements, service vehicles and heavy vehicles, including clear separation between customer vehicle/ trailer movements and industrial/ service movements, and avoiding queuing on the external road network.	
Parking rates	**Residential uses**	Dwelling house or Dual occupancy: • 2 spaces per dwelling (1 space can be in tandem) • 1 additional designated space where including a secondary dwelling Multiple dwelling, Relocatable home park, Residential care facility or Retirement facility: • 1 space per 1 bedroom dwelling • 1.25 spaces per 2 bedroom dwelling • 1.5 spaces per 3 bedroom dwelling • 2 spaces per 4+ bedroom dwelling, and • 1 visitor space per 4 dwellings Rooming accommodation or Short-term accommodation: • 1 space per 5 dwellings + staff spaces • 3 spaces per 4 dwellings + staff spaces All other uses: in accordance with the MBRC Planning Scheme, Schedule 7 Car Parking.
	Non-residential uses	Local centre and Marine Village - 1 space per 30 - 50m^2 of GFA. Marine Industry – 1 space per 100m^2 of GFA. Urban Living and Marina Residential - 1 space per 20 - 50m^2 of GFA. In all other areas: in accordance with the MBRC Planning Scheme - Schedule 7 Car Parking.
Driveways and access	• The frontage road is constructed to Council's standards[39] • New, and changes to existing, direct vehicle access for residential development does not occur from an existing or future Arterial or Sub-arterial road[40] • New, and changes to existing, internal driveways and access ways are designed and constructed in accordance with AS/NZS 2890.1 Parking Facilities Part 1: Off street car parking and the relevant standards in the MBRC Planning Scheme, Planning scheme policy - Integrated design, and	

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

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

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

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